



## RECOMMENDATION

**GRANT PERMISSION** subject to conditions

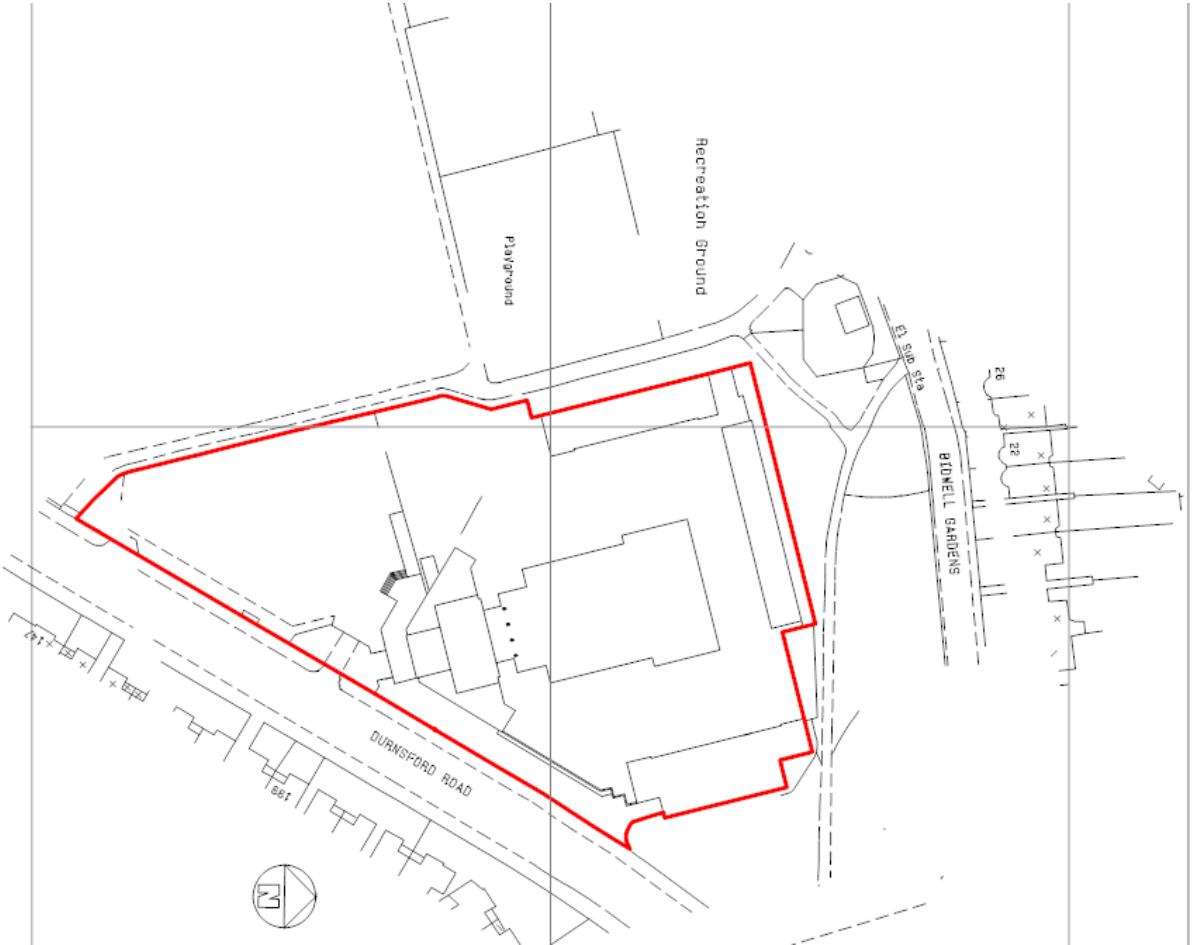
### SUMMARY OF REPORT:

There are a number of benefits to this scheme that outweigh any perceived disbenefits. The proposed use would remain the same. The replacement building would appear subordinate to the main building and the design including materials would be sensitive to the existing building and surrounding area. The replacement building would give the site an appearance that would not detract from the open character of the area as a whole. The scheme would provide soft landscaping to soften the appearance of the replacement building. The proposed increase in parking spaces is considered adequate for the purposes of serving the proposed development. The cycle parking proposed will further encourage the use of sustainable modes of transport and the scheme would introduce measures to reduce the energy emissions of the proposed building.

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1.0 PROPOSED SITE PLAN



Birds eye view of site

## 2.0 IMAGES



View of entrance from car park



View of existing car park



Central building viewed from Durnsford Road



View of the parapet wall fronting Durnsford Road



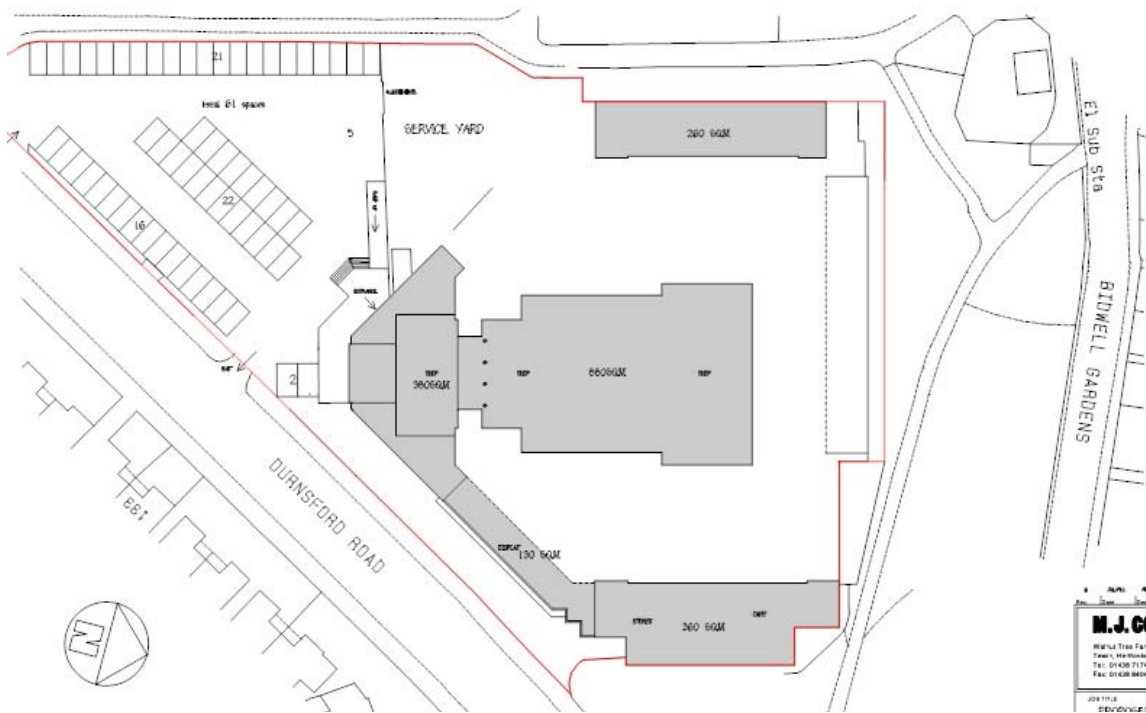
**View of the damage caused to the existing building**



