

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

<p>Reference No: HGY/2013/2379</p>	<p>Ward: Muswell Hill</p>
<p>Date received: 15/11/2013</p>	
<p>Last amended date: N/A</p>	
<p>Address: St Lukes Woodside Hospital Woodside Avenue N10 3JA</p>	
<p>Proposal: Demolition of the buildings on site excluding the Grade II listed Administration building and locally listed buildings (Roseneath and Norton Lees); refurbishment of listed buildings including extension of Roseneath and Norton Lees and construction of 8 apartment blocks to provide a total of 135 units and including a basement car park with 100 spaces; construction of 21 houses (17 terraced and 4 semi-detached) and 5 apartment units; and comprehensive landscaping of the site</p>	
<p>Existing Use: Hospital (C2)</p>	<p>Proposed Use: Residential (C3)</p>
<p>Applicant: Hanover Housing Developments Limited</p>	
<p>Ownership: Private</p>	

<p>Reference No: HGY/2013/2380</p>	<p>Ward: Muswell Hill</p>
<p>Date received: 15/11/2013</p>	
<p>Last amended date: N/A</p>	
<p>Address: St Lukes Woodside Hospital Woodside Avenue N10 3JA</p>	
<p>Proposal: Listed building consent for demolition of the buildings on site excluding the Grade II listed Administration building and locally listed buildings (Roseneath and Norton Lees); refurbishment of listed buildings including extension of Roseneath and Norton Lees and construction of 8 apartment blocks to provide a total of 135 units and including a basement car park with 100 spaces; construction of 21 houses (17 terraced and 4 semi-detached) and 5 apartment units; and comprehensive landscaping of the site</p>	
<p>Existing Use: Hospital (C2)</p>	<p>Proposed Use: Residential (C3)</p>
<p>Applicant: Hanover Housing Developments Limited</p>	
<p>Ownership: Private</p>	

DOCUMENTS
Arboricultural Impact Assessment prepared by PJC Consultancy Ltd (December 2012)
Archaeological Assessment prepared by EPD (November 2013)
Basement Report prepared by Conisbee (November 2013)
Code for Sustainable Homes Pre-assessment Report and Estimate of Rating by Hoare Lea (Rev A) (November 2013)
Daylight and Sunlight Report prepared by Savills (December 2012) + update letter 14/11/13
Design and Access Statement prepared by PTEa (November 2013)
Design and Access Statement: Supplementary Information (Rear Elevation to Woodland Drive Houses) (November 2013)
Desk Study and Ground Investigation Report prepared by Conisbee (November 2012)
Ecological Appraisal prepared by EDP (November 2013)
Energy Strategy Report (Rev A) prepared by Hoare Lea (November 2013)
Flood Risk Assessment and Sustainable Drainage Strategy prepared by Conisbee (November 2013)
Heritage Impact Assessment prepared by Montagu Evans (November 2013)
Landscape Design and Access Statement prepared by Farmer Huxley Associates (November 2013)
Over 55s Housing Provision prepared by Savills (October 2013)
Planning Statement prepared by Savills (November 2013)
Planning Supporting Statement prepared by Hanover
Plant Noise Assessment prepared by Hoare Lea (November 2013)
Statement of Community Involvement (incorporating Equalities Statement) prepared by Quatro
Sustainability Statement (Rev A) prepared by Hoare Lea (November 2013)
Transport Assessment prepared by MLM (February 2013)
Travel Plan prepared by MLM (December 2012)

