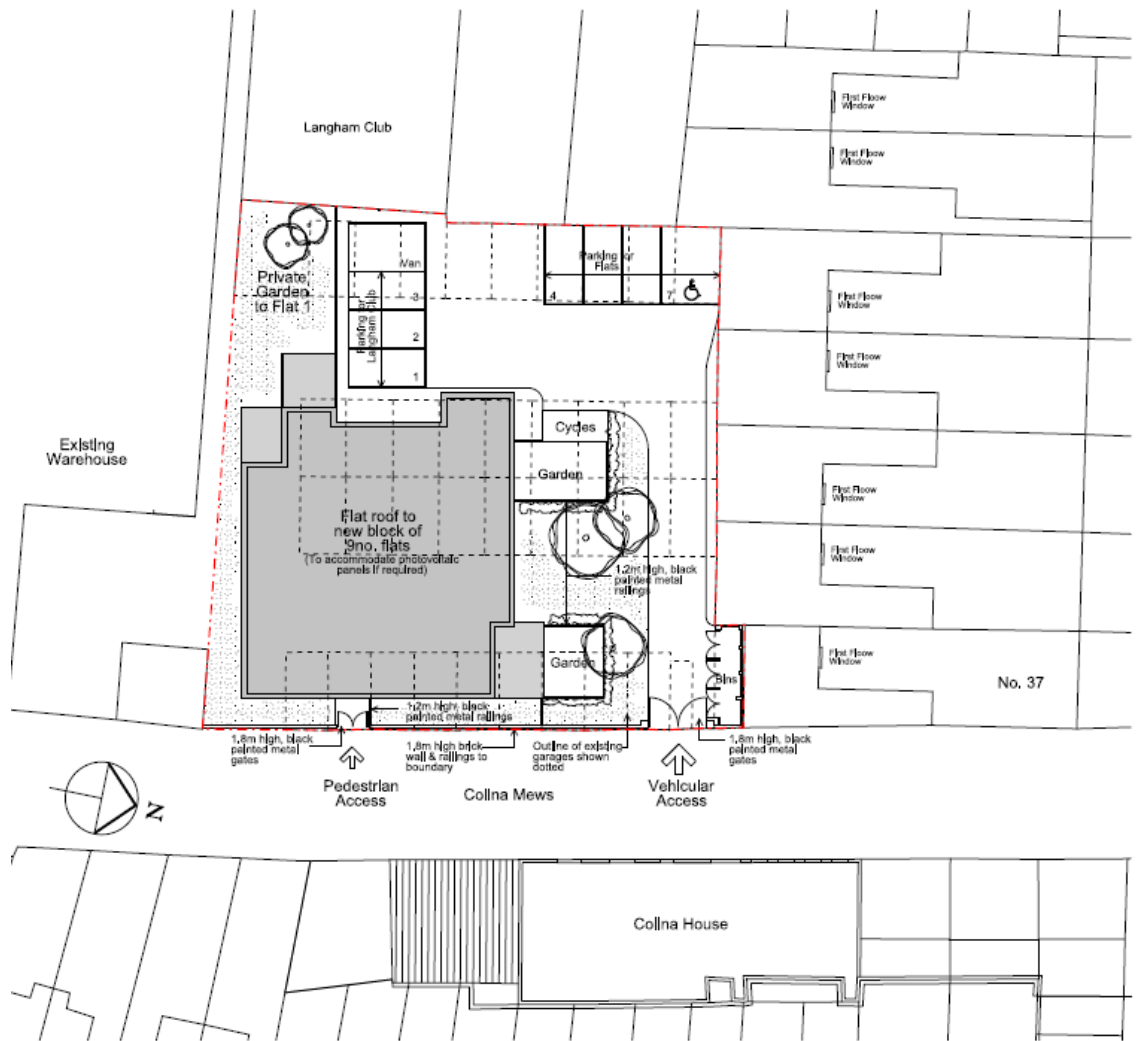


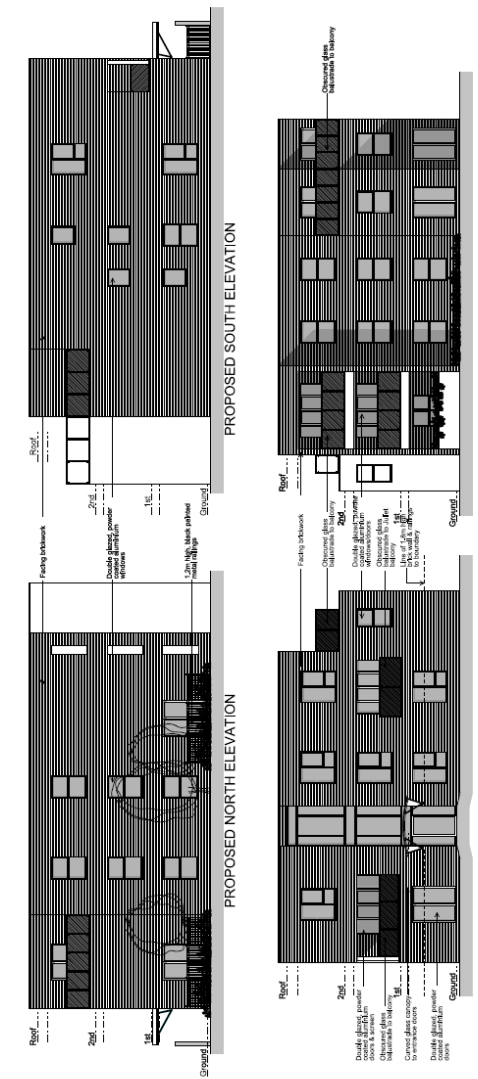
1.0 SITE LOCATION PLAN



2.0 DRAWINGS & IMAGES

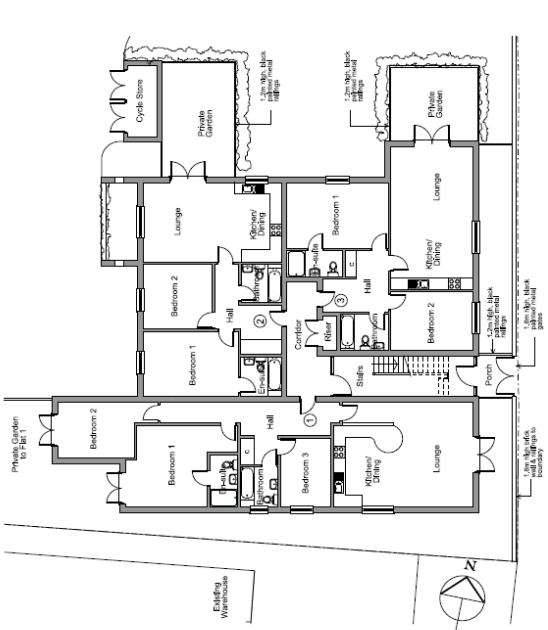
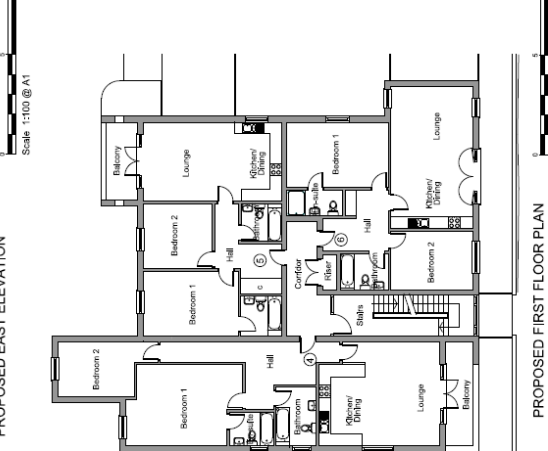
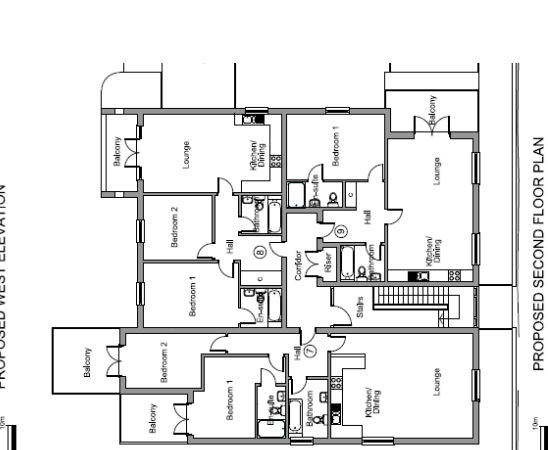
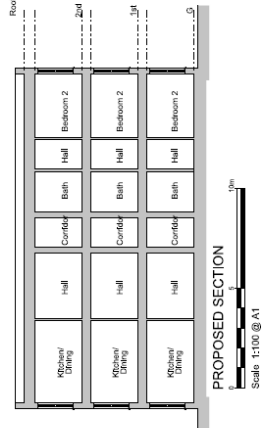


Proposed Site Layout Plan



Room	Area (sqm)	Area (sqft)	Volume (cu m)	Volume (cu ft)
Living	18.5	200	18.5	200
Dining	12.5	135	12.5	135
Kitchen	10.5	113	10.5	113
Bedroom 1	12.5	135	12.5	135
Bedroom 2	12.5	135	12.5	135
Bath	5.5	59	5.5	59
Hall	3.5	38	3.5	38
Corridor	2.5	27	2.5	27
Stairs	1.5	16	1.5	16
Landscaping	1.5	16	1.5	16
Roof	1.5	16	1.5	16
Total	70.0	750	70.0	750

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Living	18.5	200	18.5	200
Dining	12.5	135	12.5	135
Kitchen	10.5	113	10.5	113
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Bedroom 2	12.5	135	12.5	135
Bath	5.5	59	5.5	59
Hall	3.5	38	3.5	38
Corridor	2.5	27	2.5	27
Stairs	1.5	16	1.5	16
Landscaping	1.5	16	1.5	16
Roof	1.5	16	1.5	16
Total	70.0	750	70.0	750



Elevations & Floor Plans

PLANNING

THE KEVIN HINDS PRACTICE ARCHITECTS - SPACE PLANNING - INTERIORS

ADDRESS: 2200 BROADWAY, SUITE 1000, VANCOUVER, BC V6H 2W9

CLIENT: THE KEVIN HINDS PRACTICE ARCHITECTS - SPACE PLANNING - INTERIORS

DATE: MAY 2013

PROJECT: 1100 @ A1

SCALE: 1:100 @ A1

DATE: MAY 2013

PROJECT: 1100 @ A1

SCALE: 1:100 @ A1

DATE: MAY 2013

PROJECT: 1100 @ A1

SCALE: 1:100 @ A1



1. Entrance to Colina Mews from Park Road



4. View within the site



2. Colina Mews- Application site to right



5. View within the site -Park Road properties in background