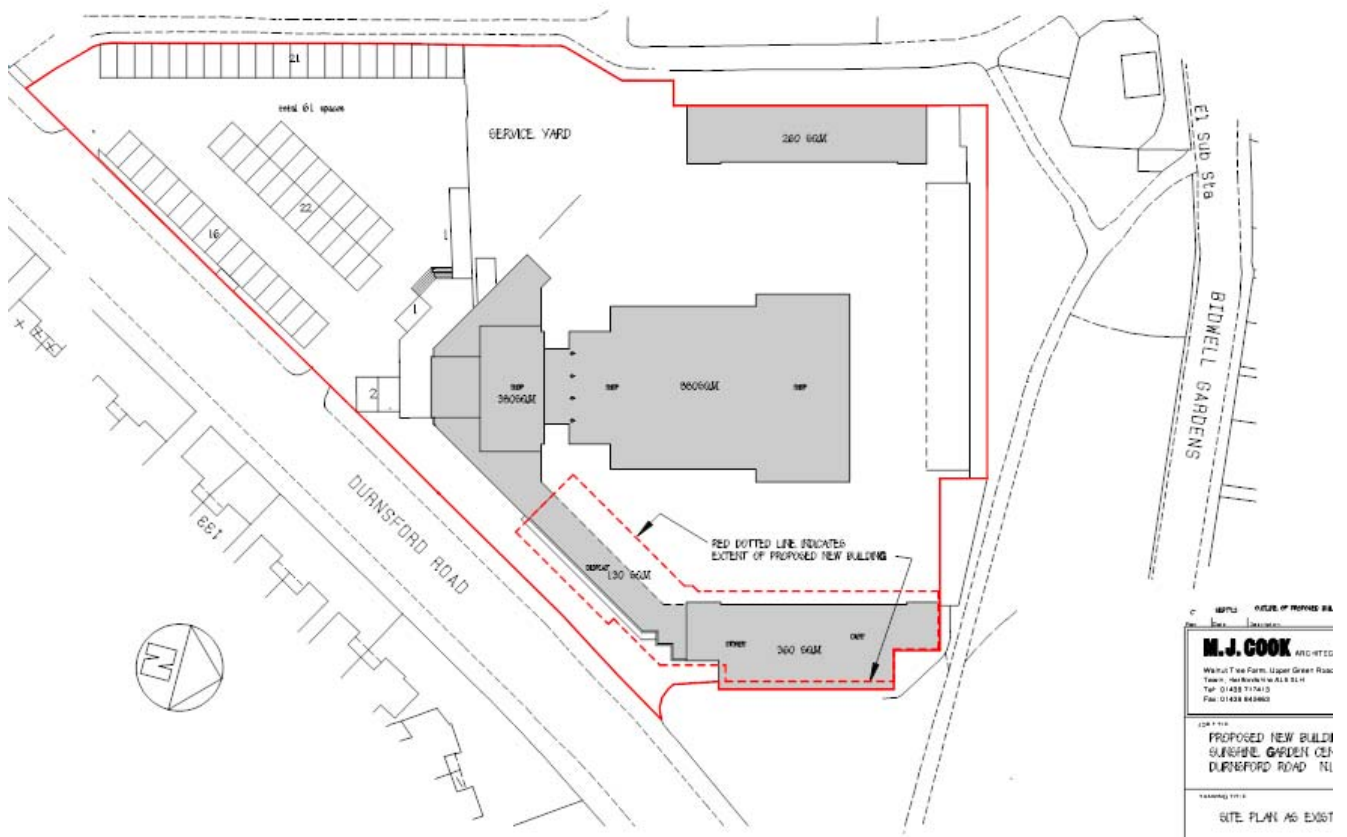
**View from the open green space**



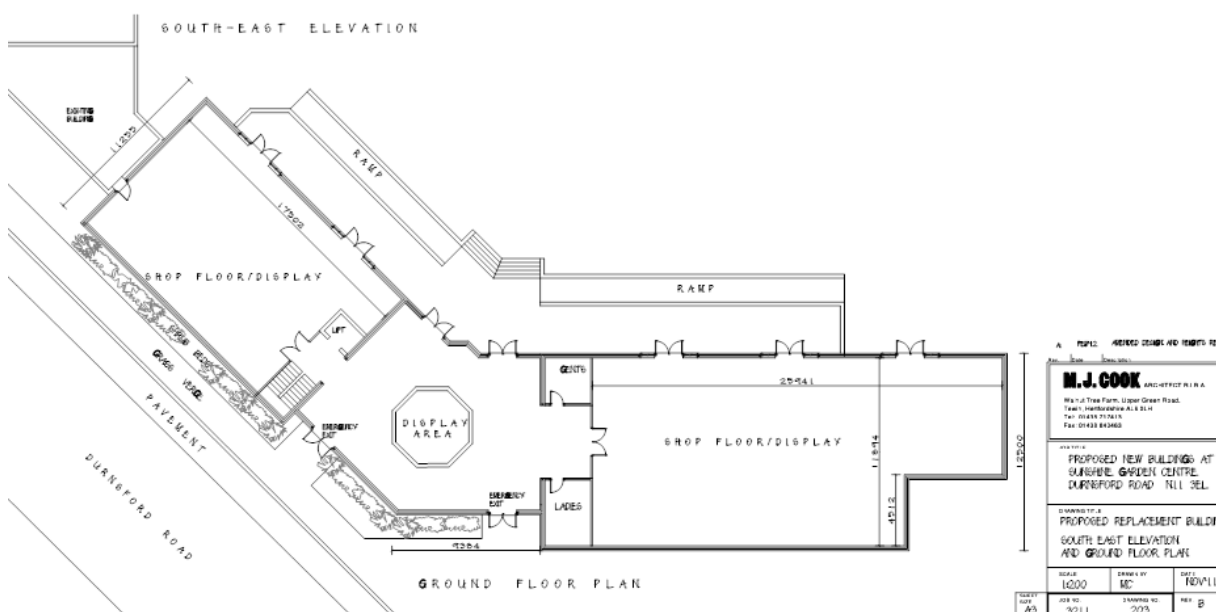
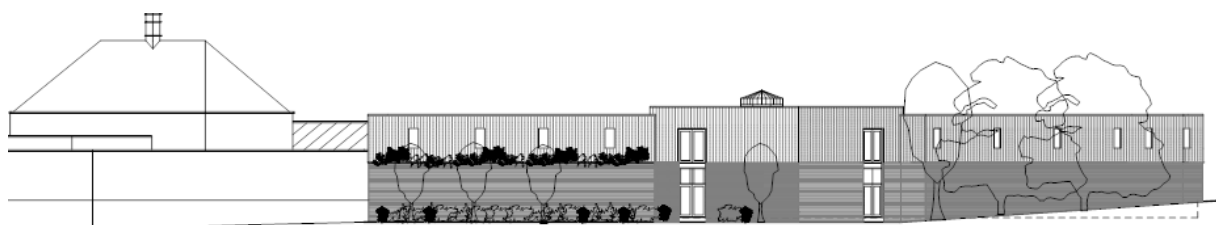
View of timber boarding façade from Durnsford Road



