

DOCUMENTS
Arboricultural Impact Assessment prepared by PJC Consultancy Ltd (17/12/12)
Archaeological Assessment prepared by EPD (February 2013)
Basement Report prepared by Conisbee (November 2012)
Daylight and Sunlight Report prepared by Savills (December 2012)
Design and Access Statement prepared by PTEa (December 2012)
Ecological Appraisal prepared by EDP (November 2012)
Energy Strategy Report (Rev C) prepared by Hoare Lea (January 2013)
Flood Risk Assessment and Sustainable Drainage Strategy prepared by Conisbee (December 2012)
Desk Study and Ground Investigation Report prepared by Conisbee (November 2012)
Heritage Statement prepared by Montagu Evans (December 2012)
Landscape Design and Access Statement prepared by Farmer Huxley Associates (December 2012)
Over 55s Housing Provision prepared by Savills (October 2012)
Planning Statement prepared by Savills (December 2012)
Planning Supporting Information prepared by Hanover (December 2012)
Plant Noise Assessment prepared by Hoare Lea (November 2012)
Statement of Community Involvement (incorporating Equalities Statement) prepared by Quatro (December 2012)
Sustainability Statement (Rev C) prepared by Hoare Lea (January 2013)
Transport Assessment prepared by MLM (February 2013)
Travel Plan prepared by MLM (December 2012)

DRAWINGS	
Plan Title	Plan Number
Existing site plan	PL 001
Proposed Site Location Plan	PL 002 RevC
Demolition Plan	PL 004
Basement Floor Plan	PL 020 RevB
Ground Floor Plan	PL 021 RevC
First Floor Plan	PL 022 RevB
Third Floor Plan	PL 023 RevB
Roof Plan	PL 024 RevB
Second Floor Plan	PL 025 RevB
Proposed Basement, Ground, 01, 02, & Roof	PL 050 RevB
Plans Front, Rear, & Side Elevations Roseneath	PL 051 RevB
Proposed Basement, Ground, 1st, 2nd & Roof Plans	PL 052 RevB
Front and Side Elevations Norton Lees	PL 054 RevB
Rear Elevation Norton Lees	PL 055 RevB
Proposed Basement Floor Plan Administration Block	PL 070 RevB
Proposed Ground Floor Plan Admin Block	PL 071 RevA
First Floor Plan Admin Block	PL 072 RevA
Roof Plan Admin Block	PL 073 RevA
Front Elevation Admin Block	PL 074 RevA
Rear Elevation Admin Block	PL 075 RevA
Side Elevations Admin Block	PL 076 RevA
Site Sections	PL 090 RevB
Elevations F,G 6	PL 100 RevB

Elevation 3,5,H,L	PL 101 RevB
Elevation M,N,K & S	PL 102 RevB
Elevations 4,7 & 8	PL 103 RevB
Elevations J,P,Q 9 &10	PL 104 RevB
Elevations 2 & 1	PL 105 RevB
Elevations E, C, C2 3&5 West	PL 106 RevC
Elevations 1,2,D, 4&6 West	PL 107 RevB
Elevations 8,11 12 & E	PL 108 RevB

<p>Case Officer Contact:</p> <p>David Gurtler Telephone 020 8489 8617 Email: david.gurtler@haringey.gov.uk</p>
<p>PLANNING DESIGNATIONS:</p> <p>Conservation Area Historic Park Listed Building (Administration Block Grade II) Locally Listed Building (Roseneath and Norton Lees) Road Network: C Road</p>
<p>RECOMMENDATION</p> <p>REFUSE PERMISSION for both applications (namely the planning application HGY/2013/0068) and the Listed Building Consent application (HGY/2013/0068).</p>

SUMMARY OF REPORT:

There are two applications, the first an application for planning permission and the second an application for Listed Building Consent, since the proposals involve the demolition of buildings within the cartilage of a listed building and alterations to a listed building.

The application proposes the demolition of a number of buildings within the St Lukes Woodside Hospital site, the conversion of the heritage buildings fronting Woodside Avenue to provide 25 apartments and the erection of eight apartment blocks (comprising 110 flats) and 21 houses with 5 apartments on the end of a terrace. In total there would be 161 residential units, with 24 of these being affordable housing, a further 30 units would be co-housing.

Negotiations have taken place in relation to the design and layout, and there have been some changes to the scheme to try and accommodate areas of concern that have been raised. There has been significant negotiation in relation to the provision of affordable housing as part of this scheme. The Council appointed external consultants to review the viability assessment, and consider that more affordable housing can be provided than the 15% of units proposed by the applicant.

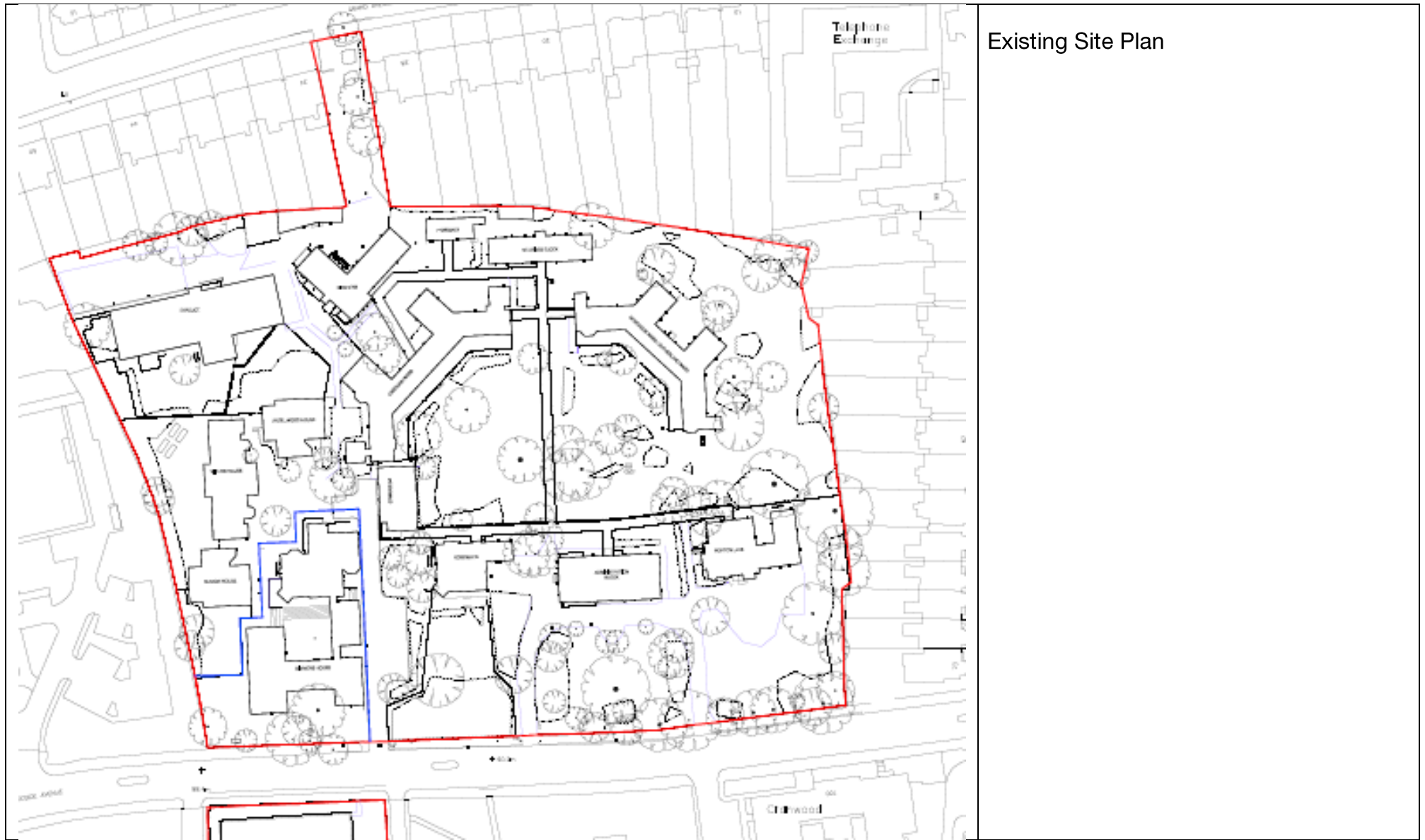
The question of viability brings into question whether the Council would be able to secure additional contributions and obligations that would be expected to mitigate the impacts of the development. The absence of a Section 106 legal agreement to secure certain mitigation measures makes the scheme unacceptable on these grounds.

The Council has consulted widely and responses were taken into account by officers.

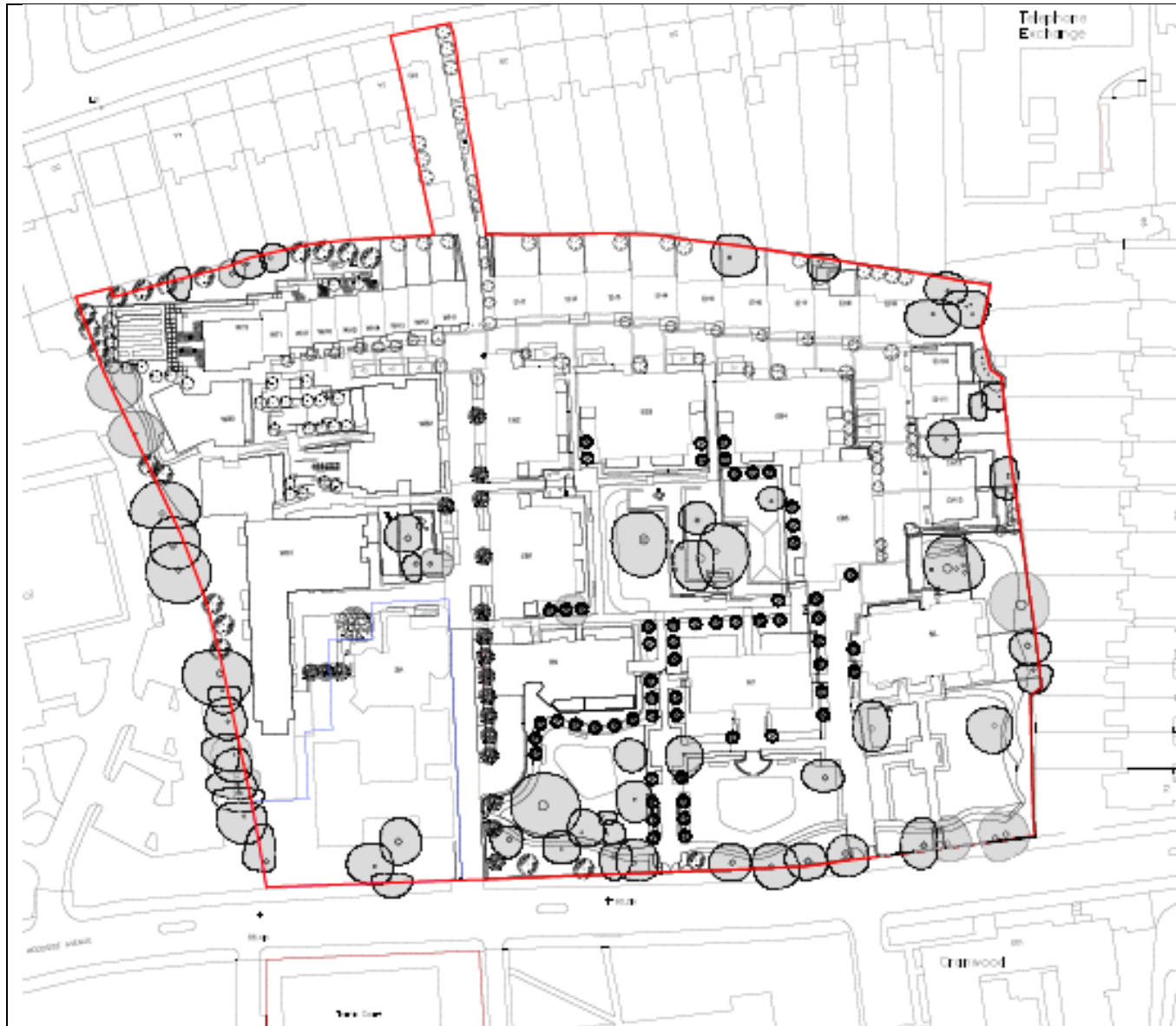
The proposal is considered to be contrary to policies both within the London Plan and within the Haringey Local Plan and Unitary Development Plan, and planning permission should therefore be refused.

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1.0 EXISTING AND PROPOSED SITE PLAN



Existing Site Plan



Proposed Layout

Landscape Masterplan



2.0 IMAGES





Simmons House with entrance to the hospital site.



Simmons House with entrance to the development, with Roseneath and the proposed extension (access to the basement car park below)



Proposed courtyard to the north of Simmons House.

Existing garden enclosed by listed buildings and existing hospital buildings.



Proposed garden with rear elevations of Administration Block, Roseneath and new development.