3. Colina Mews- Application site to left



6. View within the site -Park Road properties in background

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is located to the rear of 600 to 606 Green Lanes and is generally a rectangular shaped site measuring 0.09 hectares in size. 600 Green Lanes is a 'Working Men's Club' accommodated within a three storey building which has been heavily extended to the rear.
- 3.2 The northern boundary of the site adjoins the rear gardens of terraced properties (37-45 Park Road). The eastern boundary of the site fronts onto Colina Mews, a small service road measuring approximately 130m in length and which connects Park Road to the north and Colina Road to the south. Directly opposite the site is Colina House, a former warehouse building which has been converted into residential/ live work use. Behind Colina House and in part adjoining the eastern side of Colina Mews are the rear gardens of properties that front onto Harringay Park.
- 3.3 The southern boundary of the site is adjacent to a large commercial warehouse premises occupying a large site with frontages onto Green Lanes, Colina Road and Colina Mews. The site is in the immediate vicinity of Green Lanes, a major north-south route through the Borough and a designated District Centre; in addition to being surrounded by predominantly residential areas, the most notable of which is the Harringay Ladder. Green Lanes falls within an area of high public accessibility (level five) and in the case of the application site is within walking distance (700m) of Turnpike Lane Underground Station and the many bus routes that serve Green Lanes.