Existing site plan

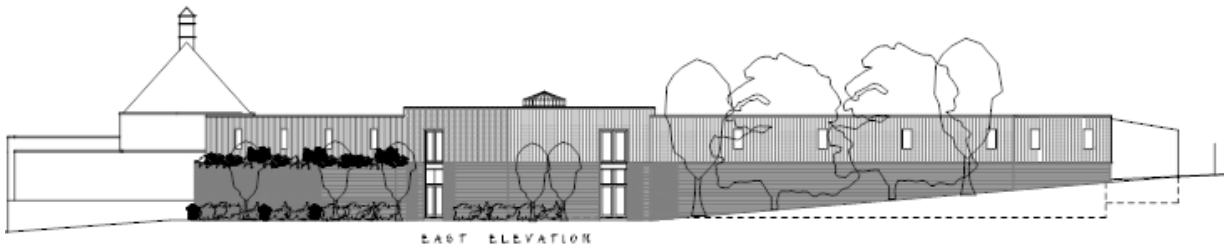


Proposed site plan with dotted lines indicating outline of existing building

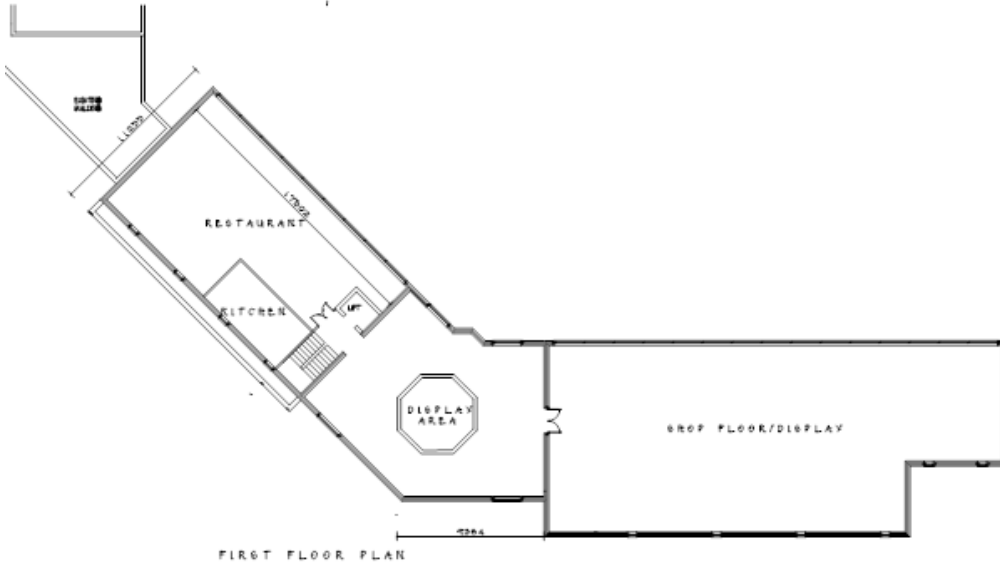


Proposed south east elevation and ground floor plan





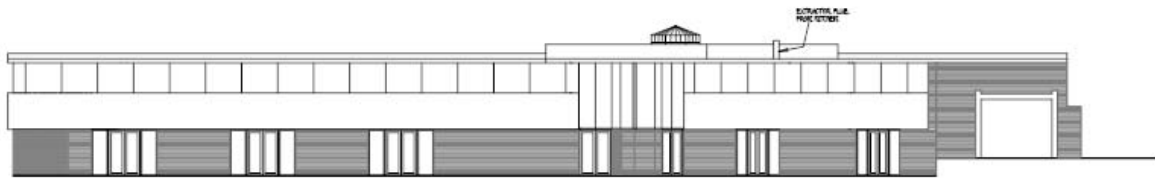
EAST ELEVATION



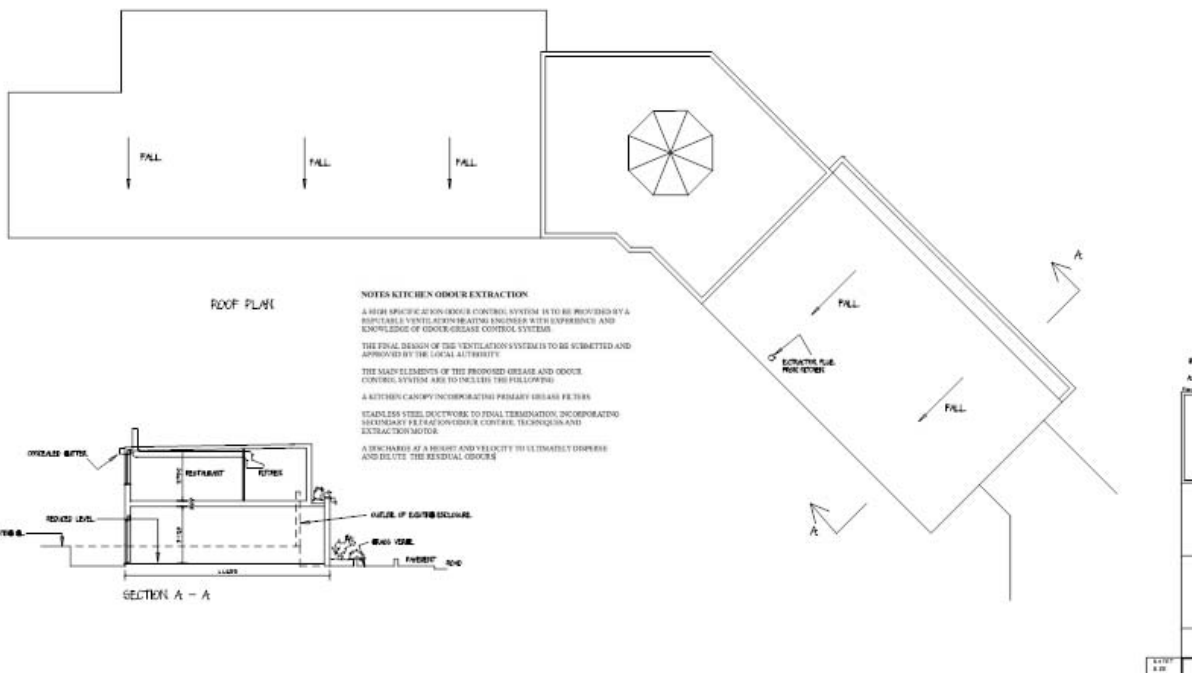
FIRST FLOOR PLAN

<b>H.J. COOK</b> ARCHITECTS S.A.		
Plot 117 de Tercer Zona Urbanizadora Parcela 10 del Sector 125 del 2541 Calle 125 del 12541 San José, Costa Rica		
<b>PROYECTO</b> PROYECTO NUEVO EDIFICIO AT SUBSUELO, GARDEN CENTRE, DURNFORD ROAD, P.L.L. DEL		
<b>DESCRIPCION</b> PROYECTO REPLAZAMIENTO EDIFICIO EAST ELEVATION AND FIRST FLOOR PLAN		
ESCALA	FECHA DE EMISIÓN	FECHA DE APROBACIÓN
1:500	2011	2011
HOJA	DE	TOTAL
004	004	004
PROY.	REV.	EST.
AA		B

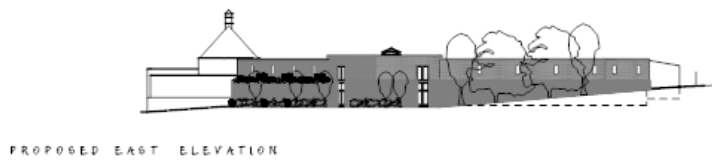
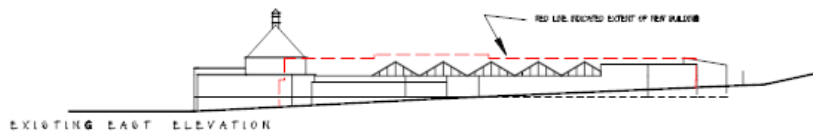
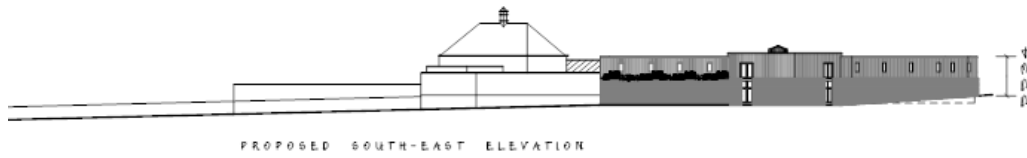
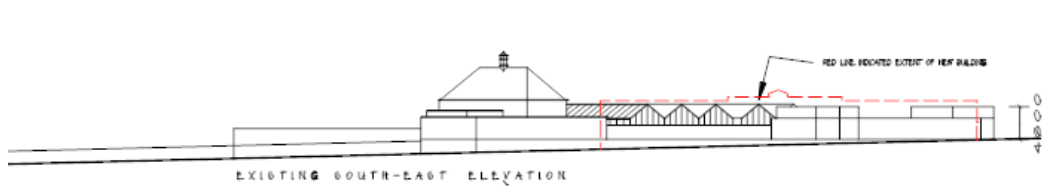
Proposed east elevation and first floor plan



ELEVATION FROM WITHIN PREMISES



Section, elevation, roof plan and extract duct



**Site elevation of existing and proposed**

### 3.0 SITE AND SURROUNDINGS

- 3.1 The site is located within the Albert Road Recreational Ground on Durnsford Road and is located within the Metropolitan Open Land (MOL) and just outside the SINC (Sites of Importance for Nature Conservation Importance) Borough Grade II. The site does not lie within a conservation area. The site fronts Durnsford Road and backs onto a school, Muswell Hill Golf Course, allotment gardens and Bidwell Gardens. Directly opposite the site are several residential streets.