Rear elevation of proposed properties backing onto Grand Avenue. (nearest to eastern end of site, Muswell Hill Road)



Front elevation of same proposed properties backing onto Grand Avenue. (viewed from within the St Lukes site)

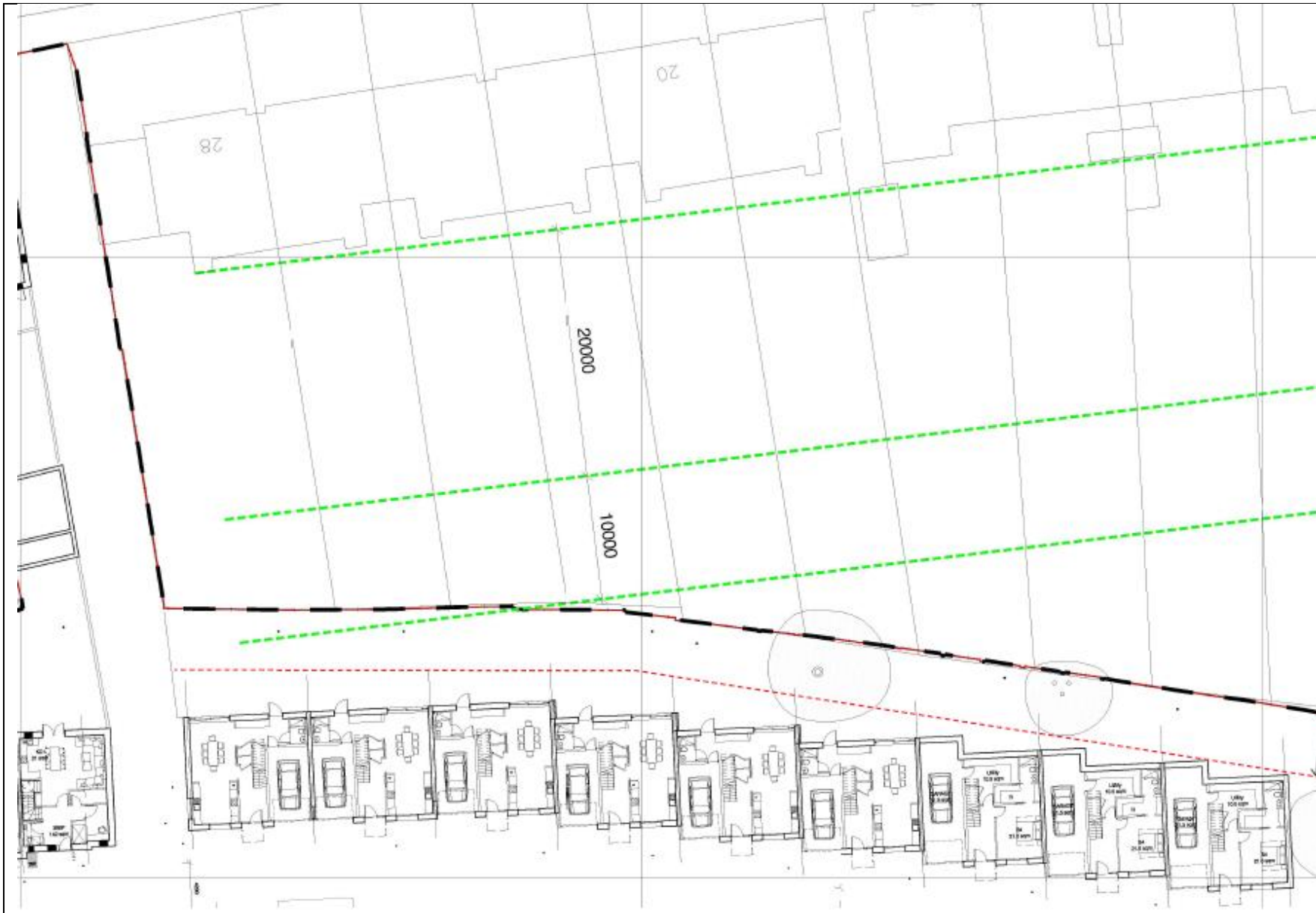


Northern elevation of terraced houses(EH1-EH9) backing on to Grand Avenue



Southern elevation of the same properties viewed from within the St Lukes site





Distances between rear of proposed properties within the development and adjoining properties within Grand Avenue.

Northern elevation of terraced houses (WH1-WH7) and co-housing duplexes (WT1 -WT2) backing on to Grand Avenue



Southern elevation of the same properties viewed from within the St Lukes site





Distances between rear of proposed properties within the development and adjoining properties within Grand Avenue.

Eastern elevation of Norton Lees extension and semi-detached properties (EH10-EH13) and end of terrace (EH9) – view from Muswell Hill Road direction



Western elevation of semi-detached properties (EH10-EH13) and Norton Lees – view from within the St Lukes site



3.0 SITE AND SURROUNDINGS

- 3.1 The overall St Lukes Woodside Hospital site is roughly rectangular, including the Simmons House Adolescent Unit, though this falls outside the planning application red line boundary. The application site is 2.37ha,
- 3.2 The site is bounded on the south by Woodside Avenue, to the east by Muswell Hill Road (Nos. 73-97), to the north by Grand Avenue (Nos. 10-50) and to the west by TreeHouse School. The application site includes the tennis court associated with the hospital, situated on the southern side of Woodside Avenue.
- 3.3 There are four access points to the application site, three from Woodside Avenue (one shared with Simmons House) and one from Grand Avenue.
- 3.4 The application site includes three heritage buildings fronting Woodside Avenue, two of which (Roseneath and Norton Lees) are locally listed, whilst the central one (the Administration Block) is a Grade II listed building. In addition the site includes a number of the original hospital buildings (kitchens, treatment block, mortuary block and two east and west ward blocks), together with a number of more modern buildings located to the north of Simmons House (namely Duston, Willow and Hazel Wood Houses).
- 3.5 The site falls within the Muswell Hill Conservation Area, specifically 'Sub Area 4' (Midhurst Avenue to Hillfield Park). The sub area is predominantly residential, developed at the turn of the 20th Century (with the exception of the former 19th Century villas within the hospital site fronting Woodside Avenue). Muswell Hill Road to the east of the site is a heavily trafficked, tree lined road that rises from Woodside Avenue to Grand Avenue (a change in levels of 7 metres). Grand Avenue to the north of the site is relatively flat, with an homogeneous nature arising from the uniform height of properties – constructed predominantly from red brick, with standard elevational treatment and pitched slate roofs – the exception is at the eastern end of the street where there is a two storey telephone exchange and a group of 1930s properties.
- 3.6 The hospital site differs in character from the surrounding residential streets being more open in character, with buildings sited around a central garden (included in the Council's List of Parks and Gardens of Local Historic Interest). In addition the frontage to the two villas and the Administration Block is landscaped, with these buildings being set back from Woodside Avenue. There are also a considerable number of mature trees across the site, protected by virtue of being within the conservation area,
- 3.7 Opposite the site on Woodside Avenue is the St James' Primary School, together with the hospital's tennis court (part of the application site) and the Fortis Green Pumping Station. Further educational facilities are located to the west of the site, with TreeHouse School forming the western boundary. This is a specialist school for children with autism. Adjacent to TreeHouse School is Tetherdown Primary School, accessed from Grand Avenue.

4.0 PLANNING HISTORY

4.1 Planning Application History;

Application Reference Number	Description	Decision
HGY/2011/1265	Replacement of existing security fence incorporating gate to northern part of site	Permission granted 31/08/2011
HGY/2005/0636	Removal of existing portacabins and erection of part single, part 2 storey building with 2 storey link to Simmons House to provide replacement accommodation in connection with use as adolescent mental health unit	Permission granted 26/07/2005
HGY/2003/1951	Erection of two tier and single tier portacabins in the car park area to provide temporary accommodation for three years for offices and class room while existing accommodation is re-built	Permission granted 12/02/2004
HGY/2003/0483	New flues attached to supporting frame adjacent to chimney in association with upgrading of heating and hot water plant in boiler house	Permission granted 11/06/2003
HGY/1991/1047	Circular 18/84 consultation following closure of Friern Barnet Hospital. Proposal involved "erection of three no. two storey buildings and one no single storey recreational hall" (the buildings erected as Dunston, Willow and Hazel House, plus the gymnasium block)	Objection raised 13/01/1992
HGY/1991/0346	Circular 18/84 consultation following closure of Friern Barnet Hospital. Two storey building to house between 28-32 patients and 'L' shaped building to replace existing demolished buildings	No objection 21/11/1991
OLD/1971/1346	Circular 100/50 consultation for "erection of concrete garage"	No objection 04/05/1971
OLD/1968/1011	Circular 100/50 consultation for "single storey ward unit (resubmission as result of alternative sitting suggested)"	No objection 02/02/1968
OLD/1967/0987	Circular 100/50 consultation "single storey ward unit"	No objection 24/11/1967
OLD/1963/1040	Circular 100/50 consultation "new acute wing Tennis Court (details)"	No objection 03/10/1963
OLD/1962/1039	Circular 100/50 consultation "new acute wing Tennis Court" (building erected is Noel Harris Wing)	No objection 03/12/1962
OLD/1960/1059	Circular 100/50 consultation "new acute wing Tennis Court"	No objection 18/01/1960

5.0 DESCRIPTION OF PROPOSED DEVELOPMENT

5.1 The planning application proposes the demolition of the existing buildings on the site, other than the two locally listed buildings (Roseneath and Norton Lees) and the listed Administration Block fronting Woodside Avenue.

5.2 The development can be split into four elements, namely: the conversion of the heritage buildings on the Woodside Avenue frontage; the framing of the historic rear gardens with apartment blocks; residential townhouses on the northern and eastern boundaries; and co-housing/affordable housing to the rear of Simmons House.

5.3 The conversion of the heritage buildings involves the following:

- **Roseneath:** conversion and extension of existing locally listed building to provide nine flats, comprising 2xone-bed, 6xtwo-bed and 1xthree-bed flats. The proposal would involve a two storey (plus rooms in the roof) extension to the west of the building (connected to the main building by a two storey glass stairwell), a two storey extension to the east (replicating the existing element behind), provision of one additional hipped dormer in the front and one in the rear of the existing building, and the alteration of the plan form of the building.
- **Administration Block:** conversion of existing listed building to provide five flats, comprising 3xtwo-bed and 2xthree-bed flats. The proposals would entail limited alterations to the external appearance of the building, notably an alteration to the western side entrance and the existing lightwells to the rear. There would be limited interventions in relation to the plan form of the building, with a few changes within the corridors to provide stairways, and some changes to internal walls.
- **Norton Lees:** conversion and extension of existing locally listed building to provide 11 flats, comprising 5xone-bed, 2xtwo-bed, 3xthree-bed and 1xfour-bed flats. The proposal would entail the demolition of the existing unsympathetic 'L' shaped extension built in 1930 and the replacement with a three/four storey rectangular extension situated on roughly the same external footprint. The plan form of this building was severely compromised at the time of the extension/alterations in 1929/30. One further alteration includes the provision of a 'sun room' on the roof of the main building, providing access to a roof terrace.

5.4 To the rear of the heritage buildings the following is proposed:

- **Demolition:** The existing east and west wings of the hospital that framed the historic gardens would be demolished as would the loggia that connects the various buildings to the main Administration Block.
- **Apartment Blocks:** Five four-storey buildings are proposed surrounding the retained historic gardens. The buildings would comprise 66 private sale units set out as follows:
 - Block EB1 (to the rear of the extended Roseneath) with 2xone-bed, 10xtwo-bed and 2xthree bed flats (14 flats in total);

- Block EB2 (to the north of EB1) with 6xone-bed, 5xtwo-bed and 2xthree-bed flats (13 flats in total);
- Block EB3 (to the east of EB2) similar format to EB1 comprising 2xone-bed, 10xtwo-bed and 2xthree bed flats (14 flats in total);
- Block EB4 (to the east of EB3) with 8xone-bed, 5xtwo-bed and 1xthree-bed flats (14 flats in total); and
- Block EB5 (to the fore of EB4 and rear of the access between Norton Lees and the Administration Block) with 1xone-bed, 8xtwo-bed and 2xthree-bed flats (11 flats in total).
- **Town Houses:** There are four town houses (EH10-EH13) proposed to the rear of Norton Lees (backing on to properties in Muswell Hill Road [87-95]) and nine town houses (EH1-EH9) to the north of Blocks EB2-EB5 (backing on to properties in Grand Avenue [10-28]).
The buildings to the rear of Muswell Hill Road would appear as three/four storey when viewed from within the St Lukes site, but two storey with pitched roofs when viewed from the rear of properties in Muswell Hill Road. The rear elevation of the proposed townhouses would have rear gardens of 7-9metres and be situated approximately 32metres from the rear elevation of properties in Muswell Hill Road.
The town houses backing on to Grand Avenue would appear as three/four storey buildings from within the St Lukes site and two/three storey (with pitched roof) from properties in Grand Avenue. The properties would have rear gardens of 7-9metres, with a back to back distance of 36-56 metres.

5.5 To the west of the link route that runs through the site, from Woodside Avenue to Grand Avenue, are three blocks (comprising co-housing and affordable housing), together with a terrace of seven houses and flats/duplexes (predominantly co-housing but some private sale), culminating in one dwelling that acts as a gatehouse to the Grand Avenue entrance. These are described in more detail below:

- **Block WB1:** situated to the north and east of Simmons House, the block would be three storey (plus rooms in the roof) comprising 23 affordable units;
- **Block WB2:** situated further north this three storey block (with rooms in the roof) would comprise nine co-housing flats, together with communal areas;
- **Block WB3:** is a three storey block of 12 co-housing units adjacent to the boundary with TreeHouse School;
- **Town Houses:** a row of seven town houses culminating in a complex of two ground floor flats with three duplexes above, is proposed to the rear of properties in Grand Avenue (34-44). The gardens to these three storey properties would be 10metres, with back to back distances exceeding 30metres.
- **Gate House:** One dwelling is proposed as a 'gate house' to the access into the site from Grand Avenue. This dwelling would be two storeys high, with rooms in the roof, together with a basement (which at the rear of the property is the lower garden floor), reflecting treatments to other properties in Grand Avenue.

5.6 Of the total 161 dwellings, 24 are proposed to be affordable (15%), whilst 30 units would be co-housing dwellings. The applicant indicates that 70% of units would be for those over 55.