4.0 PROPOSAL

- 4.1 The proposal is for the erection of a part three storey block with a very small two-storey element comprising of 9 flats (1 x 3 bed flat, 1 x 1 bed flat and 7 x 2 bed flats), following the demolition of the existing single storey garages on site.
- 4.2 The proposal also includes parking spaces for the Langham Club (3 spaces) and a delivery vehicle space for the club, in addition to 4 car parking spaces for the residential units. The Langham Club currently receive deliveries via this site and are a party to this application.

5.0 PLANNING HISTORY

5.1 Planning Application History

2008/1529 - Retrospective planning application for the retention of free standing open shelter/ Langham W.M Club – Refused 27/01/2009

2013/0472 - Erection of part three / two storey block comprising 1 x 3 bed flat, 1 x 1 bed flat and 7 x 2 bed flats with associated landscaping, parking / cycle spaces and bin store – Withdrawn 07/06/2013

5.2 Planning Enforcement History

None

6.0 RELEVANT PLANNING POLICY

6.1 National Planning Policy

The NPPF was formally published on 27th March 2012. This document sets out the Government's planning policies for England and supersedes the previous Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs).

Chapter 4 Promoting sustainable transport;
Chapter 6 Delivering a wide choice of high quality homes;
Chapter 7 Requiring good design;
Chapter 8 Promoting healthy communities;
Chapter 10 Meeting the challenge of climate change, flooding and coastal change; and

6.2 London Plan 2011

Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.7 Renewable energy
Policy 6.3 Assessing effects of development on transport capacity;
Policy 6.9 Cycling;
Policy 6.10 Walking;
Policy 7.4 Local Character
Policy 7.6 Architecture

6.3 Haringey Local Plan – Strategic Policies – Adopted 2011

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

6.4 Unitary Development Plan 2006 (Saved Policies)

UD3 General Principles
UD7 Waste Storage

ENV11 Contaminated land
 HSG2 Change of Use to Residential
 M10 Parking for Development

6.5 Supplementary Planning Guidance / Documents

SPD Housing
 SPD Sustainable Design and Construction, (Feb 2013)
 SPD Haringey 'Open Space and Recreation Standards
 SPG1a Design Guidance
 SPG10c Educational needs generated by new housing
 SPG10a The Negotiation, Management and Monitoring of Planning Obligations

6.6 Other

Mayor of London 'London Housing Design Guide' 2010
 London Borough of Haringey – Community Infrastructure Study; and

7.0 **CONSULTATION**

Internal	External
Ward Councillors Transportation Group Building Control Trees	London Fire Brigade 577 to 641 Green Lanes (incl. flats), Colina House Flats, Vehicle Repair Workshop Colina Mews, 37a-c Colina Mews, 1-14 Colina Road, 53-109 Haringay Park, 37-49 Park Road.

8.0 **RESPONSES**

Haringey Transportation

8.1 The application site has a high PTAL of 5 and falls within the Wood Green Outer Controlled Parking Zone (CPZ), which operates Monday to Saturday between 8:00am – 6:30pm and provides a good level of on-street parking control. The site is served by the 29 and 141 bus routes, which run with a two-way frequency of 38 buses per hour and is also within reasonable walking distance of Turnpike Lane underground station. It is considered that the prospective residents of this development are likely to use sustainable travel modes for the majority of journeys to and from the site.

8.2 Proposed residents will have access to four on-site parking spaces including one disabled parking space. This level of parking provision is in line with Haringey Council UDP standards. Further to this, the site does not fall within

an area that has been identified within the adopted UDP (saved policies 2013) as that suffering from high on-street parking pressure. It has been noted that the proposal includes secure and covered storage for nine bicycles. However, in order to meet London Plan standards the applicant will need to provide storage for ten cycles.

- 8.3 The site is accessed directly from Colina Mews which measures approximately 7 metres in width and does not have any segregated footway provision. According to guidance contained within the Manual for Streets a minimum width of 4.1metres is required to enable two cars to pass each other. Due to the low level traffic using this road and the operation of a one-way system on adjoining Colina Road it is anticipated that occurrences where two vehicles will need to pass each other will be infrequent. However, in such circumstances, it is considered that the road is wide enough to accommodate both passing vehicles and pedestrian traffic. Additionally, despite the fact that there is already an existing level of vehicular and pedestrian traffic using Colina Mews recent accident statistics have revealed that there have been no personal injury collisions recorded for this road during the last ten years leading up to 31 December 2012.
- 8.4 However, the redundant vehicle access will need to be closed, which will involve some minor repair to the carriageway. The highway and transportation authority will require that an adjacent on street parking bay, which forms part of the Wood Green Outer CPZ be relocated further south along the site's roadside boundary. All costs associated with these works including the necessary amendments to the existing traffic management order (TMO) are to be borne by the applicant. Furthermore, Colina Mews could benefit from improvement to the street lighting. To improve safety and further encourage journeys by foot and cycle the applicant should be required to contribute towards a scheme to upgrade the five existing lamp columns on Colina Mews.
- 8.5 It is considered that the proposed development would generate less vehicular traffic than that associated with the site's current use. It is not anticipated that the proposed development would have any significant adverse impact on the surrounding highway network or car parking demand at this location. Therefore, there are no highways and transportation objections to the above development proposal, subject to the imposition of the following conditions:

That the applicant enters into a Section106 Agreement to ensure that:

- a. The applicant contributes £13,500 (thirteen thousand five hundred pounds) towards the upgrading of the existing street lighting along Colina Mews.