- 3.2 The garden centre which has a floor area that totals 1,990 sqm was started in 1990 on the site of an old swimming pool. Over the years, many changes have taken place, but traces of its former life can still be seen around the site. The existing garden centre and restaurant/retail premises comprises of a building of the inter war style with a mixture of classical and vernacular style with a steep vernacular clay tile hipped roof with a prominent copper clad lantern and high brick parapet wall. The central building stands up above the two wings. It also has three very prominent symmetrical entrance doors with steps leading into the existing car park which is accessed from Durnsford Road. There are a range of buildings running from the access building. This application focuses on the eastern wing which has a parapet wall fronting Durnsford Road, shrouded in climbing plants and screened by extensive shrubbery followed by a grass verge and the pavement. Corrugated plastic sits behind the wall where it drops, followed by timber boarding with a rendered building behind it, which fronts onto open green space. The timber building has windows in-filled with glass blocks.

### 4.0 PLANNING HISTORY

#### 4.1 Planning Application History

Planning - [HGY/1989/0501](#) – WDN- 25-09-89 - Erection of eleven , demountable one and two storey housing units.(Outline)

Planning - [HGY/1991/0986](#) – GTD - 02-12-91 - Removal of conditions 3 & 4 attached to planning permission HGY/38765 for use as garden centre.