DRAWINGS	
Plan Title	Plan Number
Existing site plan	PL001
Proposed Site Location Plan	PL002RevD
Demolition Plan	PL004
Basement Floor Plan	PL020RevC
Ground Floor Plan	PL021RevD
First Floor Plan	PL022RevD
Second Floor Plan	PL023RevD
Third Floor Plan	PL024RevC
Roof Plan	PL025RevC
Proposed Basement, Ground, 01, 02, & Roof	PL050RevB
Plans Front, Rear, & Side Elevations Roseneath	PL051RevB
Proposed Basement, Ground, 1st, 2nd & Roof Plans	PL052RevB
Front and Side Elevations Norton Lees	PL054RevB
Rear Elevation Norton Lees	PL055RevB
Proposed Basement Floor Plan Administration Block	PL070RevB
Proposed Ground Floor Plan Admin Block	PL071RevA
First Floor Plan Admin Block	PL072RevA

Plan Title	Plan Number
Roof Plan Admin Block	PL073RevA
Front Elevation Admin Block	PL074RevA
Rear Elevation Admin Block	PL075RevA
Side Elevations Admin Block	PL076RevA
Site Sections	PL090RevB
Elevations F,G 6	PL100RevB
Elevation 3,5,H,L	PL101RevB
Elevation M,N,K & S	PL102RevB
Elevations 4,7 & 8	PL103RevB
Elevations J,P,Q 9 &10	PL104RevB
Elevations 2 & 1	PL105RevB
Elevations E, C, C2 3&5 West	PL106RevD
Elevations 1,2,D, 4&6 West	PL107RevC
Elevations 8,11 12 & E	PL108RevC

Case Officer Contact:

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PLANNING DESIGNATIONS:

Conservation Area
 Historic Park
 Listed Building (Administration Block Grade II)
 Locally Listed Building (Roseneath and Norton Lees)
 Road Network: C Road

RECOMMENDATION

GRANT PERMISSION subject to conditions and subject to a Section 106 Legal Agreement for application HGY/2013/2379 and GRANT LISTED BUILDING CONSENT for application HGY/2013/2380.

SUMMARY OF REPORT:

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

The application proposes the demolition of a number of buildings within the St Lukes Woodside Hospital site, the conversion of the heritage buildings fronting Woodside Avenue to provide 25 apartments and the erection of eight apartment blocks (comprising 110 flats) and 21 houses with 5 apartments on the end of a terrace. In total there would be 161 residential units, with 48 of these being affordable housing (12 general needs and 36 for over 55s), a further 30 units within the development would be co-housing properties.

The current scheme responds to the reasons for refusal in relation to the previous application (HGY/2013/0061) which was refused planning permission in July 2013. That scheme initially provided 15% general needs affordable housing, though officers and their external viability consultants disagreed with the viability assessment, considering that the scheme could support a greater degree of general needs affordable housing. Prior to the determination of the application the scheme was varied to provide 32% over 55s affordable housing, though the variation made no provision for general needs affordable accommodation and no viability assessment was provided to support the changes.

With regard to the current application, the Council's appointed viability consultants have reviewed the viability assessment, including the build cost assumptions, the sales values, benchmark land value and also the various Section 106 contributions (including affordable housing). Whilst the applicant's agents consider the scheme to be unviable as it does not achieve the applicant's target profit on cost, the Council's external consultants confirm that the scheme is viable and provides a reasonable level of profit for the applicant.