Reason: To improve the conditions for pedestrians and cyclists at this location and reduce any potential highway safety hazards for pedestrians and cyclists along Colina Mews.

- b. The residential units are defined as 'car capped' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms

of the relevant traffic management order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the TMO for this purpose.

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.

- c. The applicant shall contribute £4,000 (four thousand pounds) for the relocation of the existing on-street controlled parking bays forming part of the Wood Green Outer Controlled Parking Zone further south along the site's roadside boundary.

Housing Investment & Sites

- 8.6 The proposed development which is below 10 units is subject to planning policy document SP2. This requires developments below 10 units to provide a 20% affordable housing or financial contributions towards affordable housing provision. The scheme proposal as outlined above is to develop 9 residential units
- 8.7 This scheme fails to comply with the dwelling mix outlined in the Housing SPD (1 x 4 bed, 2 x 3 bed, 3 x 2beds & 3 x 1 beds) As it would be unviable for an RP to acquire and manage so few a number of units we would seek an off-site financial contribution of £150,000 equating to £15,000 x 9 flats for this part of the borough.
- 8.8 The applicant The Langham club is a non-profit organisation run by members through a committee, provides recreational facilities for its members (usually a club room and a bar) since 1915. The club building is in disrepair the intention is to retain three of the units as rental income for this wise.
- 8.9 The Council has undertaken its own viability assessment which reveals that the schemes combined land value & build costs when compared to the anticipated revenue it would generate would be marginal.
- 8.10 Housing Investment & Sites do not support this scheme as it fails to comply with policy which would require 20 % contribution and the relevant dwelling mix. However we acknowledge that this development has been subject to viability assessment which seeks to give justification where it has not complied with policy.

Environmental Health

- 8.11 Asked for a number of conditions (relating to land contamination, control of dust etc) to be added.

London Underground

8.12 No comments to make.

Thames Water

8.13 Thames Water advise that with regard to water infrastructure no objection but ask for some informatives to be added.

Waste Management

8.14 Adequate storage and collection arrangements must be in place to service 1 x 3 bed and 1 x1 bed and 7 x 2 bed dwellings. Full kerbside set consisting of refuse and recycling bins should be provided. Site waste and uncontrolled waste accumulations must be avoided.

Local residents

8.15 Letters of objection/concerns have been received from the residents of the following properties – 63, 71, 75, 87b Harringay Park, 1st Floor, 2nd Floor Colina House, Colina Mews. The objections raised are summarised below:

Design & Form

- Scale of development is not in keeping with neighbouring properties – it is taller, bulkier and more densely populated;
- The garages on the site may not be that pretty but they are low-rise and provide what is a welcome open space between the surrounding houses;
- The buildings' appearance does nothing to retain a sense of proportion or to display any similarity to surrounding residences;
- Proposed building will massively overwhelm the small space;
- The red brick proposed is completely different to the majority of other residences (two storey buff brick terraced houses) in both height and appearance;
- A development of new houses would be more appropriate;

Impact on Residential Amenity

- Loss of sunlight/ daylight to properties on Park Road and flats in Colina House;
- Plans only show angle of light fall for Park Road residences, properties to the east and west side are also blighted;
- Loss of privacy to Colina House flats;
- Overlooking of properties in Harringay Park;
- Noise and pollution from extra cars;
- The amount of coming and going will seriously affect residential amenity;
- Will the delivery times to the Langham Social Club be within normal working hours?

Other

- Inadequate parking provision;
- Increased pressure on local resources;
- No mention or commitment to provide low cost housing;
- Request for gated access to either side of the Mews to reduce dumping;
- Application address is misleading, the site is on Colina Mews;
- Nothing in the proposal that suggests the developers intend to make any real effort towards sustainability.

8.16 A response to the objections/ concerns raised are outlined in Appendix 1.

Low Profile Holdings

8.17 Low Profile Holdings the owners of the adjoining site raise the following concerns:

- Concerns about reduction of 1m in the gap between the proposed building and the southern boundary;
- Concern that the proposed development proposes habitable rooms and windows on the southern façade immediately adjacent to existing vehicle delivery point for the warehouse;
- Will the flats on the southern side of the proposed development receive sufficient daylight;
- Is the floor to ceiling height acceptable;
- Impact on existing warehouse operations and its valuable employment benefit.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

Background

9.1 This current application follows on from a previous application for a very similar proposal. The scheme was withdrawn following discussions with Officers'. The current scheme has incorporated the following changes:

- Reduction in the overall height of the building by reducing the floor to ceiling height from 2.6m to 2.4m per floor, and also by reducing the height of the parapet from 900mm to 450mm;
- Reduction of the footprint of the building;
- Reduction of the gap between the building and the southern boundary to 1000mm;
- Changes to window profiles and elevations.

9.2 The main issues in regards to this current application are considered to be (1) principle of development, (2) design, form & layout, (3) standard of accommodation/ residential mix and affordable housing, (4) impact on residential amenity, (5) transportation and parking, (6) sustainability and (7) planning obligations.