Planning - [HGY/1992/0445](#) - GTD - 07-07-92 - Redevelopment of existing garden centre to provide improved facilities, including, indoor and outdoor plant areas, indoor showroom and shop with offices over.(Outline Application)

Planning - [HGY/1992/0809](#) – REF - 27-10-92 - Redevelopment of former Lido Site to provide Public Sector Housing (Outline Application).

Planning - [HGY/1995/0445](#) – GTD - 06-06-95 - Retention of hoarding (2.4m high) on boundary with car park to provide security protection for a temporary period.

Planning - [HGY/1995/0571](#) – WDN - 06-02-97 -Details pursuant to reserved matters relating to outline planning permission HGY/44971 namely siting, external appearance and landscaping.

Planning - [HGY/1996/1593](#) – GTD - 04-02-97 - Redevelopment of existing garden centre including extensions to provide improved facilities including provision of caretakers accommodation (Amended Scheme).

Planning - [HGY/2000/1768](#) –PENDING- Construction of a radio base station comprising six no. panel antennae supported on poles off the structure.

Planning - [HGY/2002/0692](#) – GTD - 06-08-02 - Erection of a 2 metres railing between brick piers along Durnsford Road.

Planning - [HGY/2002/1537](#) – GTD - 03-12-02 - Erection of new fencing on the boundary with the park and new fencing with piers along Durnsford Road. Installation of new ramp and stairs to building.

Planning - [HGY/2004/1799](#) – REF - 05-10-04 - Temporary vehicular crossover to Durnsford Road (Classified Road).

#### 4.2 Planning Enforcement History

BWC/2002/00220 – Unauthorised building works – Closed – 20-01-2005

### 5.0 DESCRIPTION OF PROPOSED DEVELOPMENT

5.1 The current scheme is the result of discussions that began with a pre-application meeting reference; PRE/2011/0059, which was followed by further amendments which has led to the current design with substantial improvements, following advice from officers.

5.2 Permission is sought for the demolition of the existing single storey building and its replacement with a new two-storey building to the east of the central building that would remain unaltered. The floor area of the existing building totals 1,990 sq metres. It is proposed to remove 490 sq metres and provide an additional 1,460 sq metres making a total of 2,960 sq metres which is

considerably less than the area of 3,955 sq metres, that was approved under planning reference: HGY/1992/0445.

- 5.3 The replacement two storey wing would increase in footprint and project out towards the rear by 3.6m and 2.5m facing the highway, which gradually steps back as the building turns. The northern end of the building would be set back from the original building line by 1.4m facing the open green space and increase by 2m at the rear. The first floor element of the proposed building closest to the central building would be set back by 1m in order to lessen the impact on the highway and planting is proposed behind the ground floor parapet wall. The height of the new building would increase so that the roof is level with the eaves of the central building. To achieve this height, the building would be positioned at lower floor ground level along the existing grass verge that runs along the road frontage rather than the existing raised level within the garden centre.
- 5.4 The layout would comprise of two shop floors and central display area with toilets on the ground floor level and a shop floor, central display area and restaurant with kitchen on first floor level. The ground floor toilet would also serve the shop and restaurant on the first floor. A lift is proposed for access onto the first floor.
- 5.5 The south east and east elevation which fronts the highway would have two emergency exits on ground floor level and smaller windows with two larger windows on first floor level. The rear elevation (elevation from within the premises) would have seven external doors on ground floor level with extensive glazing on first floor level. The external doors would be double swing automatic doors. A small octagonal glazed dome has been included within the flat roof to provide a feature within the central core.
- 5.6 The proposed building would be constructed using facing bricks to match the existing brickwork and the first floor wall facing the highway would have vertical stained timber boarding and small windows built with glass blocks. The rear elevation would be extensively glazed.
- 5.7 The existing grassed verge from the existing wall that fronts the highway that is currently 6.2m deep would be reduced to 2.4m to accommodate the proposed two storey building. This area of land would be landscaped.
- 5.8 The garden centre currently benefits from a private car park, for up to 60 vehicles. The proposal increases the level of parking spaces to 70 spaces including two disabled parking bays. Cycle parking is also proposed close to the entrance to the building.

## **6.0 RELEVANT PLANNING POLICY**

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

National Planning Policy Framework  
The London Plan 2011  
Haringey Local Plan: Strategic Policies  
Haringey Unitary Development Plan (2006) (Saved remnant policies)  
Haringey Supplementary Planning Guidance and Documents

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 39 remnant saved policies in the Haringey Unitary Development Plan 2006.

### 6.1.1 National Planning Policies

#### National Planning Policy Framework

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

### 6.1.2 Regional Planning Policies

#### The London Plan 2011 (Published 22 July 2011)

Policy 5.3 Sustainable design and construction  
Policy 5.7 Renewable Energy  
Policy 7.4 Local character  
Policy 7.5 Public realm  
Policy 7.6 Architecture  
Policy 6.13 Parking  
Policy 6.9 Cycling  
Policy 7.17 Metropolitan Open Land

### 6.1.3 Local Planning Policies

#### Local Plan 2013 – 2036 (17 Strategic Policies (SP))

SP0 The presumption in favour of sustainable development  
SP4 Working towards a Low Carbon Haringey  
SP7 Transport  
SP11 Design  
SP13 Open Space and Biodiversity  
SP16 Community Facilities  
SP15 Culture and leisure  
SP8 Employment  
SP7 Transport

#### Haringey Unitary Development Plan (Adopted 2006)

39 remnant saved UDP policies;  
UD3 General Principles

UD7 Waste Storage  
OS 17 Tree Protection, Tree Masses and Spines  
TCR5 A3 Restaurants and cafes, A4 Drinking Establishments and A5 Hot Food Takeaways  
EMP5 Promoting Employment Uses

## 7.0 CONSULTATION

7.1 The Council has undertaken consultation. A summary list of consultees is provided below

### 7.2 Internal Consultees

- Haringey Environmental Health – Food & Hygiene
- Haringey Environmental Health – Noise & Pollution
- Haringey Waste Management/Cleansing
- Haringey Building Control
- Haringey Transportation Team

### 7.3 External Consultees

- Ward Councillors
- Bounds Green & District Residence Association

### 7.4 Local Residents

- 40 residents and businesses.

7.5 A summary of the responses received are as follows;

#### LBH – Transportations comments

- The proposed increase in parking space is considered adequate for the purposes of serving the proposed development.
- The site has not been identified within the Haringey Council adopted Unitary Development Plan (saved polices 2013) as that suffering from high on-street parking pressure.
- The cycle parking proposed will further encourage the use of sustainable modes of transport.