6.0 RELEVANT PLANNING POLICY

6.1 The planning application is assessed against relevant national, regional and local planning policy, including relevant policies with the:

- National Planning Policy Framework
- London Plan 2011
- Haringey Local Plan: Strategic Policies
- Haringey Unitary Development Plan (saved remnant policies)
- Haringey Supplementary Planning Guidance and Documents

6.2 For the purpose of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the London Plan 2011, the Haringey Local Plan 2013 and saved policies in the Haringey Unitary Development Plan 2006.

The National Planning Policy Framework

6.2 The National Planning Policy Framework (NPPF) was adopted in March 2012. The NPPF replaces the previous National Planning Policy Statements and Guidance.

6.3 The presumption in favour of sustainable development is at the heart of the NPPF, with the planning system impacting on sustainable development from an economic, environmental and social perspective. Key elements of the NPPF that are relevant to this development include: delivering a wide choice of quality homes (Section 6); requiring good design (Section 7); promoting healthy communities (Section 8); and conserving and enhancing the historic environment (Section 12).

The London Plan 2011

6.4 The following policies are relevant:

London's People

- Policy 3.3 Increasing Housing Supply
- Policy 3.4 Optimising Housing Potential
- Policy 3.5 Quality and Design of Housing Developments
- Policy 3.6 Children and Young People's Play and Informal Recreational Facilities
- Policy 3.8 Housing Choice
- Policy 3.9 Mixed and Balanced Communities
- Policy 3.10 Definition of affordable Housing
- Policy 3.11 Affordable Housing Targets

- Policy 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- Policy 3.13 Affordable Housing Thresholds
- Policy 3.16 Protection and Enhancement of Social Infrastructure

London's Response to Climate Change

- Policy 5.1 Climate Change Mitigation
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.3 Sustainable Design and Construction
- Policy 5.6 Decentralised Energy in Development Proposals
- Policy 5.7 Renewable Energy
- Policy 5.13 Sustainable Drainage

London's Transport

- Policy 6.3 Assessing Effects of Development on Transport Capacity
- Policy 6.13 Parking

London's Living Places and Spaces

- Policy 7.2 An Inclusive Environment
- Policy 7.3 Designing Out Crime
- Policy 7.4 Local Character
- Policy 7.5 Public Realm
- Policy 7.6 Architecture
- Policy 7.8 Heritage Assets and Archaeology
- Policy 7.18 Protecting Local Open Space and Addressing Deficiency
- Policy 7.19 Biodiversity and Access to Nature
- Policy 7.21 Trees and Woodlands

Local Plan: Strategic Policies (2013-2026)

6.3 The following policies are relevant:

- SP0 Presumption in Favour of Sustainable Development
- SP1 Managing Growth
- SP2 Housing
- SP4 Working Towards a Low Carbon Haringey
- SP5 Water Management and Flooding
- SP6 Waste and Recycling
- SP7 Transport
- SP11 Design
- SP12 Conservation
- SP13 Open Space and Biodiversity
- SP14 Health and Well-Being
- SP16 Community Facilities
- SP17 Delivering and Monitoring

Unitary Development Plan (2006)

6.4 There are 39 remaining saved policies in the UDP. Policies relevant to this application include:

- UD3 General Principles
- UD7 Waste Storage
- M10 Parking for Development
- OS5 Development Adjacent to Open Space
- CSV4 Alterations and Extensions to Listed Buildings
- CSV5 Alterations and Extensions in Conservation Areas
- CSV7 Demolition in Conservation Areas
- CSV8 Archaeology

Supplementary Planning Guidance / Documents

6.5 The following SPG and SPD are relevant:

- SPG1a: Design Guidance (adopted 2006)
- APG10a: The Negotiation, Management and Monitoring of Planning Obligations (adopted 2006)
- Draft SPG2: Conservation and Archaeology (2006)
- Draft SPG4: Access for All – Mobility Standards (2006)
- Draft SPG5: Safety by Design (2006)
- Draft SPG7a: Vehicle and Pedestrian Movement (2006)
- Draft SPG7b: Travel Plans (2006)
- Draft SPG7c: Transport Assessments (2006)
- Draft SPG9: Sustainability Statement (2006)
- Draft SPG10c: Educational Needs Generated by New Housing (2006)
- Draft SPG10d: Planning Obligations and Open Space (2006)
- Draft SPG10c: Improvements to Public Transport Infrastructure and Services (2006)
- Housing SPD (adopted 2008)
- Open Space and Recreational Standards SPD (adopted 2008)
- Sustainable Design and Construction SPD (adopted 2013)

7.0 CONSULTATION

7.1 Consultation has now taken place four times, twice at an early stage when the description of development was amended and twice more recently when the scheme has been amended (firstly in May to address some points that were raised in consultation and more recently in June with regard to the revisions to remove the extension in front of Norton Lees). Over 8,000 letters have been sent out as a part of these consultations. The following have been consulted:

7.2 External Consultees:

- London Fire Brigade
- Crime Prevention Officer

- LBBarnet
- Natural England
- Transport for London
- Environment Agency
- North London Waste Authority
- GLA
- Corporation of London
- Thames Water Utilities
- English Heritage
- GLA Archaeological Services
- Sport England
- Design Council
- The Highgate Society
- Muswell Hill & Fortis Green Residents Association
- Friends of the Parkland Walk
- Cranley Gardens Residents Association
- Friends of the Earth
- Fortis Green Community Allotment Trust
- Muswell Hill/Fortis Green/Rockfield CAAC
- Lynne Featherstone MP

7.3 **Internal Consultees**

- Education
- Policy
- Housing Renewal
- Arboricultural
- Environmental Health
- Cleansing
- Housing Design and Major Projects
- Conservation and Design
- Nature Conservation
- Building Control
- Economic Regeneration
- Transportation

7.4 **Local Residents**

7.5 The initial consultation saw letters sent to the owners/occupiers of 2,195. A similar number has been sent each subsequent time.

7.6 To date there have been some 364 responses received in relation to this consultation, though some of these are the statutory consultees responses and some are responses to the reconsultations. Details of the consultation responses received are set out in Appendix 1 of this report.

7.7 Any comments received since this report has been published will be reported to the sub-committee. A Development Management Forum was held on 29 January 2013, the minutes are attached as Appendix 2 to this report.

7.8 The proposed development has been presented to the Design Panel on two occasions, once prior to submission (when the scheme was at a very early outline stage) in July 2012 and the second time in February 2013 following the submission of the application. The Design Panel commenting on the planning application consisted of:

Ruth Blum
Deborah Denne
Stephen Davy
Michael Hammerson
Phyllida Mills
Peter Sanders

8.11 The minutes of the Design Panel are attached as Appendix 3 to this report.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Principle of residential development
- Heritage and conservation
- Scale and density of development
- Dwelling mix, tenure and affordable housing
- Layout and Design
- Accessibility and Sustainability
- Residential amenity
- Transportation and Highways
- Planning Obligations

Principle of Residential Development

8.2 In 2011 when the Camden and Islington NHS Foundation Trust indicated that the St Lukes Woodside Hospital site was surplus to requirements, having provided new facilities in Archway, officers prepared an informal 'General Planning Guidance' Note for the site (1.09.2011). Additionally a pre-application advice note was issued following a meeting between officers, the Trust and its consultants (15/09/2011).

8.3 The informal General Planning Guidance indicated that the site would be suitable for residential use/development and/or community facilities subject to addressing a number of constraints associated with the site. These included the heritage assets, access, tree, topography, and privacy. In addition the note made clear that the Council's normal planning standards would apply, including planning obligations and the need to comply with the Council's policy on affordable housing.

8.4 The pre-application meeting advice accepted that a redevelopment scheme would be expected to deliver housing, but that the loss of the health facilities

would need to be justified and that the Council was still considering whether mental health facilities of this type were needed in Haringey.

- 8.5 The mental health facilities on this site were not provided for local people, and the Camden and Islington Health Trust has rationalised its use of the site, retaining the use within Simmons House and providing replacement services in more central and accessible parts of Camden and Islington.
- 8.6 The principle of development would be broadly in accordance with the London Plan policy 3,17, in that replacement services have been provided before the existing facilities have closed. In relation to the Local Plan, SP14 and SP16 seek to improve health and well being in Haringey, improving and enhancing and where possible protecting existing community facilities and supporting the provision of new facilities, including through planning contributions.

Heritage and Conservation

- 8.7 There are three important heritage assets associated with this site, namely: the Muswell Hill Conservation Area; the listed and locally listed buildings; and the gardens which are on the Council's List of Parks and Gardens of Local Historic Interest.
- 8.8 Both the front gardens and rear gardens are of historic interest and important to the setting of the listed building (and the locally listed buildings). Officers have been consistent in opposing any development in front of the buildings facing Woodside Avenue. Initially this advice was not heeded by the applicants, with a large extension being proposed sitting in front of Norton Lees. With officers continued opposition to this, a revision was made that, whilst keeping a front extension sought to avoid obscuring the front of Norton Lees. This was still considered unacceptable, resulting in the applicant withdrawing this element and retaining only an extension to the side of Norton Lees (east). The retention of the gardens to the front of the three heritage buildings, the closure of one of the vehicular accesses, and the creation of a pedestrian access through the centre of the site, linking through to the gardens to the rear, will enhance the historic setting of these heritage assets.
- 8.9 With regard to the historic rear gardens, the layout of the buildings, whilst not mirroring the hospital wings, have sought to enclose the gardens and to provide a space of an equal size and quality to that which is currently on site. It is considered that this treatment of the historic gardens is acceptable.
- 8.10 In relation to the listed and locally listed buildings, the treatment is slightly different for each. The Grade II listed Administration Block will have minimal interventions. There are no extensions to this building and the alterations internally seek to keep the main features and the plan form intact. A Heritage assessment has been provided and the main assets considered. The main entrance, stairway and boardroom are all retained, with changes being made in corridors to allow new accesses to different floors and to allow the building to be subdivided. Very few internal walls are altered. It is considered that this is

a light touch to the building and that conditions would be appropriate and would ensure that the detailing is provided for the interventions.

- 8.11 Norton Lees is the heritage asset that has been most compromised in the past. The 1929.30 alterations to allow this to be used as a health facility were insensitive internally with the extension being unsympathetic to the existing building. Whilst the proposed new extension would be modern in appearance, the design seeks to match the proportion and alignment of windows in the existing locally listed building. The detailing of this extension could be secured by appropriate conditions.
- 8.12 Roseneath includes an extension on the eastern side, that would sit in front and match the element of the building projecting to the north east of the main building. This treatment is sensitive and in keeping with the existing locally listed building. On the western side of the building it is proposed to extend the building to provide additional flats. The new build would appear as a two storey extension with rooms in the roof, with the gable facing Woodside Avenue. Access to the basement car park would be below this extension. The extension would be linked to the locally listed building, via a 'lightweight' frameless structural glass connection, providing the stair access to the apartments.
- 8.13 It is considered that the treatment to the listed building and locally listed buildings would be acceptable.
- 8.14 With regard to the Muswell Hill Conservation Area, this part of the conservation area is somewhat different to the rest, given the institutional use, and the setting and layout of the buildings on site. The heritage buildings fronting Woodside Avenue, with their historic garden setting provide the main positive contribution to this part of the conservation area. Not all of the existing hospital buildings within the site are of architectural or historic interest, and a number of the modern ones, such as the 1960s buildings and the three domestic scale buildings constructed in the early 1990s are not sympathetic and do not contribute to the character and appearance of the conservation area. The existing buildings do not dictate where new buildings can be located, rather policies within the development plan and the Housing SPD provide guidance.
- 8.15 Whilst there may be a pattern to residential developments surrounding the site, with long back gardens to the existing Edwardian terraces, this does not dictate how development in adjoining sites should be provided. The London Plan seeks to optimise housing outputs for different types of location within relevant density ranges. The initial pre-application advice considered that given the institutional nature of the site, the site could lend itself to a flatted development with some family dwellings, though any development would be expected to preserve or enhance the character and appearance of the conservation area.

- 8.16 The application scheme has taken into account the constraints of the site in terms of the historic gardens and heritage buildings, and preserves their setting and that of the conservation area.

Scale and Density of Development

- 8.17 The proposed development comprises 161 dwellings, of which 21 units are houses that back on to Muswell Hill Road and Grand Avenue. The family houses tend to be three storey, whilst the tallest apartment blocks are four storey.
- 8.18 Most sensitive in terms of impact on residential amenities are the proposed dwellings that are adjacent to the back gardens of properties in Muswell Hill Road and Grand Avenue. From the rear of the properties in Muswell Hill Road, the proposed family houses (EH10-EH13) would appear as two storey dwellings with pitched roofs. The houses backing on to Grand Avenue would be three storey, the third floor being within the gable roof space, whilst the end unit (co-housing unit WT2 in the west and family houses in the east EH7-EH9) would be two storey with pitched roofs. It is considered that the scale of these units is appropriate to their setting and appropriate in terms of their relationship with adjoining residential properties.
- 8.19 Because of the change in the levels within the site the peripheral housing will usually have an additional floor when viewed from within the site (from the south for units EH1-EH9 and from the west for units EH10-EH13). The units backing on to Grand Avenue will be three storey, with a hidden roof terrace and sun room facing into the site (the sun room being contained within the roof space so no overlooking of Grand Avenue will occur). The pair of semi-detached townhouses backing on to Muswell Hill Road (EH10-EH13) would be four storey, with much of the third floor being contained within the roof space.
- 8.20 This four storey height is then carried forward into the main apartment blocks that enclose the garden space (EB1-EB5). Again the third floor is contained within the roof space. The affordable housing block (WB1) and the co-housing block to the north (WB2) are also four storey with rooms in the roof. The co-housing units on the boundary with TreeHouse School (WB3) and Grand Avenue (WT2) are three storey. It is considered that overall these buildings are an appropriate scale for the site.
- 8.21 The affordable housing block (WB1) is located to the north of Simmons House and wraps around it to the west. From the western elevation there are no windows in the third floor roof space (other than two rooflights to bathrooms). At second floor level there are some windows in the eastern elevation, most are not to habitable rooms, and those to habitable rooms are secondary windows. The distance to the nearest point from this elevation is 13metres to Simmons House, though the balcony on the southern elevation is only 10metres. On the southern elevation of the main block of WB1 there are windows to habitable rooms which are 13metres from the nearest elevation of Simmons House (first and second floors), whilst there are also balconies on that elevation though these have some screening to protect direct overlooking.