Principle of Residential Use

- 9.3 The NPPF provides guidance on decision making and in particular, introduces a presumption in favour of sustainable development and also outlines a number of core planning principles that should be adhered to. In particular this includes encouraging the effective use of land by reusing land that has been previously-developed, and to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling. Local Plan Policy SP0 advocates a positive approach and a presumption in favour of sustainable development, unless any adverse impacts of granting permission would be significantly outweighed.
- 9.4 The proposal will result in the loss of the 36 lock up garages on site. The garages are heavily under-utilised with a number in a state of disrepair. The majority of the garages are used for storage purposes with one used for car repairs. The proposed redevelopment of this site will not lead to the displacement of parking nor will it adversely affect local parking conditions. The loss of these garages is not in conflict with any local plan policy.
- 9.5 The principle of residential use on this site is considered to be acceptable given the site is within an established residential area, close to a district shopping centre parade and close to a number of public transport nodes. The proposal accords with the criteria outlined in policies SP2 of the Local Plan and HSG2 'Change of Use to Residential' in addition to London Plan Policy 3.3 'Increasing Housing Supply'.
- 9.6 The site has an area of 0.9 hectares. This proposal will have a habitable room density of 400 habitable rooms per hectares (HRH). The London Plan (2011) categorises density ranges in terms of location, setting, existing building form and massing. The site is viewed to be an area characterised by terrace houses and blocks of flats and as such a density of 200-700 HRH is considered acceptable.
- 9.7 Officers recognise this site can make a contribution to housing supply, and can provide an acceptable environment for residential use. The proposal accords with the criteria outlined in policies SP2 of the Local Plan and HSG2 'Change of Use to Residential' in addition to London Plan Policy 3.3 'Increasing Housing Supply'.

Design, Form & Layout

- 9.8 London Plan policies 7.4 and 7.6 requires planning decisions to have regard to local character and for development to comprise of details and materials that complement, but not necessarily replicate, the local architectural character. Policy SP11 of the Local Plan requires development to create places and buildings that are of high quality, attractive and sustainable.
- 9.9 The proposed building on site is situated closer to the southern boundary of the site in order to provide an adequate degree of separation between the proposed building and terraced properties to the north and the Colina House flats opposite. The building will take the form of a three storey building

however a small section of the building along the northern boundary will be two-storey.

- 9.10 The block will have a width of approximately 18m and a depth of 21m. The block will be of a modern design, with clean and simple appearance with high levels of glazing to both the front and rear elevations with more limited glazing to the side elevation. In terms of facing material the building will be faced in brickwork (red stock brick - terca warnham red) with grey and powder-coated, aluminium windows and external doors. The building will incorporate both projecting and recessed balconies in addition to some Juliette balconies with grey frames and glass balustrades (obscure glazed). The balconies to the front elevation and the large recessed glazed element, which marks the entrance point and circulation core to the building, will give articulation to this façade.
- 9.11 The building will have an overall height of 9m with a flat roof and parapet wall. Given the nature of Colina Mews and the height of Colina House directly opposite and the warehouse building to the south, the principle of a three storey building is considered to be acceptable. The set back on the north-east corner of the building will give relief to the bulk of the building as viewed from the entrance to Colina Mews. The building will serve to improve the site's interface and appearance with the Mews.
- 9.12 Overall the the form, siting, height and layout of the building is considered acceptable. As such the proposal is considered to be in accordance with policies 7.4 and 7.6 of the London Plan and UD3 'General Principles' and SP11.

Standard of accommodation/ residential mix and affordable housing

- 9.13 Policy 3.5 of the London Plan and the London 'Housing Design Guide' emphasises the requirements for high quality housing in new developments. The flat and room sizes proposed meet the floorspace minima as set out in the Council's Housing SPD and the London Plan.

Flat	Size	Floorspace/ sq.
Flat 1	3 Bed	100.4
Flat 2	2 Bed	74
Flat 3	2 Bed	77.3
Flat 4	2 Bed	91.6
Flat 5	2 Bed	74
Flat 6	2 Bed	77.3
Flat 7	2 Bed	82.7
Flat 8	2 Bed	74
Flat 9	1 Bed	64.5

- 9.14 All of the flats, with the exception of flat 6 will benefit from some form of external amenity space (balconies or small private garden areas). All of the flats at ground floor level including the 3 bed unit will have private garden space. Flat 6 will benefit from a Juliette balcony. The balconies will be in excess of 5 sq.m in size. All of the flats will benefit from good levels of natural light, ventilation and outlook.
- 9.15 The recommended mix for private market housing is set out in the Housing SPD and requires a dwelling mix of 37% -1 bedroom units, 30% -2 bedroom units, 22% - 3 bedroom units and 11% 4 bedroom units. In terms of the proposal the scheme provides 1x 1 bed (11%), 7 x 2 bed (78%) and 1 x 3 bed (11%) and while it would be preferable if more one bedroom units and a further larger sized flat could be provided, the building floor plate and the associated internal stacking and subdivision (in particular the need to have dual aspect units) makes this difficult to achieve. This is acceptable in this instance given the constraints of the site.
- 9.16 Under Criterion 8 of Local Plan Policy SP2 residential schemes below 10 units are now required to provide 20% on-site affordable housing, based on habitable rooms or to provide a financial contribution towards affordable housing provision. In this particular case a 'Three Dragons' viability assessment has been carried out, based on figures submitted by the applicant. Assumptions drawn from the viability assessment show the viability of the scheme is very marginal, with potential even for a small loss from the scheme. The scheme is viewed as not being viable to provide any more contributions as outlined further on in this report and as such cannot meet this requirement of SP2.
- 9.17 In this particular case the development is being brought forward by a developer in conjunction with the adjoining Langham Club. The developer will provide the working men's club with 3 flats which will provide an income towards the upkeep and running of this community facility.

Impact on Residential Amenity

- 9.18 London Plan Policy 7.6 'Architecture' states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Local plan policy also expects new development to maintain the level of privacy enjoyed by adjoining properties and not to create problems of overlooking.
- 9.19 The proposed development has been carefully considered, in terms of its siting in relation to neighbouring buildings, to ensure that the privacy and amenities of neighbouring occupiers are not adversely affected. The building is positioned 12.2m away from the northern boundary of the site and 18.8m away from these properties at the closest point. While the proposed development is significantly higher than the existing structures on site the proposal will not adversely affect daylight and sunlight receivable to rear facing windows and gardens to these properties. As pointed out above the part of the building closest to the Park Road properties has been amended from the last scheme

by siting the building further into the site in addition to reducing the overall height of the building. Planting is proposed next to this side elevation of the building, therefore helping to soften the bulk and mass of the building as viewed from these neighbouring properties.