#### LBH - Environmental health

- I am satisfied that they have now provided adequate information relating to location, details of the odour control methods and in particular the direction of the flue.

#### LBH – Arboriculturalist

- It appears the footprint facing the park is the same as the existing, so this alone would have no impact on the adjacent open space and the trees located there.
- There are concerns as to whether access is required onto the open space to facilitate the construction of the proposed new building.
- Details of the boundary treatment (i.e. hoardings, etc) that is to be installed during the development process is required

#### Local residential (2 letters received)

- The new proposal appears to alter the original building and its height;
- There are concerns with the specification of the material proposed for the first floor;
- The proposal does not include details of an operation plan for the new restaurant;
- There are concerns of noise nuisance for the surrounding properties;
- A neighbour concerned on Durnsford Road would like to know how privacy would be ensured to the properties directly opposite the new building;
- There are concerns with the final landscape design;
- Parking requirements in the area will be affected;
- There is an issue with on-street car parking on pavements and blocking the driveway over the Christmas and Halloween period.

## **ANALYSIS / ASSESSMENT OF THE APPLICATION**

Taking account of the development plan, comments received during the processing of this application and other material considerations, the main issues in this case are:

- 8.1 The presumption in favour of sustainable development;
- 8.2 Principle of development;
- 8.3 Employment;
- 8.4 Demolition of existing building;
- 8.5 Impact on the Metropolitan Open Land (MOL);
- 8.6 Design, height, bulk and scale;
- 8.7 Impact of proposal on living conditions of surrounding residents;
- 8.8 Transport considerations/Access;
- 8.9 Landscaping;
- 8.10 Trees;
- 8.11 Waste Management;
- 8.12 Energy and sustainability;
- 8.13 Community Infrastructure Levy (CIL);

### **8.1 The presumption in favour of sustainable development**



### 8.1.1 Haringey Local Plan Policy SP0 states that:

*When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey. Planning applications that accord will be approved without delay, unless material considerations indicate otherwise.*

*Where development proposals accord with the development plan, then the Council will grant permission unless material considerations indicate otherwise taking into account whether:*

- *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole; or*
- *Specific policies in the NPPF indicate that development should be restricted.*

8.1.2 This proposal can be considered as an example of sustainable development in that it seeks to optimise the potential of the site and provide a high quality building that would be sustainable. The Committee is accordingly obliged in development plan terms to give this proposal favourable consideration.

8.1.3 There are a number of benefits to this scheme that outweigh any perceived disbenefits. The following analysis clearly explains these.

## 8.2. Principle of Development

8.2.1 Local Plan Policy SP16 seeks to ensure that appropriate improvement and enhancements, and where possible, protection of community facilities and services are provided for Haringey's communities. SP15 seeks to ensure that community, cultural and leisure facilities are provided to meet local needs.

8.2.2 The proposed development does not change the use of the site as it would accommodate a retail building with ancillary restaurant operating the same hours as existing. The principle of the scheme is therefore acceptable subject to impact on the MOL and furthermore, the proposal will replace the existing dilapidated building which has been damaged by large trees and shrubbery.

## 8.3 Employment

8.3.1 Local Plan SP8 seeks to increase and support employment. This is also reflected in Saved UDP Policy EMP 5 where proposals for employment generating uses within and outside the Defined Employment Areas will be

supported provided that any trips generated by the proposal are catered for by the most sustainable and appropriate means as set out in policy EMP5

8.3.2 Sunshine Garden Centre presently employs a number of local people and it is envisaged that the proposal within the garden centre will create additional jobs.

#### 8.4 Demolition of existing building

8.4.1 Policy 7.4 of the London Plan (2011) seeks to ensure that in areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

8.4.2 The building is not located in a Conservation Area, nor is it locally listed. The existing building which forms the eastern wing of the central building and which is to be demolished is not of great architectural merit and has structural problems. Furthermore, the central building which is of great architectural merit would be retained.

#### 8.5 Impact on the Metropolitan Open Land (MOL)

8.5.1 London Plan Policy 7.17 states that the strongest protection should be given to London's Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. This is also reflected in Local Plan Policy SP13 and supported by paragraph 89 of the (National Planning Policy Framework) NPPF.

8.5.2 The height of the building increases from single storey to two storey. The foot print of the existing building is approximately 490 sq metres and the ground floor footprint of the proposed building is approximately 676 sq metres. For a building of that size, it is considered to be a modest increase in footprint. The proposed extension which would 'face' the open green space of the MOL would be set back from the original building line in order to reduce the visual impact of the building on the openness of the MOL. The element of the proposed extension 'facing' the park further to the north of the site would be located in the same area as the existing building which is considered acceptable. Although the general policy thrust is to protect MOL from new development generally in order to protect the openness and visual amenity of the MOL, it is considered in light of the planning merits discussed above that the proposed extension would only result in a minor increase in the footprint of the existing building and the increased height of the extension in view of the setback is an appropriate and a proportionate addition to the existing building which would safeguard the visual amenity of MOL and locality generally.

8.5.3 Finally, the current use of the building would remain and it is considered that the proposed extension itself would essentially improve the physical appearance of the existing building, therefore further contributing to the visual attractiveness of the MOL. Overall, it is considered that the proposed extension in terms of its siting, sit coverage, height and scale is appropriate to

the host building and the surrounding MOL and therefore complies with Policy 7.17 of the London Plan and paragraph 89 of the NPPF.

## **8.6 Design, height, bulk and scale**

8.6.1 London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context. Local Plan Policy SP11 and Saved UDP Policy UD3 'General Principles' reinforce this strategic approach.

8.6.2 Although the new two storey building would be larger in scale than the existing it would not appear overly bulky or out of scale in relation to the site and its surroundings. It would appear subordinate to the existing main building that would be retained and the design including materials would be sensitive to the main building and when viewed from the highway. The use of vertical stained timber boarding on first floor level is considered acceptable as it would blend in with the existing trees on site and soft landscaping to the front of the building will lessen the impact fronting the highway. Final details of the material will be secured by condition.

## **8.7 Impact of proposal on living conditions of surrounding residents**

8.7.1 London Policy 7.6 says that new development should be of the highest architectural quality, whilst also being of an appropriate proportion and scale so as not to cause unacceptable harm to the amenity of surrounding land and buildings, especially where these are in residential use. This is also reflected in Saved UDP Policy UD3.