- 8.22 The relationship with Simmons House and the potential overlooking from balconies and windows could be controlled by conditions. The windows in first and second floor of the block to the north are secondary windows to kitchen/diners and so could be obscure glazed to avoid overlooking, whilst the balconies have been treated with screens to prevent direct overlooking and loss of privacy.
- 8.23 The pre-application meeting with the NHS Trust did indicate that the relationship with the remaining hospital facility would need to be carefully considered to ensure that this did not prejudice the future redevelopment of this site. The Trust has 16 years left on its lease, after which the ownership reverts to Hanover, though the lease could be extended. Whilst the arrangement of WB1 wrapping around Simmons House could impose constraints on the future redevelopment of the site, it would not prevent the site being redeveloped.
- 8.24 Although there are windows and balconies overlooking the TreeHouse School site, both from the affordable housing block (WB1) and the co-housing block (WB2), the applicant has redesigned elements to seek to reduce the direct overlooking in sensitive parts. Thus WB2 has angled windows and screens to balconies, where direct overlooking of the school's play area would have occurred (to the north of the school building).
- 8.25 With regard to density the development of 161 units on a site of 2.37ha results in a density of 67.9 dwellings per hectare. In terms of habitable rooms per hectare, there are a total of 569 habitable rooms which equates to 240 habitable rooms per hectare. These figures are at the lower end of the Mayor's sustainable residential quality density matrix (Table 3.2 of the London Plan), which envisages densities for a location such as St Lukes as being in the region of 200-450 habitable rooms per hectare. This lower level of density does arise as a consequence of the constraints of the site arising from the heritage buildings and historic park, which restrict the area in which development would be acceptable.
- 8.26 Although there has been concern from residents that the proposals represent an overdevelopment of the site, it is considered the density accords with the Mayor's policy and the scale is appropriate in relation to the surrounding land uses and the constraints of the site.

Dwelling Mix, Tenure and Affordable Housing

- 8.27 The proposed development is composed of 21 houses, 25 flats in the converted heritage buildings, an affordable block of 23 flats, with a further 66 flats in the five central blocks and 26 other flats split between the remaining co-housing blocks. The table on the next page shows the mix in terms of size of units and tenure.
- 8.28 The scheme provides a total of 24 affordable housing units (23 in block WB1 with one other unit in block EB1), this equates to 15% in terms of number of

units. The majority of the shared ownership units are one/two bed, and there would therefore be a lower percentage provision in terms of calculation by habitable rooms, namely 12% (68 out of a total of 569 habitable rooms). The split in tenure between affordable rent and shared ownership would be 71:29. The applicant has confirmed that the affordable housing units are to be general needs and not age specific.

	AR	%	SO	%	PS	%	CH	%	Total	%
1 bed	6	3.73%	3	1.86%	26	16.15%	3	1.86%	38	23.60%
2 bed	7	4.35%	4	2.48%	46	28.57%	15	9.32%	72	44.72%
3 bed	4	2.48%	0	0.00%	22	13.66%	12	7.45%	38	23.60%
4 bed	0	0.00%	0	0.00%	13	8.07%	0	0.00%	13	8.07%
Total	17	10.56%	7	4.35%	107	66.46%	30	18.63%	161	100.00%

AR = Affordable Rent SO = Shared Ownership PS = Private Sale CH = Co-housing

- 8.29 The applicant has stated that the intention is that 70% of the units are to be for those over 55 (where one person would be over 55). This accords with Hanover’s role as a leading provider of retirement housing (both affordable and home ownership).
- 8.30 In addition to the affordable housing to be provided on the site there are to be 30 co-housing units (4 of which are houses).
- 8.31 At the time the application was submitted in January 2013 the offer was for 12% of the units as general needs affordable housing (this was on the 173 unit scheme), and officers were advised that this “is the maximum viable level for this type of affordable housing on this site” (Planning Statement paragraph 2.26). The offer was supported by a viability assessment.
- 8.32 Following the applicant responding to comments through the consultation process and officers’ continued stance in relation to development to the front of Norton Lees, the proposal has been revised with 15% of the units now being general needs affordable housing. Officers have engaged BNP Paribas to review the viability assessment who advise that the development could offer further affordable housing to meet the recognised need.
- 8.33 The NPPF requires local planning authorities to “take account of market signals, such as land prices” (paragraph 17 page 5), and “take account of changing market conditions over time” (paragraph 50 page 13) in producing policies that should be sufficiently flexible. The NPPF also advises that pursuing sustainable development requires careful attention to viability and costs, which includes providing “competitive returns to a willing land owner and willing developer to enable the development to be deliverable” (paragraph 173 page 41). Officers consider that in assessing the viability we have taken this advice into account.
- 8.34 In seeking to negotiate over the viability of the scheme there have been significant differences in the land value attributed to the site by the applicant’s

agents, Savills, and our advisers BNP Paribas. There is considerable difference between the two sides in relation to the benchmark figure for the Existing Use Value (EUV). The difference is further increased by the fact that Savills have also looked at what they consider to be Market Value (MV), based on the fact that the RICS recommend this as a benchmark for viability. This is not Purchase Price, the sum that the applicant acquired the site for, but rather a consideration of 'most comparable' sites, which is somewhat subjective and not directly comparable. A consequence of using MV is that the land value for the site rises further, though Savills have taken a position halfway between what they consider to be EUV and MV.

- 8.35 BNP Paribas have allowed for an uplift on EUV, in recognition that a seller needs to be 'willing' for land to come forward. In addition there have been allowances by both sides for costs such as Section 106 contributions, build costs and developers profit. However there is still a large gap between the two parties. We have sought to negotiate further with the applicant, adding elements to the build costs that they have provided justification for (abnormals), whilst also seeking to meet them half way on the benchmark position. However they have confirmed that the development is not viable if it provides more than 15% of units (12% of habitable rooms) as general needs affordable housing.
- 8.36 Officers are of the view that BNP Paribas' approach to benchmark land value is reasonable for this site and consequently additional affordable housing is viable and should be provided.

Layout and Design

- 8.37 The design approach by the architects, Pollard Thomas Edwards (PTEa), is set out in the Design and Access Statement. The layout responds to the setting of the heritage assets and the surrounding land-uses, whilst also taking into account the topography and existing trees and historic gardens on the site.
- 8.38 Where the site backs on to residential properties (northern and eastern boundaries) PTEa has chosen to use a more residential scale of dwellings, with back gardens abutting the rear gardens of the properties in Muswell Hill Road and Grand Avenue. Whilst there are some objections to the size of these gardens, they accord with the Housing SPD and provide for a traditional layout that is reflected in the surrounding area (the issue of length and density has been addressed earlier).
- 8.39 The three heritage buildings and the historic garden setting have dictated to some degree how the Woodside Avenue frontage and the amenity space to the rear are treated. The five 'garden' apartments that enclose the space to the rear of the Administration Block. These buildings have been designed to provide views over the central gardens, In addition the apartments have all been provided with private terraces or balconies, positioned for the best views with screening for privacy and to provide solar shading. These five blocks contain the majority of over 55s accommodation.

- 8.40 The layout also creates a clear route for those living on and visiting the site to navigate the development. Closing one vehicular entrance to Woodside Avenue is an advantage, whilst allowing the central access to the Administration Block to become pedestrianised. The applicant proposes that this route is gated and closed, however, this would be a matter to be dealt with via condition, since it would be advantageous to allow pedestrian access through this main central route.
- 8.41 The quality of the architectural approach by PTEa architects was praised by the design panel, considering that it provided “an interesting, varied yet coherent setting.” There is a coherence of design in the new buildings, with a consistency of materials, whilst also providing a mixture of units and styles. Thus for instance
- on the northern boundary some houses are designed with gables facing the properties in Grand Avenue,, some being designed as three storey and others as two storey. Stepping back of properties with changes and breaks in roof levels, together with choice of materials will provide interest;
 - on the eastern boundary the semi-detached dwellings will appear as two-storey pitched roof houses, whilst from within the St Lukes site they will have a more prepossessing appearance, with four storey brick features bookend the four units, which otherwise appear as three storey with rooms in a pitched roof;
 - the transition from the ‘garden’ flats to the units on the western side of the site is achieved, providing buildings that create a transition to the three storey co-housing units (WB3 and WT2); and
 - The ‘gate house’ responds to a desire to restrict vehicular access and create an entrance that is more appropriate in scale to the pedestrianised route. The ‘gate house’ draws on the character of the Edwardian buildings in Grand Avenue and other developments that have filled gaps in the street scene.
- 8.42 It is considered that the palette of materials will provide coherence to this development, whilst the architectural treatment does provide interest and variety between the buildings.
- 8.43 The treatment to the listed Administration Block is sensitive and minimal. The extension to Roseneath is functional, though the basement access below the balcony of the ground floor and first floor flats is not ideal. The extension to Norton Lees replaces a less sensitive extension from 1929/30, though it still could be seen as inappropriate in scale and size in relation to the locally listed building. English Heritage commented that “the height and scale of the proposed extension to ‘Norton Lees’ is also too great as it dominates the principal building, creating an imbalance in its appearance and thus to the group of which it forms a part causing harm to the setting of the grade II listed building.” As such English Heritage recommend that these issues be addressed and that the application be determined in accordance with national and local policy.

Inclusive Design and Sustainability

- 8.44 All buildings within the development have been designed to Lifetime Homes standards. Given the predominance of over 55s accommodation, the properties have been designed to be adaptable for those with reduced mobility (including wheelchair users). In addition PTEa state that all flats are in excess of the Mayors space standards. This is recognised by the GLA in their response (paragraph 32), stating that “space standards are generous and units benefit from large balconies.
- 8.45 In addition to the adaptability of the units, 18 of the ground floor units have been designer to be adaptable to accommodate wheel chair users. Layouts have been designed taking into account the Mayor’s Best Practice Guidance (2007), with a shower room included that can accommodate a bath with a transfer platform.
- 8.46 The buildings are designed to Level 4 of the Code for Sustainable Homes, though there is aspiration for the co-housing to meet passivhaus accreditation. The Energy Statement indicates that there is an overall target of 30% CO2 improvement on Part L1A 2010 for new dwellings. This would be achieved by 5-10% improvement on new build fabrics, a 30% saving from a combined heat and power supply (a single site heating network) and a contribution of 2% from photovoltaic panels. This exceeds the target in Policy 5.2 of the London Plan.
- 8.47 With regard to adaption to climate change, the GLA recognises the contribution of passive measures. It recommends that this is achieved through conditions in relation to green and brown roofs (Policy 5.11 of the London Plan) and for the maximum water target (Policy 5.15 of the London Plan).

Residential Amenity

- 8.48 Concerns in relation to overlooking and loss of privacy have been raised both in relation to the proposed dwellings backing on to Muswell Hill Road and those abutting Grand Avenue. The site does benefit to some degree in a drop in levels from both roads, together with a change in levels within the site, this has allowed the architects to design a scheme that has additional height from within the site.
- 8.49 The Housing SPD states as a general rule that dwellings that are back to back should be a minimum of 20metres apart, with that height increasing by 10metres for each additional storey. The properties backing on to Grand Avenue all exceed this minimum standard of 30metres. Some residents in Grand Avenue have argued that their properties are effectively four storey, this is by virtue of having a basement – which becomes a garden floor – and a loft conversion. However, the original properties in Grand Avenue are two storey with pitched roof, and even with a garden floor could only be considered as three storey.
- 8.50 With regard to the semi-detached properties backing on to Muswell Hill Road, the distances are in excess of 30metres, and the buildings are effectively two storey from the rear with rooflights in the pitched roof. The extension to Norton

Lees would be on a similar line to the existing 1929/30s extension. Distances from the back elevation of the properties in Muswell Hill to the side elevation of the extension would be 30metres. The extension is described as three storey, though a mezzanine floor is achieved in the ground floor flats. However, there is a considerable stop down in level within the site to the ground floor (2.5metres), and the windows shown in the east elevation are all secondary. It is considered that with the change in levels the SPD standards would be achieved and there would not be a significant overlooking issue.

- 8.51 Other concerns raised in relation to the impacts upon residential amenity include the length of the construction programme with the associated noise, disturbance and dust. The construction programme is a lengthy one, but controls through conditions (signing up to the Considerate Contractor scheme, using dust suppressants, controlling the hours of working, providing a delivery programme and a construction management programme). Other highways and transportation matters are dealt within the next section.
- 8.52 In relation to trees on the site and its boundaries, comments from the Council's arboriculturist confirm that he visited the site, a tree survey has been carried out and that works in relation to removal of trees and tree protection have been agreed. The survey drawings indicate trees on the boundary with properties in Muswell Hill Road that are being retained. The distance of the new buildings from the trees and the protection measures, together with the additional planting proposed are considered acceptable.