- 9.20 In this particular case a daylight and sunlight study has not been submitted, however in this instance and in accordance with BRE guidance 'Daylight and Sunlight: a good practice guide' 1991 no further analysis is required as the development (in relation to Park Road properties) falls beneath a 25 degree angle taken from a point two metres above ground level. As such no further analysis is required as adequate daylight and sunlight will still be available to these properties.
- 9.21 The proposed building has also been carefully sited in relation to Colina House directly opposite. The building has been aligned to keep clear of the main three storey form of Colina House, therefore minimising its impact in terms of loss of daylight/ sunlight and overshadowing. It is accepted that the positioning of such a building will have some impact on Colina House, however bearing in mind the nature of this road and the buildings on it, the positioning of such a building in terms of distances and layout is acceptable and not uncommon for mews style developments.
- 9.22 Given the distances between the proposed block and the back of the nearest property on Haringey Park (20.5m), the proposal will not adversely affect the daylight/ sunlight to the rear windows of this property and its rear garden.
- 9.23 The fenestration to the building has been carefully considered to avoid adverse overlooking to neighbouring properties. As pointed out above the building has been aligned to keep clear of the main three storey form of Colina House. There will be some habitable windows and balconies on the northern elevation of the building which will be closer than the normal privacy standards (i.e. 20m for two-storey development, with 10m for each additional floor). In this instance it will be conditioned that a section (i.e. below a height of 1.7m above floor level) in respect of the four side facing windows (serving two bedrooms and two kitchens) will be fixed and obscured glazed. The one balcony on this side elevation will be surrounded by a 1.5m high obscure glazed balustrade, therefore minimising overlooking. Along the southern elevation of the building there will be five windows all of which can be obscure glazed, as they are either serving bathrooms or are secondary windows. The presence of five side facing windows on this side of this building will not compromise the re-development of the adjoining large warehouse site if it comes forward in the future.

Transportation & Parking

- 9.24 The application site has a PTAL rating of 5 and is within walking distance of a number of bus routes and Turnpike Lane Underground Station. It is envisaged that many of the future occupants of this development are likely to use sustainable travel modes for the majority of their journeys to and from the site.

- 9.25 Vehicular and pedestrian access to the site will be from Colina Mews. Parking spaces will be provided to the rear of the block comprising 4 car parking spaces including a disabled parking for the flats, 3 spaces for the Langham Club and 1 parking space for the delivery vans serving the Club. The level of parking provision is in line with Haringey's UDP standards. It is noted from the plans submitted that 9 secure and covered bicycle spaces are proposed, however in order to meet current London Plan standards this will need to be increased to 10, which will be secured by way of a planning condition.
- 9.26 The site is accessed directly from Colina Mews which measures approximately 7m in width and does not have any segregated footway provision. According to guidance contained within the 'Manual for Streets' a minimum width of 4.1m is required to enable two cars to pass each other. The Council's Transportation Team consider that due to the low level of traffic using this road and the operation of a one-way system on the adjoining Colina Road, the anticipated occurrences where two vehicles will need to pass each other will be infrequent. However, in order to improve safety and to generally encourage journeys by foot and bicycle the applicant will be required to contribute to a scheme to upgrade the existing five lamp columns on Colina Mews. In addition a redundant vehicle access to the site will need to be closed with some minor repair to the carriageway.
- 9.27 Access within the site for emergency vehicle and service vehicles is considered acceptable. The scheme meets the minimum 3.7m width for fire appliance access and has a sufficient turning space within the site for vehicles to manoeuvre.
- 9.28 It is considered that the proposed development will generate less vehicular traffic than that associated with the site's current use. As such it is considered that the proposed development will have no adverse impact on the surrounding highway network or on car parking demand with the area.

Sustainability

- 9.29 Policy 5.3 'Sustainable Design and Construction' of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 'Minimising Carbon Dioxide Emissions' states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
- 1 Be Lean: use less energy
 - 2 Be clean: supply energy efficiently
 - 3 Be green: use renewable energy
- 9.30 Achieving more sustainable patterns of development and environmentally sustainable buildings is also a key objective of local planning policy. Policy

SP4 'Working towards a low carbon Haringey' requires all new development to achieve a minimum 25% reduction in total (regulated) CO2 emissions in line with Code for Sustainable Homes Level 4. A condition will be imposed requiring this development to meet Code Level 4. The large flat roof with surrounding parapet is seen as suitable for installing photovoltaic panels.

Planning Obligations

- 9.31 Under Section 106 of the Town and Country Planning Act, the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.
- 9.32 In line with SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG 10c 'Educational Needs Generated by New Housing', the LPA will seek an educational contribution in connection with this development. The education contribution as per the scheme submitted is calculated to amount to £32,750.
- 9.33 A contribution of £13,500.00 is being sought to upgrade the existing street lighting along Colina Mews. In addition a sum of £1,000 is required for the amendment of the relevant traffic management order(s) (TMO) to 'car cap' the development, meaning that no residents therein will be entitled to apply for a parking permit.
- 9.34 As outlined above a 'Three Dragons' viability assessment has been carried out, based on figures submitted by the applicant showing the scheme is not viable to provide any more contributions or meet the requirements of SP2. The build costs and sale values put forward are considered reasonable. As indicated above the developer will provide the working men's club with 3 flats which will provide an income towards the upkeep and running of this community facility. The working men's club is a non-profit organisation which provides a range of facilities for its members' and the local community. The club has operated since 1915 and building in question is in need of repair. The public benefit associated with this scheme will help secure the refurbishment of the Club and provide a future revenue stream, which is considered to outweigh the affordable housing contribution in this instance.
- 9.35 In this particular case an overage clause will be included in the S106 agreement to allow the LPA to re-negotiate the agreement associated with any changes in the specific circumstances of the application or the financial viability of the scheme, arising from any upturn in the viability of the scheme. In this case the developer has already signed a legal agreement with the trustees of the Langham Club requiring the developer to commence work within six months of the granting of planning consent. This represents a strong guarantee that the scheme in its current form and current contractual obligation will come forward.