8.7.2 The proposal would not have an adverse impact on daylight and sunlight to nearby residential properties, as a result of the proposed development. Furthermore, the northern end of the proposed building on the side closest to the properties at Bidwell Gardens is heavily screened by trees and foliage. The houses on Durnsford Road facing the proposed building are set back at quite a distance i.e. 26m – 33m, therefore the degree of overlooking to these properties is not significant.

## **8.8 Transport considerations/Access**

8.8.1 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

8.8.2 The proposed increase in parking spaces is considered adequate for the purposes of serving the proposed development. Further to this, the site has not been identified within the Haringey Council adopted Unitary Development Plan (saved policies 2013) as that suffering from high on-street parking pressure. In addition, the cycle parking proposed will further encourage the use of sustainable modes of transport.

## 8.9 Landscaping

- 8.9.1 London Plan Policy 7.5 states that public spaces should incorporate the highest quality landscaping and planting. Local Plan Policy SP11 seeks to ensure that development proposals demonstrate that opportunities for soft landscaping have been taken into account. This is also reflected in Saved UDP policy UD3
- 8.9.2 The proposed scheme would deliver shrub beds to the front of the new addition closest to the main building behind the existing grass verge with further planting proposed on the set back on first floor level.
- 8.9.3 The details can be addressed in a planning condition consistent with London Plan Policy 7.5, Local Plan Policy SP11 and Saved UDP Policy UD3

## 8.10 Trees

- 8.10.1 Saved UDP Policy OS17 seeks to protect and improve the contribution of trees, tree masses and spines to the local character.
- 8.10.2 The scheme would include retaining all the trees on the site. The trees that are closest to the existing garden centre building have caused major structural damage which is the reason why the building requires demolition. The proposed new building will have its foundations designed in order that the trees cannot cause any further damage. The Council tree officer has no objection to the proposal, because the footprint facing the park is the same as the existing, so this alone would have no impact on the adjacent open space and the trees located there. A condition will be applied to ensure details of the boundary treatment during the development process are submitted.

## 8.11 Waste Management

- 8.11.1 London Plan Policy 5.17 'Waste Capacity' and Saved UDP Policy UD7 'Waste Storage' require development proposals make adequate provision for waste and recycling storage and collection.
- 8.11.2 The details of waste management arrangement will be conditioned consistent with Local Plan Policy SP6 and saved UDP policy UD7.

## 8.12 Energy and sustainability

- 8.12.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions.
- 8.12.2 The development has the potential to achieve 'Very Good' BREEAM rating, this is equivalent to a 25% reduction in emissions over a Building Regulations 2010 baseline. A condition will be applied securing this.

8.12.3 The development would therefore comply with Policy 5.2 and 5.11 of the London Plan (2011).

### 8.13 Community Infrastructure Levy (CIL)

8.13.1 Based on the Mayor of London's CIL charging schedule the London Borough of Haringey is set at a rate of £35 per square metre. The total gross internal area of the development would be 1,460 sq metres. The demolished area would be 490 sq metres. Therefore the chargeable floor space would be 970sqm and the cost would total £33,950.

8.13.2 This would be collected by Haringey after implementation (if permission were to be granted) and could be subject to surcharges if the developer fails to assume liability, or to submit a commencement notice, or for late payment or an indexation in line with the construction costs index.

## 9. CONCLUSION

9.1 The development proposal accords with the development plan. The Committee is accordingly obliged in development plan terms to give this proposal favourable consideration consistent with Haringey Local Plan Policy SP0. There are a number of benefits to this scheme which outweigh any perceived disbenefits to reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

9.2 The benefits to the scheme are as follows;

- The scheme optimises the potential of the site for a high quality commercial building;
- The use will remain the same on site;
- The design, form and choice of materials for the proposed building have been designed sensitively to the character of the surrounding area and main central building that would be retained;
- The proposed scheme would give the site an appearance that would not impact the openness of the Metropolitan Open Land (MOL);
- The development would not impact on the living conditions of neighbouring properties;
- Soft landscaping will be introduced to soften the appearance of the building;
- The scheme would introduce measures to reduce the energy emissions of the proposed building;
- The development would encourage the use of sustainable modes of transport.

The proposal is considered to be in accordance with National Guidance and London and local policy and planning permission should therefore be granted subject to conditions.

## 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. RECOMMENDATIONS

GRANT PERMISSION subject to the following conditions as set out below;

### ***IMPLEMENTATION***

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

Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following revised approved plans: 3211; 101C; 201B, 202B, 203B, 204B, 205B, 210

Reason: To avoid doubt and in the interests of good planning.

### ***PRE-COMMENCEMENT CONDITIONS***

#### **Materials**

3. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in

writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall be implemented in accordance with the approved samples.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

### **Landscaping**

4. Notwithstanding the details of landscaping referred to in the application, a scheme for hard and soft landscaping and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. Any planting details approved shall be carried out and implemented in accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the local planning authority.

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

### **Boundary Treatment**

5. Details of the proposed boundary treatment shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. The approved boundary treatment shall thereafter be installed prior to occupation of the new residential unit.

Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupiers.

### **Construction Management Plan**

6. The Applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commences on site. The Plans should provide details on how construction work (including demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Durnsford Road 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 network.

### **Sustainable construction**

7. Prior to the implementation of the consent hereby approved, the applicant shall submit a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy set out under Policy 5.2 of the London Plan 2011 under the non-domestic elements BREEAM 'Very Good' standard. Thereafter the recommendations of the energy assessment shall be undertaken in full and required technology installed in accordance with the details approved and an independent post-installation review, or other verification process as agreed, shall be submitted to the Local Planning Authority confirming the agreed technology has been installed prior to the occupation of the building hereby approved.

Reason: To ensure the development incorporates on-site renewable energy generation to contribute to a reduction in the carbon dioxide emissions generated by the development, in line with Local Plan Policy SP4 and London Plan Policy 5.2.

### **Levels**

8. The details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

### **Waste Storage**

9. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy UD7 'Waste Storage' of the Haringey Unitary Development Plan and Policy 5.17 'Waste Capacity' of The London Plan.

### **Control of Construction Dust**

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

Reason: In order to ensure that the effects of the construction upon air quality is minimised



### **Extract Duct/Flue**

11. Prior to the implementation of the permission, details of any extract fans or flues shall be submitted to and approved by the Local Planning Authority prior to commencement of use”.