Transportation and Highways

- 8.53 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the Parking Policies in the London Plan 2011 and Haringey Local Plan Policy SP7 and more generally in Policy UD3 of the UDP 2006
- 8.54 The Council's Highways and Transportation team have assessed the proposal and do not object subject to the imposition of planning conditions and certain mitigation measures to be secured through Section 106 agreements. These measures include:
- dedicating the development as 'car restricted development'
 - a contribution towards the cost of a feasibility study for the implementation of a controlled parking zone
 - provision and funding for car club spaces and for the first two years of residents membership
 - a travel plan and site management parking plan
 - contribution towards pedestrian and road safety improvements
 - contribution towards bus stop accessibility measures and improvements to walking and cycling routes in the surrounding area.
- 8.55 The Highways and Transportation team and TfL confirm that the parking accords with the GLA's standards, and that adequate measures could be achieved through conditions and obligations to limit the impact upon the surrounding area.

- 8.56 Conditions are also proposed to control and limit the impact of construction traffic upon the surrounding area.

Archaeology

- 8.57 London Plan Policy 7.8 'Heritage assets and archaeology', Local Plan Policy SP12 'Conservation' and UDP Policy CSV8 'Archaeology' seek the protection and management of archaeological remain where development is proposed. The site is not in an area of archaeological importance as identified in the Local Plan. However English Heritage were consulted and have suggested a suitable condition.

Planning Obligations and Contributions

- 8.58 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development.
- 8.59 The biggest area of difference is in relation of the ability of the site to provide affordable housing to meet the borough wide target of 50%. The scheme provides only 12% in terms of habitable rooms and whilst providing a 70;30 split between affordable rent and shared ownership, does not provide the full range of affordable units in terms of the sizes of units across the site.
- 8.60 Since discussions have concentrated on the viability of the scheme and the inability to achieve an appropriate level of affordable housing, discussions have not progressed in relation to other contributions that could be expected.
- 8.60 Highways and Transportation have advised on the contributions and obligations that they would expect to see in any Section 106 agreement.
- 8.61 Education has indicated that the schools in the area have no capacity and a contribution should be achieved through a Section 106 agreement. However, there has been no agreement over the child yield associated with the development, with the applicant indicating that around 70% of units will be for over 55s accommodation (though this is only one member of the household and there would still be a child yield). Our calculation would suggest that 66 units (predominantly the houses and affordable units) would not be age constrained and on their own would generate a significant contribution.
- 8.62 The GLA have indicated that the site needs to provide for formal children's play areas, and the site is within an area of deficiency in terms of small equipped play areas in the Councils Open Space and Recreational Standards SPD. Whilst the site is not within an area of open space deficiency, there are other recreational deficiencies and a contribution would be expected.
- 8.63 The Council's Planning Obligations Code of Practice: Employment and Training (Adopted 2006), seeks to achieve benefits from large developments, to employ a percentage of the work force locally, to provide apprenticeships, training and

workplace training co-ordinators. A Section 106 obligation would be expected to achieve this.

- 8.64 Whilst the existing health care facility on the site did not provide for the local population, the new development would bring in additional residents. The Council's policy would seek to ensure that the impact of the development did not adversely affect the local infrastructure and contributions would be expected.

9.0 SUMMARY AND CONCLUSION

- 9.1 There are two applications, the first an application for planning permission and the second an application for Listed Building Consent, since the proposals involve the demolition of buildings within the cartilage of a listed building and alterations to a listed building.
- 9.2 The application proposes the demolition of a number of buildings within the St Lukes Woodside Hospital site, the conversion of the heritage buildings fronting Woodside Avenue to provide 25 apartments and the erection of eight apartment blocks (comprising 110 flats) and 21 houses with 5 apartments on the end of a terrace. In total there would be 161 residential units, with 24 of these being affordable housing, a further 30 units would be co-housing.
- 9.3 Negotiations have taken place in relation to the design and layout, and there have been some changes to the scheme to try and accommodate areas of concern that have been raised. There has been significant negotiation in relation to the provision of affordable housing as part of this scheme. The Council appointed external consultants to review the viability assessment, and consider that more affordable housing can be provided than the 15% of units proposed by the applicant.
- 9.4 The question of viability brings into question whether the Council would be able to secure additional contributions and obligations that would be expected to mitigate the impacts of the development. The absence of a Section 106 legal agreement to secure certain mitigation measures makes the scheme unacceptable on these grounds.
- 9.5 The Council has consulted widely and responses were taken into account by officers.
- 9.6 The proposal is considered to be contrary to policies both within the London Plan and within the Haringey Local Plan and Unitary Development Plan, and planning permission should therefore be refused.

10.0 RECOMMENDATIONS

To REFUSE PERMISSION for planning application ref: HGY/2013/0061 for the following reasons:

1. The proposed development, with the provision of only 15% of units (12% of habitable rooms) as affordable housing, would fail to maximise the contribution of the site to the supply of affordable housing in the borough, for which there is a demonstrable need, contrary to policy SP2 (Housing) of the London Borough of Haringey Local Plan: Strategic Policies March 2013 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan July 2011.
2. The proposed development, in the absence of a legal agreement securing a contribution towards educational infrastructure, would place an unacceptable strain on local educational resources, contrary to policies SP16 (Community Facilities) of the London Borough of Haringey Local Plan: Strategic Policies March 2013.
3. The proposed development, in the absence of a legal agreement securing contributions towards the feasibility, design and consultation relating to the implementation of a controlled parking zone in the area surrounding the site, and the absence of an agreement to the dedication of the development as 'Car Restricted Development', would be likely to contribute unacceptably to parking stress and congestion in the surrounding area, contrary to policy SP7 (Transport) of the London Borough of Haringey Local Plan: Strategic Policies March 2013 and saved policy UD3 (General Principles) of the Haringey Unitary Development Plan July 2006.
4. The proposed development, in the absence of a legal agreement securing a travel plan, contributions to a travel plan co-ordinator, and agreement on car club provision and car club contributions, would be likely to give rise to significantly increased car-borne trips and would result in an unsustainable form of development, contrary to policy SP7 (Transport) of the London Borough of Haringey Local Plan: Strategic Policies March 2013 and saved policy M10 (Parking for Development) of the Haringey Unitary Development Plan July 2006.
5. The proposed development, in the absence of a legal agreement securing financial contributions towards local safety improvements in the area, would fail to mitigate the impact of the development created by increased trips contrary to policy SP7 (Transport) of the London Borough of Haringey Local Plan: Strategic Policies March 2013 and saved policy UD3 (General Principles) of the Haringey Unitary Development Plan July 2006.
6. The proposed development, in the absence of a legal agreement securing financial contributions towards bus stop accessibility measures (including the two bus stops on Muswell Hill), cycling and walking improvements in the surrounding area, would fail to promote measures to influence behavioural

change and improve access to public transport, particularly for the mobility impaired, contrary to policy SP7 (Transport) of the London Borough of Haringey Local Plan: Strategic Policies March 2013, saved policy UD3 (General Principles) of the Haringey Unitary Development Plan July 2006 and policy 3.16 (Protection and Enhancement of Social Infrastructure) of the London Plan July 2011.

7. The proposed development, in the absence of a legal agreement securing the submission of, and implementation in accordance with, a demolition and construction management plan, and a construction logistics plan, would be likely to contribute unacceptably to traffic disruption and dangerous situations for pedestrians (including children attending the local schools) and other road users, and would be detrimental to the amenities of the area generally, contrary to policy SP7 (Transport) of the London Borough of Haringey Local Plan: Strategic Policies March 2013 and saved policy UD3 (General Principles) of the Haringey Unitary Development Plan July 2006.
8. The proposed development, in the absence of a legal agreement securing local labour and procurement, would fail to contribute towards the creation of local employment and business opportunities and to contribute to the regeneration of the area, contrary to policies SP9 (Improving Skills and Training to Support Access to Jobs and Community Cohesion and Inclusion) of the London Borough of Haringey Local Plan: Strategic Policies March 2013.
9. The proposed development, in the absence of a legal agreement securing contributions for public open space and formal areas of play, would be likely to contribute to pressure and demand on the facilities in the area, contrary to policy SP13 (Open Space and Biodiversity) of the London Borough of Haringey Local Plan: Strategic Policies March 2013 and the London Plan SPG: Shaping Neighbourhoods; Play and Informal Recreation .September 2012.
10. The proposed development, in the absence of a legal agreement to secure contributions towards community facilities, would be likely to result in unacceptable additional pressures on existing facilities in the area, contrary to policy SP16 (Community Facilities) of the London Borough of Haringey Local Plan: Strategic Policies March 2013.

To REFUSE PERMISSION for Listed Building Consent application ref: HGY/2013/0068 for the following reason:

1. In the absence of an approved scheme for the redevelopment of the site, the proposal would result in a harmful gap site which would fail to preserve or enhance the character or appearance of this part of the Muswell Hill Conservation Area, contrary to policy CSV7 'Demolition in Conservation Areas' of the adopted Haringey Unitary Development Plan 2006 and SPG2 Conservation and Archaeology.

11.0 APPENDICES

11.1 Consultation responses

No	Stakeholder	Questions/Comments	Responses
INTERNAL			
1	LBH Arboricultural	<p>I attended a site visit on 3rd May 2012 where we discussed the trees in detail. The attached email includes the minutes and resulting tree strategy showing which trees were to be retained and removed. Those identified and agreed for removal were either in a poor condition or of low quality and value and therefore should not be a constraint to development. I have looked at the new landscape proposal and it shows a high volume of new trees which will more than mitigate the loss of those trees to be removed. Therefore I have no objections to the current application.</p> <p>The Arboricultural Impact Assessment includes all the necessary information on tree protection measures, including a Tree Protection Plan on page 20.</p> <p>When drafting planning conditions, they must include reference to the following;</p> <ol style="list-style-type: none"> 1. A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees. 2. Robust protective fencing / ground protection must be installed prior to commencement of construction activities on site and retained until completion. It must be designed 	Noted

		<p>and installed as recommended in BS 5837: 2012 Trees in relation to design, demolition and construction.</p> <ol style="list-style-type: none"> 3. The protective measures must be inspected by the Council Arboriculturist, prior to any works commencing on site and remain in place until works are complete. 4. The protective measures must be made to ensure the protection of trees to be retained and also that new trees succeed in becoming independent in the landscape. 5. An aftercare programme (minimum of 3 years) must be in place for all new trees / shrubs, to include inspection, irrigation and replacement of any failures. 	
2	LBH Building Control	The applicant will need to demonstrate compliance with Building Regs B5 (access and facilities for the fire service) in consultation with LFEPA	Noted
3	LBH Commercial Environmental Health	<p>Contaminated Land:</p> <p>I have reviewed the Desk Study and Ground Investigation Report (ref: 12212, dated November 2012) submitted with the above planning application ref: HGY/2013/0061 for the above site. The proposed end use is for residential with private gardens and communal soft landscaped areas.</p> <p>The desk study and ground investigation report has been reviewed. The report identifies that the levels of benzo(a)pyrene and a hotspot of Lead exceed the screening values for residential with home grown produce end and so pose a potentially unacceptable use risk to human health through the ingestion and inhalation of dust and vapour.</p> <p>The report recommends the following remediation;</p>	Noted

		<p>a) Areas of soft landscaping and private garden areas to have 600mm of clean cover topsoil. In addition to this all imported clean cover topsoil shall be tested to confirm they are suitable for use and conform to BS 3882:2007.</p> <p>b) Buried plastic services are likely to require protection from the hydrocarbon contaminants identified. Service providers should be consulted to determine whether service protection measures are required.</p> <p>I recommend the following condition with respect to contaminated land:</p> <p>1. A Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and taking into account the points above shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. Upon completion of remediation to be submitted to the LPA 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. Once approved by the LPA the planning condition can be discharged. Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Air Quality:</p>	
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		<p>In order towards mitigation of air pollution, I recommend the following conditions;</p> <p><u>Combustion and Energy Plant:</u></p> <p>2. Prior to installation details of the boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%). Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by Core Strategy Policy CE5c.</p> <p>3. Prior to commencement of the development, evidence must be submitted to show that any the combustion plant to be installed meets an emissions standard of 40mg/kWh. Where any installations e.g. Combined Heat and Power combustion plant does not meet this emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation emissions certificates will need to be provided. Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by UDP Policy ENV7 and The London Plan Policy 7.14</p> <p><u>Green Roofs</u></p> <p>4. Full details of an extensive green roofs shall be</p>	
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		<p>submitted to and approved in writing by the Local Planning Authority prior to any development works. The green roofs submission must provide/comprise of the following information:</p> <ul style="list-style-type: none"> a) biodiversity based with extensive/semi-intensive soils b) substrate which is commercial brick-based aggregate or equivalent with a varied substrate depth of 80 - 150mm planted with 50% locally native herbs/wildflowers in addition to sedum. c) There should be a minimum of 10 species of medium ecological value and as listed in the Environment Agency's Green Roof Toolkit. d) include additional features such as areas of bare shingle, areas of sand for burrowing invertebrates e) a report from a suitably qualified ecologist specifying how the living roof has been developed for biodiversity with details of landscape features and a roof cross section <p>The green roofs must be installed and rendered fully operational prior to the first occupation of the development and retained and maintained thereafter.</p> <p>No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.</p> <p>Evidence that the green roofs have been installed in accordance with the details above should be submitted to and approved by the Local Planning Authority prior to first occupation.</p>	
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		<p><u>Control of Construction Dust:</u></p> <p>5. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. 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.</p> <p>As an informative:</p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
4	LBH Education	<p>The developers have deferred to regional policy i.e. the London Plan for a formula for calculating child yield and have made no reference to 1) Haringey's SPD on Educational Contribution or 2) to the draft DM DPD policy on educational contribution.</p> <p>The proposed development at St Luke's falls within what is known as Planning Area 1 for the purposes of school place planning. This comprises the wards of Muswell Hill, Fortis Green and Alexandra. In common with most London</p>	Noted