9.36 The proposal will be liable for the Mayor of London's CIL as the proposal is for new residential units. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £28,882 (825 sq.m. x £35). This will be collected by the Council after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and is subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

10.0 HUMAN RIGHTS

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

11.0 EQUALITIES

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

12.0 CONCLUSION

12.1 The position, scale, mass, detail and alignment of the proposed building is considered to be acceptable and addresses the concerns raised in respect of the previous application for this site. The building will be of modern and simple appearance with active frontage onto Colina Mews, serving to improve the site's interface and appearance on the Mews in addition to bringing a previously-developed and underutilised site into beneficial use.

12.2 The proposal will deliver 9 private flats of an acceptable size and standard of accommodation and will make a positive contribution to the Borough's housing supply. The density of the proposed scheme is compatible with recommended density standards and is appropriate for the site and surroundings, bearing in mind its close proximity to public transport links and a town centre. The proposal will not give rise to significant overlooking or loss of privacy to neighbouring occupiers or adversely affect local residential amenity.

12.3 Having considered the proposal against the NPPF, the London Plan and Local Plan, including saved UDP policies 2013 (in particular policies 3.3-3.5, 7.4 and

7.6 of the London Plan 2011, SP0, SP1, SP2 and SP11 of the Local Plan 2013 and saved policies UD3, UD7, HSG2 and M10) and Supplementary Planning Guidance and Documents and taking into account other material considerations, Officers consider the proposed development to be acceptable and consider that planning permission should be granted subject to a Section 106 Agreement being entered into and suitable planning conditions being imposed.

11.0 RECOMMENDATION

- 11.1 Following completion of the S106 Agreement referred to above planning permission be GRANTED in accordance with planning application drawings 665-2-COM-101A and 665-2-COM-102 and the conditions outlined below:

IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity

EXTERNAL APPEARANCE & SITE LAYOUT

3. A sample panel of the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The sample panel shall be retained on site until the work has been completed. Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

Window and balcony details including reveal depths for windows, cill and headers shall be submitted to and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with such approved details.

Reason: To ensure a satisfactory appearance for the development and in the interest of the visual amenity of the area.

4. Before the development hereby permitted is occupied details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

5. A landscaping scheme for the treatment of the surroundings of the proposed development including the planting of trees, hedging and shrubs in addition to an associated maintenance regime shall be submitted to, approved in writing by the Local Planning Authority. The landscaping shall be completed within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority.

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

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

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

Reason: To prevent adverse light pollution to neighbouring properties

7. Notwithstanding details on the approved plans cycle storage for 10 bicycles shall be provided prior to the occupation of the development, and thereafter permanently maintained and retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the London Plan.

CONSTRUCTION

8. Before the development commences other than for investigative work:

- a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (conceptual model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The

desktop study and conceptual model shall be submitted to the Local Planning Authority. If the desktop study and conceptual model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and conceptual model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and conceptual model. The results of this investigation shall be submitted to, and approved by the local planning authority, before other works are carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken
- refinement of the conceptual model, and
- the development of a method statement detailing the remediation requirements.

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

c) If the risk assessment and refined conceptual model indicate any risk of harm, a method statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

OTHER

8. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on any building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development

9. The first and second floor windows on the north facing elevation of the building hereby permitted shall be constructed so that no part of the framework less than 1.5m above finished floor level shall be openable. Any part below that level shall also be glazed with obscure glass which shall be retained in that form thereafter

Reason: To safeguard the privacy and amenities of occupiers of adjoining residential properties.

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

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel.020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: The proposal will be liable for the Mayor of London's CIL as the proposal is for new residential units. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £28,882.00 (825.sq.m x £35). This will be collected by the Council after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

APPENDIX 1: COMMENTS ON OBSERVATIONS/ COMMENTS MADE

No.	Stakeholder	Comment	Response
1	<u>Haringey Transportation</u>	Transportation consider that the proposed development would generate less vehicular traffic than that associated with the site's current use. It is not anticipated that the proposed development would have any significant adverse impact on the surrounding highway network or car parking demand at this location. Therefore, there are no highways and transportation objections to the above development proposal, subject to the imposition of the suitable conditions.	Comments noted and conditions secured by way of S106 Agreement.
2	<u>Environmental Health</u>	Ask for a number of conditions (relating to land contamination, control of dust etc) to be included on the decision notice.	Conditions included.
3.	<u>London Underground</u>	No comments to make	Noted.
4	<u>Thames Water</u>	Thames Water would advise that with regard to water infrastructure it has no objection but asks for some informatives to be added.	Added.
5.	<u>Waste Management</u>	Adequate storage and collection arrangements must be in place to service 1 x 3 bed and 1 x1 bed and 7 x 2 bed dwellings. Full kerbside set consisting of refuse and recycling bins should be provided. Side waste and uncontrolled waste accumulations must be avoided.	A bin store area of an acceptable size is provided immediately inside the access to the site which is within easy reach for collection.
6	<u>Local Residents</u>	A. Scale of development is not in keeping with neighbouring properties – it is taller,	The character of the immediate area is varied and while the building in question is higher than the typical two-storey terrace dwellings in the area, there are also 3 storey building in the area (Colina House, 1-27 Hallam Road).