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

### ***POST-COMMENCEMENT CONDITIONS***

#### **Cycle Parking**

12. The applicant shall provide on-site cycle storage to cater for at least 6 bicycles.

Reason: In order to comply with London Plan guidance and to encourage the use of sustainable modes of transport

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.

## 13.0 APPENDICES

### 13.1 Consultation responses

No	Stakeholder	Questions/Comments	Responses
1	LBH - Transportation	<p>The application site has a medium PTAL of 4 and is served by the 102, 184 and 299 bus routes, which run with a two-way frequency of 34 buses per hour and offer links to Bounds Green underground and Bowes Park rail stations. It is therefore considered that the majority of staff and some customers would use sustainable transport to travel to and from the site.</p> <p>The proposal will result in an increase GFA from 1990m<sup>2</sup> to 2960m<sup>2</sup>. However, in this case we accept the applicants argument that because of the existing external trading area this will represent an overall increase of 10% in retail area. The application is supported by a Transport Statement, which includes a site survey of traffic movements taken during the two busiest weeks of the year. As expected the results show that there is a peak in customers during the weekends. Although 65% of customers arrived by private vehicle, the Garden Centre benefits from a private car park, which currently caters for the demand arising from the sites current operation, offering parking for up to 60 vehicles. The applicant intends to increase the level of</p>	As noted in para. 8.8 – 8.8.2 and Condition 6 ‘Construction Management Plan and Condition 12 ‘Cycle Parking’

		<p>parking spaces to 70 spaces (including the designation of two spaces for the use of disabled blue badge holders), which is considered adequate for the purposes of serving the proposed development. Further to this, the site has not been identified within the Haringey Council adopted Unitary Development Plan (saved polices 2013) as that suffering from high on-street parking pressure.</p> <p>It has also been noted that the proposal includes some cycle parking close to the entrance to the building, which will further encourage the use of sustainable modes of transport.</p> <p>However, in order to accord with London Plan standards, the applicant will need to ensure that there is provision for at least 6 bicycles.</p> <p>It is unlikely that the proposed development would result in any significant impact upon the surrounding highway network. Therefore, subject to the imposition of the following conditions the highway and transportation authority does not wish to object to the above proposal;</p> <p>1. The Applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commences on site. The Plans should provide details on how construction work (including demolition) would be undertaken in a manner that</p>	
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		<p>disruption to traffic and pedestrians on Durnsford Road 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.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.</p> <p>2. The applicant shall provide on-site cycle storage to cater for at least 6 bicycles.</p> <p>Reason: In order to comply with London Plan guidance and to encourage the use of sustainable modes of transport.</p>	
2	LBH – Environmental Health – Food and Hygiene	I am satisfied that they have now provided adequate information relating to location, details of the odour control methods and in particular the direction of the flue.	<p>The ventilation/extraction detail are now included on amended drawing no. 3211/205B. The drawing shows the location and route of the extraction duct and flue with notes added as to what the proposed system must achieve in order to achieve odour control. The actual system will be designed and supplied by a nominated sub-contractor</p> <p>Condition 11 will require details of the extract duct/flue</p>
3	LBH – Building Control	This work will be subject to the requirements of the Building Regulations 2010 and will require an application to be submitted to this office. Please see link below:	

		<a href="http://www.haringey.gov.uk/buildingcontrol/">http://www.haringey.gov.uk/buildingcontrol/</a>	
4	LBH – Council's Arboriculturalist	<p>I have reviewed the plans showing the proposed new building. It appears the footprint facing the park is the same as the existing, so this alone would have no impact on the adjacent open space and the trees located there.</p> <p>However, what is not clear is whether access is required onto the open space to facilitate the construction of the proposed new building. We need confirmation of this.</p> <p>We also require details of the boundary treatment (i.e. hoardings, etc) that is to be installed during the development process</p>	<p>As noted in para. 8.10.2. Condition 5 will require details of the boundary treatment</p> <p>To address the tree officers comments; drawing no. 3211/210 provides details of the proposed hoarding, the area required for construction and the location of a temporary access.</p> <p>The area of land, shown hatched, is the area required to carry out safely required the demolition and re-construction of the building. In addition to the working space this area of land contains drainage and services to the Garden Centre which will need adjusting for the proposed development.</p> <p>The trees that are closest to the existing garden centre building have caused major structural damage which is the reason why the building requires demolition. The proposed new building will have its foundations designed in order that the trees cannot cause any further damage.</p> <p>It is worth noting that the area hatched on the drawing has been accessed many times in the past by the applicant in order to carry out repair works and</p>

			<p>maintenance of the building that abuts the boundary. The proposed new building has been designed to create a gap between the boundary and the building.</p>
	Neighbours Consulted – 2 letters of concern received	Comments	Responses
5	123 Durnsford Road and 20 Bidwell Gardens	<p>The new proposal appears to alter the original building and its height</p> <p>There are concerns with the specification of the material proposed for the first floor</p> <p>The proposal does not include details of an operation plan for the new restaurant</p> <p>There are concerns of noise nuisance for the surrounding properties</p> <p>A Neighbour concerned on Durnsford Road would like to know how privacy would be ensured to the properties directly</p>	<p>As noted in para. 8.6.2; although the new building would be larger in scale than existing, it would not appear overly bulky or out of scale in relation to the site and its surroundings</p> <p>As noted in para. 8.6.2 and condition 3 'materials' in order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.</p> <p>The new restaurant will operate the same time as existing as noted in para. 8.2.2</p> <p>As noted in para. 8.2.2, the proposed use will stay the same. Condition 11 is for details of the extract duct/flue to ensure it prevents the transmission of noise and vibration into</p>

		<p>opposite the new building</p> <p>There are concerns with the final landscape design</p> <p>Parking requirements in the area will be affected</p> <p>There is an issue with on-street car parking on pavements and blocking the driveway over the Christmas and Halloween period.</p> <p>The Neighbour from 123 Durnsford Road would like to know how privacy would be ensured to the properties directly opposite the new building</p>	<p>neighbouring premises</p> <p>Condition 4 'Landscaping' will require details of a landscaping scheme</p> <p>As noted in para. 8.8.2 the proposed increase in parking is considered adequate for the purpose of serving the proposed development. Further to this, the site has not been identified with the Haringey Saved UDP, as that suffering from high on-street parking pressure.</p> <p>As noted in para. 8.7.2 the houses on Durnsford Road facing the proposed building are set back quite a distance i.e. 26m – 33m, therefore the degree of overlooking to these properties is not significant.</p>
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