		<p>boroughs Haringey has seen a surge in the demand for reception places across all of our schools which has resulted in an almost year on year increase in the number of reception places we are providing to meet this rising demand. Muswell Hill has seen expansion at several of its schools across these wards and reception numbers are now at capacity across all schools in this area with NO surplus. For the academic year 2013/14 we know that we have NO spare reception places to meet any additional demand beyond those families that submitted a school application on time for a place this coming September.</p> <p>The school closest to St Luke's – St James' Primary School – is a one form entry school that is oversubscribed with all reception places allocated for the coming academic year. In summary this means that any development that creates additional places would be expected to make an educational contribution towards the provision of these additional places. Without this contribution CYPS would consider the development to be unviable in infrastructure terms.</p> <p>An educational contribution for development at St Luke's must be provided to ensure that the required local school places can be provided for the children who will take up residence in the new homes on the site. Without this contribution CYPS would not be able to support the scheme. This development is in a part of the borough with one of the highest land values and I would hope that the development will be able to accommodate the correct educational contribution for the site. If (but I hope this will not be the case) it is recommended by officers that the scheme is approved without the relevant educational contribution towards school places I ask that the</p>	
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		requirement for additional school places to support the development is made clear in the report so that the decision makers are fully informed.	
5	LBH Housing and Major Projects	<p>The Council has been consistent in stating the position with regard to policy, with a target of 50% affordable housing (subject to viability), with the requirement that affordable housing is general needs and not specific to over 55s, and provided advice with regard to the preferred split between affordable rent and shared ownership as well as the preference in terms of need within the borough for specific size of units.</p> <p>We have been willing to negotiate with regard to the mix, the size of units and the overall provision based on viability. Having been advised on the viability of this scheme and allowing for reasonable costs and amongst other things developers profit, we are not satisfied that the level of affordable housing is adequate.</p>	Noted
6	LBH Transportation	<p>Existing site</p> <p>The proposed site is located on Woodside Avenue with TreeHouse School to the West and Muswell Hill Road some 80metres the east of the site. To the north of the site is Grand Avenue, which can only be accessed via Fortis Green Road and Queens Avenue. The roads to the north of the site including Grand Avenue suffer from high parking pressures at all times of the day. On street parking can only therefore be attributed to residents in the area rather than commuters or shoppers. Woodside Avenue and Grand Avenue forms part of a critical pedestrian route for pedestrians in particular school trips to and from the three local schools: TreeHouse School, St James CE School and Tetherdown School. We will therefore</p>	Noted

		<p>as part of the review of this applicant assess the impacts of the proposed development on the pedestrian routes within the locality of the site. Woodside Avenue is mixed in nature with residential to the west of the site, this section of Woodside road has been traffic calmed. From the east towards the site there is no traffic calming and the nature of the street changes: Woodside Avenue is relatively heavily parked to the east of Holt Close, there is no obvious reason why this section on Woodside Avenue is so heavily parked considering that there were no houses on this section of Woodside Avenue.</p> <p>The closest bus stops to the site are located in Muswell Hill Road and provides access to bus route 43 which runs between Halliwick Park and London Bridge and bus route 134 running between High Barnet to Highgate Wood. The site is also within walking distance of bus routes 102 and 234 on Fortis Green Road. Two underground stations are within similar walking distance of the site, they are East Finchley and Highgate Underground station. However it is more likely that residents of the development would use Highgate Underground station as it has better connected by bus and is also has a more direct walking route compared to East Finchley underground station. There are a number of existing and proposed cycling route within close proximity of the site. These routes include Green Ways Link2 which links the site to Wood Green via Alexandra Palace station. There is also the presence of LCN+ Link 81 which runs between Alexandra Park station and Highgate Station and Green Ways Link o4 which from Muswell Hill Road to Wood Green.</p> <p>The existing hospital site until recent years provided a mental health care facility to residents of Camden and Islington. The site has 60 plus on site car parking spaces. There are several</p>	
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		<p>vehicular access points to the site from Woodside Avenue and Grand Avenue, with servicing from Grand Avenue. The applicants transport planning consultants MLM consulting engineers have produced trip generation estimates for the existing site which estimated that the existing site would generate some 40-60 vehicular movements during the peak hour.</p> <p>Proposed Development/ Traffic Generation</p> <p>The applicant is proposing to redevelop the existing site to provide a total of 173 residential units, which contains 26 houses and 147 flats, 70% of the units are aimed at the over 50s. We have assessed the trips that are likely to be generated by the site based on the similar sites from the TRAVL trip forecast database including (Kew Riverside Park TW9 4AD, Lee Conservancy Road E9 5HW, Osier Crescent N10 1QW and Yeats Close NW10). Based on these sites the proposed 173 residential units would generate a total of 162in/out movements within the critical am peak hour, 78 in/out movements will be vehicular trips with the remaining 85 movements would be by sustainable modes of transport.</p> <p>A traffic survey was undertaken on the 11 July 2011 before the school holidays which started 22 July 2011. The result of the surveys concluded that during the am peak period there were some 1195 vehicles travelling along Muswell Hill Road heading south and 1015 vehicles travelling towards the north. Woodside Avenue had some 638 vehicles travelling in both directions in the am peak period.</p> <p>The largest percentage increase in vehicular trips will occur on</p>	
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		<p>Woodside Avenue east of the site which will have 7.3% (47) additional movements in the critical am peak period. Although this is slightly higher than the percent of vehicular trips which normally requires traffic modelling to be undertaken, the applicant has not discounted the trip rates based on the existing site use, which estimates that the site would have generated some 40-60 trips during the morning peak hour when it was in operation.</p> <p>We have considered that as this site will generate additional traffic on the highways network and this is an area with three schools, combined with the fact the applicant Transport Assessment has identified that the 85% speed over a 24 hour period is between 28.3 and 30.1 MPH we will require the applicant to contribute by way of a S.106 agreement to provide enhanced traffic calming measures on Woodside Avenue to ensure that the trips generated by the site does not impact on the existing pedestrian amenity.</p> <p>Parking</p> <p>The applicant has proposed providing 134 off street parking spaces for the proposed 173 residential units. The spaces will be allocated as follows: the 13 houses will each have a garage in addition, forecourt parking is possible for each of the houses. 8 car parking spaces will be provided for Simmons House in the basement car park to replace the space been removed by the access road as part of the proposal; 21 visitor car spaces will be provided at surface level including 13 for disabled users; 11 space will be provided for shared ownership unit; 81 car parking spaces are available for the remainder of the development. As the site is not located within</p>	
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		<p>the Muswell Hill Restricted conversion area and minimum parking standard do not apply, the parking provided must be to the maximum parking standard. It is to be noted that the development will provide high level of parking (0.77 spaces per unit) compared to development of similar scale where we would have expected parking provision in the region of 0.4 to 0.55 spaces per unit. In addition the 2011 Census shows that only 66% of households in the Muswell Hill ward has a car or van in the household.</p> <p>We have considered that given the public transport accessibility level of the site and the site's connectivity the level of parking proposed is acceptable and is in line with London Plan Policy 6.1 and Haringey UDP Saved Policy M10. We will however require the applicant to submit a parking management plan, to ensure that the proposed parking provision is managed. In addition the applicant has taken additional steps to minimise traffic and parking demand on Grand Avenue by restricting the access to pedestrian and emergency vehicles only; we will also require additional measures to ensure that any potential residual parking demand generated by the development proposal will not overspill onto the local highways network:</p> <ol style="list-style-type: none">1. The applicant will therefore need to contribute by way of a S.106 agreement a sum of £30,000 (thirty thousand pounds) towards investigating the design and feasibility of a control parking zone in the area surrounding the site.2. The applicant will also be required to ensure that the development proposal provides electric charging points in accordance with the 2011 London Plan with 20% active and a further 20% passive provision.	
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		<p>3. The development proposal will have to be dedicated as a “Car Restricted Development” (residents of the proposed development will not be able to apply for on street parking permit in any current or future controlled parking zone) and as such will only have access to the parking space been provide on site.</p> <p>4. We will also require the applicant/Developer to provide 3 car club spaces on site and a minimum of 2 cars must be provided on occupation. The developer will be required to fund the first 2 years car club membership for all resident of the development and provide and a driving credit of £50 for each unit on occupation. The use of the car clubs must be monitored annually as part of the travel plan for a period of no less than 5 years.</p> <p>The applicant has provided a total of 219 cycle parking spaces on site and a number of spaces for mobility scooters. The cycle parking is slightly below London Plan standard which requires 224 cycle parking spaces. However given the nature of the development proposal we consider the cycle parking provision to be acceptable. We will require all mobility scooter spaces to have a charging point and the applicant must monitor the cycle parking as part of the annual travel plan monitoring.</p> <p>Design and layout</p> <p>The site has been designed with the main vehicular access/ egress on Woodside Avenue and pedestrian and cycle access only from Grand Avenue, the residual carriageways width of the shared carriageway width is 4.1 metres wide and enables two cars to pass as recommended by Manual for Streets. The</p>	
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		<p>main car park is located in the basement to the front of the site as such there is limited traffic circulating the site. The applicant has provided an auto-track of refuse vehicles entering and leaving the site in forward gear. The auto-track indicates that large refuse vehicles will over run the buffer to the disabled parking to the east of the site travelling towards the south; however this can be addressed during the detailed design of the site layout. One of the existing vehicular accesses onto Woodside Avenue will be closed to vehicles and converted to a pedestrian access which runs through the centre of the site into the central gardens. The site can be safely accessed by refuse and fire tender. We have considered that that the proposed layout is acceptable subject to detailed design with the addition of some traffic calming measures.</p> <p>On reviewing this application the highways and transportation authority would not object to this application subject to the following conditions:</p> <ol style="list-style-type: none"> 1. A residential plan must be secured by the S.106 agreement, as part of the travel plans, the following measure must be included in order maximising the use of public transport. <ol style="list-style-type: none"> a) The applicant submits a travel plan for each aspect of the Development and appoints a travel plan co-ordinator for development and sheltered housing aspect of the development and must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually. b) Provision of welcome residential induction packs 	
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		<p>containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents, travel pack to be approved by the Council's Transportation Planning team.</p> <p>c) Establishment or operate a car club scheme, which includes at least 3 cars. The developer must offer free membership to all resident of the development for at least the first 2 years, and £50 (fifty pounds) car club credit for each unit, evidence of which must be submitted the Transportation planning team.</p> <p>d) The developer is required to pay a sum of, £3,000 (three thousand pounds) per travel plan for travel plan this must be secured by S.106 agreement.</p> <p>e) A revised residential cycle parking layout must be submitted including disabled scooter parking with electric charging points, cycle parking usage / scooter usage must monitored and adapted based on the demand. The applicant will be required to undertake any survey as part of the travel plan monitoring.</p> <p>f) A site management parking plan, the plan must include, details on the allocation and management of on site car parking spaces in order to maximise use of public transport. Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>2. The applicant enters into a S.106 agreement including</p>	
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		<p>provision that no residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent traffic management order (TMO) controlling on-street parking in the vicinity of the development.</p> <p>Reason: To mitigate the parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increase travel by sustainable modes of transport hence reducing the congestion on the highways network.</p> <p>3. The applicant will be required to contribute by way of a S.278 agreement £52,300 (fifty three thousand three hundred pounds only) for local safety improvements, as per drawing (Option 1)</p> <p>Reason: To provide safer walking and cycling facilities in order to promote travel by sustainable modes of transport to and safety to and from the site.</p> <p>4. The applicant/ developer will be required to contribute by way of a S.106 agreement a sum of £30,000 (thirty thousand pounds) towards the feasibility, design and consultation relating to the implementation of a controlled parking zone in the area surrounding the site.</p> <p>Reason: To facilitate travel by sustainable modes to and from the site.</p> <p>5. The applicant/ developer will be required to contribute by way of a S.106 agreement a sum of £80,000 (eight thousand pounds) towards bus stop accessibility measures, cycling and walking improvement in the area surrounding the site, including improvements to the two bus stops on Muswell Hill Road, and a walking and cycling contribution towards walking and cycling routes</p>	
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		<p>in the area surrounding the site. Reason: To facilitate travel by sustainable modes to and from the site.</p> <p>6. The applicant/ developer will be required to submit a construction management plan (CMP) and construction logistics plan (CLP) for the local authority’s approval three months prior to construction work commencing on site. The plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on the Woodside Avenue, Muswell Hill Road and the road surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully 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</p> <p>7. The applicant is also required to submit a delivery and service plan (DSP). Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation</p> <p>Informative The new development will require naming and numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573)</p>	
EXTERNAL			
7	Crime Prevention Officer	Private and semi-private spaces need to be clearly defined to create defensible space, good lighting will need to be provided without causing light pollution and the new homes should be	Noted

		built to Secured by Design standards.	
8	English Heritage (Archaeology)	No objection subject to the imposition of conditions (archaeological investigation and mitigation).	Noted
9	English Heritage (Historic Buildings)	Commented with regard to the listed and locally listed buildings, stating that the extension to Norton Lees dominates the principal building, creating an imbalance and causing harm to the setting of the listed building (since this locally listed building is within the curtilage of the listed Administration Block).	As noted in paragraph 8.43 of the report
10	Environment Agency	<p>We have no objection to the application as submitted, subject to the inclusion of a condition, detailed under the heading below, to any subsequent planning permission granted. Without the inclusion of this condition we consider the development to pose an unacceptable risk to the environment.</p> <p>Condition Development shall not begin until a detailed surface water drainage scheme for the site, based on the agreed St Luke's Hospital Flood Risk Assessment and Sustainable Drainage Strategy (Conisbee, Ref. 120416/TG, Date: 14 December 2012, Rev No: 1.1) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a restriction in run-off and surface water storage on site as outlined in the FRA.</p> <p>Reason To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.</p> <p>Advice to applicant on surface water condition: In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:</p>	Noted