No.	Stakeholder	Comment	Response
		bulkier and more densely populated. Looks like it's squashed into an incompatibly small space.	The density of the scheme is acceptable and the building will sit comfortably within the site without adversely affecting the amenity of neighbouring occupiers. The height of the building (now 9m) was reduced compared to the earlier scheme submitted.
		B. The garages on the site may not be that pretty but they are low-rise and provide what is a welcome open space between the surrounding houses.	The building to plot relationship is considered acceptable and while the character of the site will change, there is still open space around the building; in particular in between the building and the residential properties to the north (12m gap).
		C. The building's appearance does nothing to retain a sense of proportion or to display any similarity to surrounding residences.	National, London or local planning policy does not attempt to impose architectural styles or particular tastes. The development form and style proposed here while modern is considered acceptable. The building will be faced in brickwork and will have fenestration of a domestic scale and as such is considered to be sympathetic to its surroundings.
		D. No attempt to integrate 'sympathetically' with its surroundings and no affinity with its environs.	As 1c above, the design and form does pick up on the design, form and appearance of Colina House, in terms of height, the use of brick and fenestration.
		E. Proposed buildings will massively overwhelm the small space.	As 1b above, the scale of the building relative to the size of the site and its surroundings is considered acceptable.
		F. The red brick proposed is completely different to the majority of other residences (two storey buff brick terraced houses) in both height and appearance.	Comment noted. The brick as indicated at this point is indicative and is not agreed. A stock brick may be more acceptable here. This matter will be considered in more detail when discharging the condition on materials.
		G. A development of new houses would be more appropriate.	The application before Officers/ Planning Committee is for flats and while a scheme for houses may also work on this, this scheme for flatted units has to be considered on planning merit and in this is considered to be acceptable and to be in accordance with planning policy.
		H. Loss of sunlight/ daylight to properties on	As outlined above adequate daylight and sunlight will still be available to

No.	Stakeholder	Comment	Response
		Park Road and Colina Mews.	neighbouring properties. The building is sited sufficiently away from these neighbouring properties/ buildings.
		I. Plans only show angle of light fall for Park Rd residences, properties to the east and west side are also blighted.	The same test (25 degree angle test) would not be breached in relation to other neighbouring properties.
		J. Loss of privacy to Colina House flats	The proposed building has been carefully sited in relation to Colina House directly opposite. The building has been aligned to keep clear of the main three storey form of Colina House and as such windows will not directly face each other. The positioning of such a building in terms of distances and layout is acceptable and not uncommon for mews style developments.
		K. Overlooking of properties in Haringey Park.	Given the distances between the proposed block and the back of the nearest property on Haringey Park (20.5m), the proposal will not adversely affect the amenity/ privacy of Haringey Park residents.
		L. Noise and pollution from extra cars.	The comings and goings associated with the parking for the proposed scheme will not be significant. It is considered that the proposed development would generate less vehicular traffic than that associated with the site's current use. The existing vehicle repair workshop operating from the site currently generates some noise/ traffic which would cease with the implementation of this scheme.
		M. The amount of coming and going will seriously affect residential amenity.	As response to 1l above.
		N. Will the delivery times to the Langham Social Club be within normal working hours?	Deliveries are expected to be during normal working hours.
		O. Inadequate parking provision.	Bearing in mind the public transport accessibility level /PTAL for the area the level of parking provision is considered to be acceptable.
		P. No mention or commitment to provide low cost housing.	It is accepted that the scheme does not provide affordable housing however the scheme will provide good quality accommodation which will contribute positively to local housing need and the Borough's housing supply.

No.	Stakeholder	Comment	Response
		Q. Request for gated access to either side of the Mews to reduce dumping.	Colina Mews is an adopted highway and as such it would prove very difficult to restricted access in this manner. The introduction of a residential block of the type proposed will lead to better surveillance and in particular the upgrading to lighting will improve the quality of the Mews.
		R. Nothing in the proposal that suggests that the developers intend to make any real effort towards sustainability	The new units will be designed to meet the requirements of Code Level 4 – ‘Code for Sustainable Homes’. The large flat roof with surrounding parapet is seen as suitable for installing photovoltaic panels.
		S. Application is misleading in that the site is on Colina Mews	The address given for the application is the correct one. By using this address there is no intention to mislead the Council or the public as to the location of the site and access to the site. It is clearly shown that access will be from Colina Mews from which the application site has the benefit of access.
.	<u>Low Profile Holdings (owners of adjoining site)</u>	<p>A. Concerns about reduction of 1m in the gap between the proposed building and the southern boundary.</p> <p>B. Concern that the proposed development proposes habitable rooms and windows on the southern façade immediately adjacent to existing vehicle delivery point for the warehouse.</p> <p>C. Negative impact on the design and layout of a residential scheme for the site in question.</p> <p>D. Will the flats on the southern side of the proposed development receive sufficient daylight.</p> <p>E. Is the floor to ceiling height acceptable.</p>	<p>The gap ranges from 2m to 1m at the closest point. Such a gap/arrangement between buildings is not uncommon.</p> <p>All of the windows along the southern elevation of the building are either serving bathrooms or are secondary windows, with the exception of one window. The presence of side facing windows will not compromise the re-development of the adjoining large warehouse site if it comes forward in the future.</p> <p>The scheme as proposed is not viewed as having a negative effect on this adjoining site.</p> <p>The flats in question are triple aspect and will receive good levels of daylight/sunlight.</p> <p>A floor to ceiling height of 2.5m would be preferable. In this instance the height of the building has been reduced to address concerns about the bulk and form of the building as viewed from neighbouring properties. The 2.4m</p>

No.	Stakeholder	Comment	Response
		<p>F. Impact on existing warehouse operations and valuable employment benefit of adjoining site.</p>	<p>height proposed is still considered acceptable leading to an acceptable quality of accommodation. The floor to ceiling height are in excess of Building Regulation Standards 2.3.</p> <p>The presence of a building to the north of this warehouse building will not affect the functioning of this employment site. This use currently sits next to residential use along the eastern side of Colina Mews. As per the existing arrangement both land uses can co-exist without adversely affecting each other. Prospective purchasers and/or tenants will be perfectly aware of the adjoining commercial building and its activities, and therefore, any complaints made would have no basis on which to expect the adjoining commercial property to modify its business operations.</p>