		<ul style="list-style-type: none"> a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes. b) Confirmation of the critical storm duration. c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365. d) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required. e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated. f) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding. 	
11	GLA	<p>Stage 1 Report attached as Appendix 4</p> <p>The GLA conclude that teh proposals comply with some of the London Plan policies but not others and on balance the proposals do not comply with the London Plan.</p>	Noted

12	TfL	Comments are included in the GLA's Stage 1 Report	Noted in paragraphs 8.53-55
13	LB Barnet	No objection	Noted
14	Natural England	No objection subject to the imposition of conditions (bat mitigation)	Noted
15	Sport England	No comment on this application	Noted
16	Thames Water Utilities	No objection subject to the imposition of conditions (waste, surface water, public sewer protection, petrol/oil interceptors, water supply studies).	Noted
17	Cranley Gardens Residents Association	<p>Welcomes the development, particularly the co-housing, however comments that:</p> <ul style="list-style-type: none"> • there is inadequate car parking, • the proposal could compromise Cranley Gardens/Woodside Avenue a Tier 3 distributor road, and • will result in further parking in Cranley Gardens which is already heavily parked. <p>Recommend conditions re:</p> <ul style="list-style-type: none"> • Considerate Contractor, • centralised logistics service, • construction management plan, • hours of delivery, and • limitations on construction traffic routes 	Noted in the body of the report (Section 8.0)
18	Muswell Hill and Fortis Green Association	<p>Made the following comments:</p> <ul style="list-style-type: none"> • high density leads to cramped form of development with rear gardens to the northern terrace being inadequate 	Noted in the body of the report (Section 8.0)

		<ul style="list-style-type: none"> • parking is inadequate and will lead to an overspill onto surrounding streets (the basement car park needs to be attractive to encourage use) • materials will need to be of a high quality • S106 contributions will need to be sought in relation to schools, GP surgeries, buses, both in relation to this development and areas where residents are moving from to downsize. 	
19	Muswell Hill CAAC	<p>Made the following observations:</p> <ul style="list-style-type: none"> • the density appears to be at the top end of the range and is within a poor PTAL area • the proposals represent a cramped form of development especially where older people are living together, whilst the garden sizes of the northern properties is also small • the design is bland and needs to be more imaginative • materials will need to be of a high quality • insufficient parking and so is likely to result in overspill to the detriment of the conservation area 	Noted in the body of the report (Section 8.0)
20	Cllr Jonathan Block	<p>Requested that the application go before the planning committee due to the size of the site.</p> <p>Raised a question on behalf of a constituent re archaeology and asking for a condition for further archaeological investigation prior to the development commencing.</p>	<p>Noted</p> <p>As part of the pre-application process on St. Luke's, the applicants carried out an Archaeological Assessment and this was submitted to English Heritage for their comments. On the basis of the assessment, English Heritage do not consider that</p>

			a pre-determination field investigation is necessary, and that the archaeological interest of the site can be secured through a planning condition.
21	Cllr Matt Davies	<p>Commented that the revisions showed some improvements, but that:</p> <ul style="list-style-type: none"> • the scheme still had an unacceptable impact on properties in Grand Avenue (by virtue of height, proximity and continuous mass), • the proposal was out of character with the conservation area, the proposal lacks affordable housing, and • will have an adverse impact on over-subscribed services 	Noted in the body of the report (Section 8.0)
22	Cllr Sophie Erskine	<p>Provided comments on behalf of a local resident, questioning:</p> <ul style="list-style-type: none"> • the back garden lengths, the proximity of new buildings to the boundary, • whether the 30metre separation is being breached and • whether the position of the original hospital buildings set a precedent for the position of new buildings 	Noted in the body of the report (Section 8.0)
23	Cllr Martin Newton	<p>Raise questions that arose from the Development Management Forum on 29th January:</p> <p>1. School Places Pressure on school places, whilst the majority of proposed dwellings are for over 55's, there are a number of houses and apartments with no age restriction. Please can you provide details of the expected child yield on this site so that this can be taken into consideration by the Schools Admission Service.</p>	Noted in the body of the report (Section 8.0)

		<p>2. Road Safety on Woodside Avenue</p> <p>If permission is to be granted recommend some further traffic calming measures are introduced on Woodside Avenue to enhance the measures that are already in place. In particular to make the section of road between Muswell Hill Road and Holt Close safer for the many children attending the three schools in the area clustered around this part of Woodside Avenue. It is also pertinent to consider what extra safety measures need to be taken to protect this vulnerable group during any construction phase on the site, bearing in mind that a large number of children for the two primary schools arrive on foot or by bicycle.</p>	
24	Lynne Featherstone MP	Commented on behalf of a constituent, noting that there is immense pressure on local schools in the area.	Noted
RESIDENTS			
25	10 letters of support	<p>The letters of support either state that they:</p> <p>support the principle of residential development on the site</p> <p>support a restriction on occupation to older people to reduce the impact on the schools in the area</p> <p>think the concept fits well with the character and population of the area.</p>	Noted
26	19 letters indicating neither support or objection	Though in fact many raise issues (but these are covered in the objection section)	Noted
27	1 petition containing 53 signatures	The petition raised the following issues:	Dealt with in response to the objections below.

		<ul style="list-style-type: none"> a. Disturbance – including noise, nuisance and air pollution to children in the adjoining schools b. Overbearing – oppressive impact on the surrounding area c. Road safety – significant impact envisaged d. Road traffic and parking – existing lack of parking and potential for significant on-street parking e. Rights of access – concern that the existing right to cross the site is going 	
28	296 objection letters	<p>The objections fall into the following broad areas:</p> <p>Scale</p> <ul style="list-style-type: none"> i. Excessive density ii. Overdevelopment, with the size and scale of development being too great iii. Buildings are too high and out of scale with surrounding two storey properties <p>Heritage impacts</p> <ul style="list-style-type: none"> iv. Not good design and out of keeping with the character of the area v. Out of character and will cause severe harm to the conservation area vi. Adverse impact upon the historic park and its setting <p>Residential Amenity</p> <ul style="list-style-type: none"> vii. Proximity to properties in Muswell Hill Road (impact on trees within their gardens) viii. Proximity to properties in Grand Avenue (overlooking and loss of privacy) ix. Distances between properties not accord with Housing SPD (argue less than 30m, and some properties in Grand Avenue are effectively four storey) 	Noted in the body of the report (Section 8.0)

		<ul style="list-style-type: none"> x. Unacceptable length of construction programme with impact on residential amenities (noise, dust, disturbance) xi. Construction traffic impacts on residential area <p>Design</p> <ul style="list-style-type: none"> xii. Poor layout of houses backing on to Grand Avenue (gardens too small and being north of new houses would be overshadowed) xiii. Terrace of houses backing on to Grand Avenue are bland, oppressive and out of keeping with principles of the Muswell Hill Conservation Area xiv. New 'gate house' on Grand Avenue is out of character and cramped <p>Transportation</p> <ul style="list-style-type: none"> xv. Inadequate on-site parking in an area not served well by public transport xvi. Inadequate visitors parking (only three spaces) xvii. Potential overspill parking adding to the existing heavily congested parking in adjoining residential roads xviii. Only way to control would be CPZ and that would be an additional tax xix. Unlikely that the older population will use bicycles rather than cars xx. Adverse impact on traffic in the area (congestion) xxi. Adverse impact from additional vehicles (noise and fumes) xxii. Inadequate access and egress from the site xxiii. Transport assessment carried out in summer holidays and so unrealistic xxiv. Road safety from overspill parking, additional traffic, with implications in particular for children given the 	
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		<p>number of schools adjoining the site</p> <p>Infrastructure</p> <p>xxv. Added burden on existing overloaded bus service</p> <p>xxvi. Possible impact on capacity at Highgate Underground station</p> <p>xxvii. Adverse impact on schools in the area that are already over subscribed</p> <p>xxviii. The development should cater for an additional form of entry at Fortismere School</p> <p>xxix. Existing infrastructure being unable to support development of this size (including sewers and drains)</p> <p>xxx. Increased pressure on health facilities in the area (including doctors surgeries)</p> <p>xxxi. Not providing on-site facilities such as playground or community facilities</p> <p>Other</p> <p>xxxii. Adverse impact upon TreeHouse school (particularly sensitive in terms of the school's specialism)</p> <p>xxxiii. Greater amount of affordable housing should be provided</p> <p>xxxiv. Loss of mature trees on the site</p> <p>xxxv. Concerns that the age limit would not keep child yield down, nor that it could be suitably policed</p> <p>xxxvi. Not catering for downsizing in the area but for further afield</p> <p>xxvii. Age limit should be applied to the whole development</p> <p>xxviii. More appropriate uses for the site (school or care home)</p> <p>xxxix. Loss of views to Highgate Woods</p>	
29	Cgms on behalf of TreeHouse School	Provided specific comments:	Noted in the body of the report (Section 8.0)

	<p>Following amendments a subsequent letter was received from the operators of the school (Ambitious About Autism)</p>	<ul style="list-style-type: none"> • The development relies on aspect overlooking TreeHouse School from the balconies and large windows • The proposal will prejudice the operation of the school since it will be occupied by over 55s who are more likely to be present throughout the day • The proposal would result in overlooking and loss of privacy to the pupils of the school • The proposed flats are too close to the boundary trees and will prejudice their survival as well as being likely to have future pressure for lopping or removal from proposed occupiers of the flats. • If permission is to be granted a condition on the management of the development should be imposed to reduce the impact on the pupils at TreeHouse School. <p>Commenting as follows:</p> <ul style="list-style-type: none"> • Some changes to address the concerns about overlooking were welcomed • Still concerned in relation to the flats to the front of the site • If planning permission is granted than conditions should be imposed re: <ul style="list-style-type: none"> - demolition method statement - construction management plan - construction logistics plan 	
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11.0 APPENDICES

11.2 DM Forum Minutes



**PLANNING REGENERATION & ECONOMY
DEVELOPMENT MANAGEMENT TEAM**

MINUTES

Meeting : Development Management Forum - St Luke's Hospital, Woodside Ave,
N10
Date : 29th January 2013
Place : British Legion, Muswell Hill, N10
Present : Vincent Maher (Chair), Architect Agent, Cllrs Engert, Newton, Approx 300
local residents
Minutes by : Tay Makoon

Distribution :

		Action
<p>1.</p> <p>2.</p>	<p>Vincent Maher 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 minited and attached to the officers report for the Planning Committee.</p> <p>Proposal</p> <p>Demolition of the buildings on site excluding the Grade II Listed Administration Building and locally Listed Buildings (Roseneath and Norton Lees); refurbishment of Listed Buildings (providing 25 flats) and construction of 8 apartment blocks (comprising 110 flats) and including a basement car park with 100 spaces; construction of 21 terraced houses and 5 apartment units; some surface parking and comprehensive landscaping of the site (AMENDED DESCRIPTION).</p> <p>Presentation by: Architect - Patrick Devlin</p> <ul style="list-style-type: none"> • The architect explained the changes from previous scheme and New scheme • The use of Materials using slide show of plans and elevation drawings <p>Question & Answer Session</p> <ul style="list-style-type: none"> • How do you regulate a development for over 55's, • how do you control it, • what sort of impact on infrastructure from a development of this size • Impact of infrastructure • Parking/visitor parking – not enough parking • Construction management traffic impact • Modern Design – choice of modern design - why flat roofs proposed and where they are • Mixed housing and is the balance between the amount of affordable housing and amount for sale right • Has the developer got the relationship with the school next door right in terms of overlooking? • Relation with surrounding landowners and school • Design • Overlooking • Parking • Traffic • Sustainable Development • Bulk Size and Massing 	

Q1: David Brown – Grand Ave - How many social housing units and how many 55+ units of the 173?

Ans: Mike Johnson from Savills – The affordable housing provision by is required by the s106 agreements we will be entering with the Local Authority. The level of affordable housing we are expected to provide is through a viability assessment and we have submitted one with our application. At the moment we propose to have 21 affordable homes, over 55's we will look at 75% of the development. The s106 is subject negotiation with the local authority.

Q2 John Crompton – Donovan Ave - What will the boardroom are used for?

Ans: It will be the main grand living room used by the apartment, around it will have bedrooms, kitchen and a separate room, it will also have stairs.

Q3: Simon Pulton-Jones – Woodland Rise - How will you deal with parking? Are the spaces allocated to particular flats? And how do you deal with visitor parking?

Ans: There are 100 spaces underground the 22 general spaces at surface level are for wheelchair users and visitors at least one or two of these will charging points and to the underground car park as well, in addition the family houses north and east have two parking spaces which are not included in the 70% portion. The spaces will be sold with the flats and will be on the open market. We are also giving the client group here which is predominantly over 55's, not everyone will want a parking space and we are proposing is a car club for people who want to use a car now and then. There is allocation dotted around the estate for visitor parking. There are 3 visitor parking spaces on the surface and no spaces allocated on the ground floor car park.

Q4: Julia Lampard – Tree House School - You said you looked into the overlooking of Simmons House. It looks like you have apartments on the left hand side 3 storeys – do they have balconies overlooking the playground?

Ans: The arrangements at the moment are that balconies look south away from the playground with planting and we will continue to talk to you about this.

Q5: Alistair Grant – Fortismere Ave – s106 agreements and the aged restricted properties for over 55's is subject to negotiation, I think it's very important for us to know that it is a guaranteed minimum, when we talk about the school we would need to know how many are aged restricted. Is it restricted to 70% and negotiable thereafter.

Ans: There are two issues the affordable housing which is a separate

discussion and then there are others purposely to provide over 55's accommodation. That is in their control and Hanover is 70% over 55.s which is the client's aspirations to achieve that.

Q6: Josie Bostock – Grand Ave – How many houses, apartments and how large are the apartments?

Ans: There are 21 houses and the remainder are flats 41 1x bed homes , 78 x 2 bed homes and 29 x 3 bed some are houses and some flats and 1 x 4 bed.

Q7: Pamela Johnson – Grand Ave – how high is the current terrace in relation to the current relatives block?

Ans: I cannot tell you the height here, but will be able to give you; sections are difficult to understand depending on which angle you take your measurement.

Q8: Densel Johnson – Grand Ave – construction traffic what is happening?

Ans: Lots of work done on impact and have submitted an impact assessment as part of the application and can be viewed on the Councils website.

Q9: Jacklyn Mitchell – Grand Ave - Are the houses going to be the same height as the Grand Ave houses? And the size of the gardens?

Ans: The height varies in Grand Ave not higher and the size of the gardens at least 50sqm in area.

Q10: Mr Sharma – Over 55 covenant is that for the buyer or occupier of the property?

Ans: It is for the Purchaser of the property to be over 55.

Q11: Susan Brown – How many dwellings? Information very confusing 173 or 170?

Ans: The description on the application was incorrect and it has been amended and 173 are what we are proposing.

Q12: Louise London – Coniston Ave - How does the covenant work? What generation will be allowed to live there?

Ans: Local people wanting to downsize and the purchaser being over 55 and occasionally have relatives stay over and it is common for restrictions such as this to be applied.

Q13: Susan Star – Grand Ave - Does it have to be one person over 55?

Ans: Head of the household have to be over 55.

Q14: Tony Cumberbatch – Lauradale Road A development such as this needs to be carbon neutral not just negative if you follow the London Plan should providing into the grid for a wider area. What provision has been made to do this?

Ans: I agree it should be as green as can be, it has a centralised heating plant with a possibility of connecting to the grid, we have spoken to Tree House School and another local school about joining up as a network, the attenuation is all sorted out to the characteristics of the site which has been promoted with the flat roofs and bat boxes and a landscape which promotes other species. The strategy is to reduce demand and is super insulated.

Q15: David Page – Birchwood Ave – Statement - I do not oppose this development, this is a better developer – Hanover is a charity Housing Association and its subjective is not to deliver for profit but in this case good housing for elderly people. A registered Charity Housing Association is a better option rather than a developer building for just profit.

Q16: Denson Jenson – Statement - I agree with the gentleman it is better to have a development with restrictions rather than one without restrictions.

Q17: Michael Shabas – Grand Ave – Statement - I think it's a good development, I think it's great to have Hanover as the developer and that the school and parking is a red hearing I am a transport planner and people who will live here will not want cars as I have a car and very rarely use it. Take away the cars and we will have fewer cars on the road and less traffic. I do not think it should be a high as this as it affects my view of Highgate Wood.

Q18: Andoulla Matavarni: Statement - I am very concerned about the tall 21 houses which will back on to our gardens and I think the gardens are going to be too small for the size of the houses and this will limit our light and vegetation. I think there should be some screening to separate us.

Q19: Paul Letarli – Leaside Ave – Parking residents of St Luke's would benefit from CPZ in area, Initial housing on Grand Ave you need to do elevation drawing from Birchwood and Leaside because it will be above the top roofs of the houses and we will be seeing the taller parts of your building, design and architect not arts and crafts your designs are boxy, large windows and no sensitivity to the local architecture of the area.

Ans: Residents of St Luke's will not be allowed park in CPZ area.

Q20: Senecat Rial – Colney Hatch Lane - Impact of noise during school hours how will you mitigate this?

Ans: The Council can agree a management plan to minimise noise and add

condition to restrict hours of operation.

Q21: Cllr Gail Engert: Materials on site, not to waste bricks but to reuse them, what will you be doing to make sure materials are reused?

Ans: We would like to reuse materials, but if the building is build with mortar sand and brick, we will not be able to salvage whole bricks, when recycling the bricks the mortar will break the bricks as it is too hard. We would be able to grind them and reuse here as it is too noisy but can be taken away and used elsewhere. It is covered in the waste management plan.

Q22: Justin Parsons –Statement - Muswell Hill Road – schools, doctor’s surgeries are critical in this area, we are travelling to access these services, 50 family homes and we need to think about this very carefully.

Q23: Graham Parson – Grand Ave – has the Council got a figure of traffic that will be generated by this scheme?

Ans: Two studies have been done; traffic Impact assessment and travel plan have been submitted to the Council.

Q24: Andrew Glyn– Grand Ave – Parking, visitors parking where are they going to park. Schools place not enough places and local schools?

Q25: Martin Page – communal gardens?

Ans: Yes there are extensive communal gardens to the apartments.

Q26: Jacklyn Smith – Grand Ave – Excavation/demolition – if we going to have structural problems due to this development what is going to happen?

Ans: All adjoining properties will be covered by party wall agreement where the applicant will pay for a surveyor you choose to assess impact and monitor throughout construction.

Q27: Trina Kane – Muswell Hill Road – Public safety – where is the main access and exit point to this site?

Ans: The main entrance is as indicated on the plans. There will not be the same traffic generated during school times as the occupants will be over 55’s.

Q28: Lack of public transport is an issue and needs looking at.

Vincent Maher 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

11.0 APPENDICES

11.3 Design Panel Minutes



Haringey Design Panel no.35

Wednesday, 4th July 2012

ATTENDANCE

Panel

Marc Dorfman Chair of the Panel and Assistant Director of Planning,
Regeneration and Economy, Haringey Council
Ruth Blum
Deborah Denner
Stephen Davy
Michael Hammerson
David Kells
Peter Sanders

Observers

(all Haringey Council unless otherwise stated)

Richard Truscott (Facilitator) Urban Design Officer (Housing, Design & Major Projects)
Mortimer MacSweeney Senior Conservation Officer
Matthew Gunning Team Leader, Development Management
Awot Tesfai Planning Officer (Development Management)
Stefan Krupski Planning Officer (Housing, Design & Major Projects)
Adam Hunt Planning Officer (Tottenham Regeneration Programme)
Shannon Francis Housing Enabling Officer (Housing, Design & Major Projects)

The following scheme was considered by the Panel:

1) proposals for development at, St Luke's Hospital, Muswell Hill

..... Patrick Devlin, PTEa (architects) &
..... Scott Hudson, Savills (planning consultants)

2) proposals for development at Brook House (formerly the Cannon Rubber Factory site), 881 Tottenham High Road

..... Daniel Blackburn, KSS Group (architects),
..... Kelly Chapman, KSS,
..... Jonathan Murch, Savills (planning consultants), &
..... Sarah Timewell, Newlon

3) Haringey Design Awards

short discussion & hand out of the Design Awards booklets

1) Presentation of proposals for development at St Luke's Hospital, Muswell Hill

Proposals are at an early outline stage for redevelopment of the former mental health hospital as a residential development for Hanover, specialists in housing for the over 55s, with the North London Sustainable Housing Partnership (NLSHP), a group of local residents that wish to develop housing for sale and rent on a "cohousing" model. This is a form of intentional community where residents have self contained homes and share facilities including a "common house". The site in the Muswell Hill Conservation Area became a hospital in the 1920s, partially by using three existing large 19th century detached houses; many specialist hospital buildings were added from the 20s to very recently, all in a unified parkland setting. One building in the south west corner, Simmons House, recently constructed / extended from a Victorian villa, will be retained in mental health treatment use.

It is proposed the rest of the site be redeveloped as four distinct character areas. The three other listed and locally listed buildings; the statutory Grade II Admin building, two Victorian villas either side and the landscaping in front will be largely retained and converted to flats, with extensions being considered to the two villas. Behind, in place of the "butterfly" plan ward buildings and ancillary accommodation, the central area of parkland and all good mature trees wherever on the site will be retained; four blocks with flats will be built in an arrangement in the centre of staggered

terraced housing with gardens backing onto the boundary and neighbouring back gardens. The existing unofficial, North - South pedestrian use across the site from Grand Avenue to Woodside Avenue will be strengthened as a spine route (the "N-S Spine"), usable by vehicles but with a pedestrian priority and street like feel, but only for vehicles at the southern end, with the narrow extension of the site to Grand Avenue to the north further narrowed to just a footpath and a "gatehouse". The remaining area west of the spine, excluding Simmons House, will continue the terraced housing and contain more informally designed blocks and spaces for the cohousing. Marc Dorfman as Head of Planning added that Haringey had agreed principles of development as outlined by council in its Planning Statement; this proposal is broadly in line with that, including distances of development to boundaries and the N-S pedestrian route. We welcome modern buildings, with preservation of listed & locally listed buildings and the historic parkland as identified. Haringey don't want to see too generous parking (more than 1 parking space per house); public transport access is good, but requires 50% affordable housing, including family sized accommodation, in accordance with policy.

Panel Questions

Panel members asked for more details of the proposal's sustainability, with reference to the scale of development, energy strategies, solar PV and Passivhaus; the applicants stated that they had just appointed consultants but hope to achieve a very high standard of sustainability, including PV on roofs.

Panel members asked why there were no elevations yet; the applicants explained that they were seeking comments on just the layout & principle of this form of development at this stage and would be happy to return to the panel at a later date. Panel members felt the heights & scale of development in relationship to neighbours were a vital fundamental issue - the applicants stated that they don't yet have heights confirmed of neighbouring buildings & the considerable fall of land; they were just about to get it surveyed.

Panel members asked for clarification on vehicular access & parking - the applicants explained that a vehicular loop provided access for visitor parking and servicing (without the need for turning heads), whilst all of the parking for flats is in an underground parking garage (precise extent and location to be finalised, accessed off "N-S spine route"); panel members suggested the route of the loop could be reversed and have in-out or different entrance to basement parking, with easier ramping. There was also some questioning of the parking standard in view of very intensive car use & parking pressure in the Muswell Hill area.

Panel members questioned the length of gardens compared to the existing neighbouring housing on Muswell Hill Road and Grand Avenue; applicants stated that it is 6-7m long proposed, compared to 34m existing, but that the houses were of wide plot widths so garden sizes would exceed requirements, and back to back distances would easily exceed required minima.

Panel Observations

1. Some panel members expressed concern that the proposed street layout differed from the prevailing Muswell Hill character of street with parking on-street not on front gardens; concerned that the proposal would look like privatised space. Other panel members guarded against replication of all aspects of the character of Muswell Hill as the site has never been like the typical streets of Muswell Hill, which in any case can sometimes appear car dominated to the detriment of street appearance and sustainability.
2. Panel members requested the design resolve the unresolved tension between formality and the picturesque in the layout of blocks and spaces. In particular, they asked why the proposed cohousing is so different to the four blocks of flats.
3. Panel members stated that the applicants need to show them site sections to properly illustrate proposals; their sketches are very diagrammatic; they could be interpreted in many different ways. The panel suggested they should flesh out the scheme and bring back to the panel later.

4. A number of potential concerns arise from the proposed underground car parking; digging basements may cause problems with ground water; make it difficult to achieve Sustainable Urban Drainage Systems; if people drive into the underground car park & go straight to their flats internally, there could be no street life.
5. There were concerns about the routes on the site. Some were concerned that the loop could become a popular public car route generating too much traffic. *There were concerns that the proposal would look like privatised space with private parking, a gated community, albeit that the Council's guidance has always been and remains that it must not be.* A more widespread concern was to ensure that the applicants keep the pedestrian / cycle route public; there was concern that if shared with vehicles it would not be pedestrian friendly and safe; of greater concern, that it should be kept in perpetuity; council must secure route open to public; should it be adopted or formally registered as a Public Right of Way?
6. Some panel members felt that the spaces between buildings were not sufficiently worked out, and the relationship between the new blocks of flats has not been sufficiently resolved, with some adjacent elevations being very close. The juxtaposition of the cohousing at its southern end and the retained hostel could be unsatisfactory. Some expressed a concern that it will be cluttered with service functions such as cycle and refuse storage. The panel agreed that it was good that a landscape architect was on board now; but that they need to see fruits of their work soon. There was also a concern that the avenue of trees, the "woodland drive", will not have enough space for trees; it would be very squeezed, have too tight planning, to be able to function and remain feeling wooded.
7. Panel members questioned the density of the proposal, which some felt looks like cramming and was too dense, in particular in respect of the new housing on the north of the site. Concern was also expressed at the difference in length of back gardens between those of existing neighbours and those proposed on site; also noting that being north facing and short some proposed private gardens would receive very little winter sunshine.
8. Panel members pointed out that there has been significant archaeological interest in the surrounding area; many finds had been made in the area, and it was important that the applicants had regard to the archaeological potential of the site.

Consensus and Conclusions

9. Justification along with more detail is needed of the apparently high density of the proposal and apparent lack of space between buildings & to boundaries; this should include sections & more detail generally.
10. In addition to more detail, the panel felt there may be better alternative arrangements to accommodate traffic and movement on and around the site.
11. In general though, and bearing in mind previous remarks that there was currently insufficient information to make a conclusive judgement, the panel

welcomed the emerging proposals which they felt could become a satisfactory scheme. They were broadly supportive of the proposed disposition of development blocks; retention of frontage buildings and proposed extensions, proposed protection of key open spaces (front; centre and to the east, including important trees); with the concept of public access through the site and with housing on the northern and western boundary.

**2) Presentation of proposals for development at Brook House (Cannon Rubber Factory site),
881 Tottenham High Road**

Confidential until planning application submitted.

Date of next meeting

Date proposed: 16th August.

11.0 APPENDICES

11.4 GLA Stage 1 Report