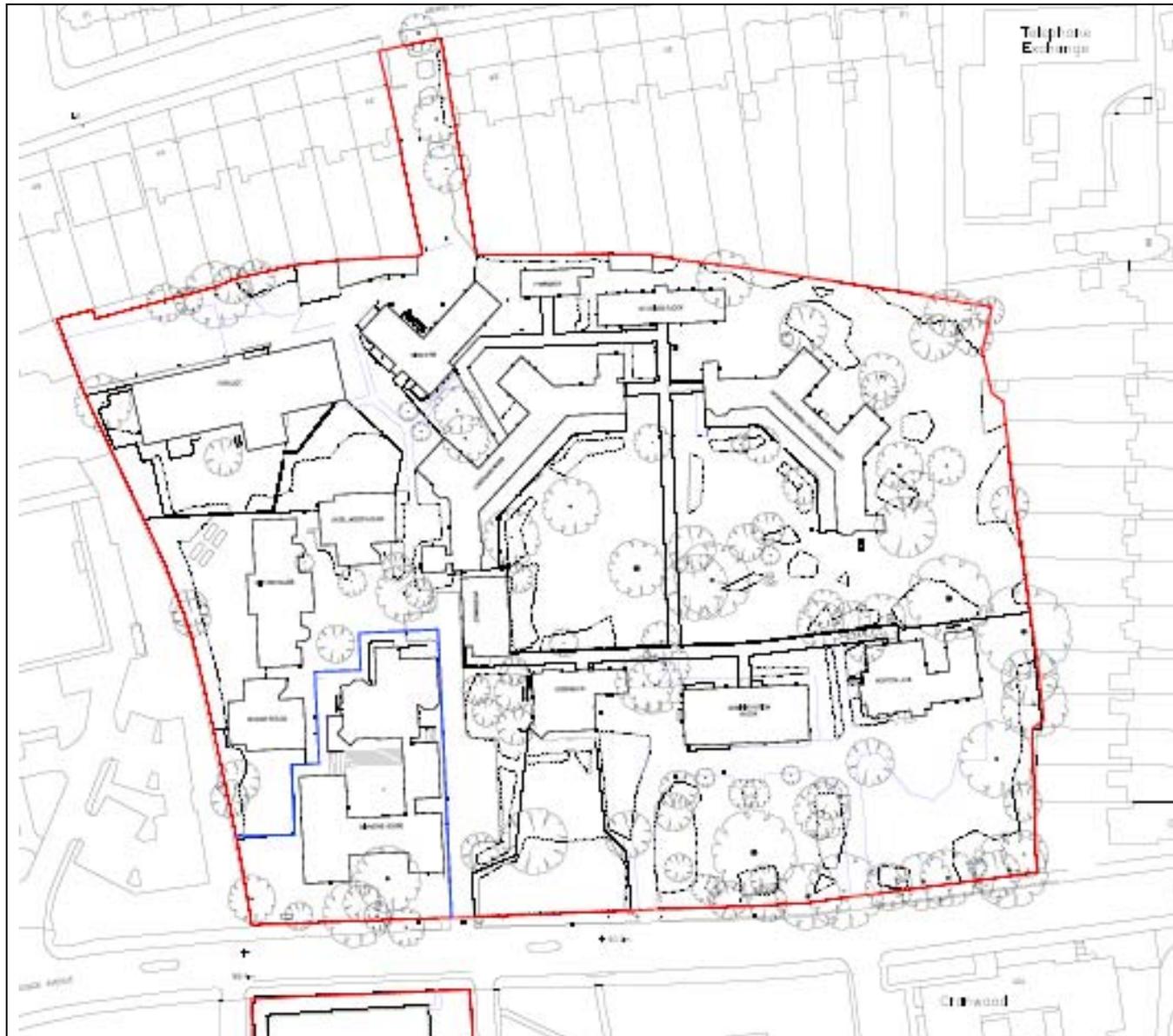
The design, layout and appearance of the scheme is considered to be acceptable both in terms of the impact upon heritage assets (the conservation area, locally listed and listed buildings) and also in relation to the impact upon the amenities of adjoining occupiers.

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

The proposal is considered to be in accordance with policies both within the London Plan and within the Haringey Local Plan and Unitary Development Plan, and planning permission should therefore be granted.

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1.0 EXISTING AND PROPOSED SITE PLAN



Existing Site Plan



Proposed Layout



Landscape Masterplan

2.0 IMAGES



Aerial photograph of the site



View of the model





Simmons House with entrance to the hospital site.



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



Proposed courtyard to the north of Simmons House.



Existing garden enclosed by listed buildings and existing hospital buildings.



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

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



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



Treatment of front elevations of proposed properties backing onto Grand Avenue. (viewed from within the St Lukes site)

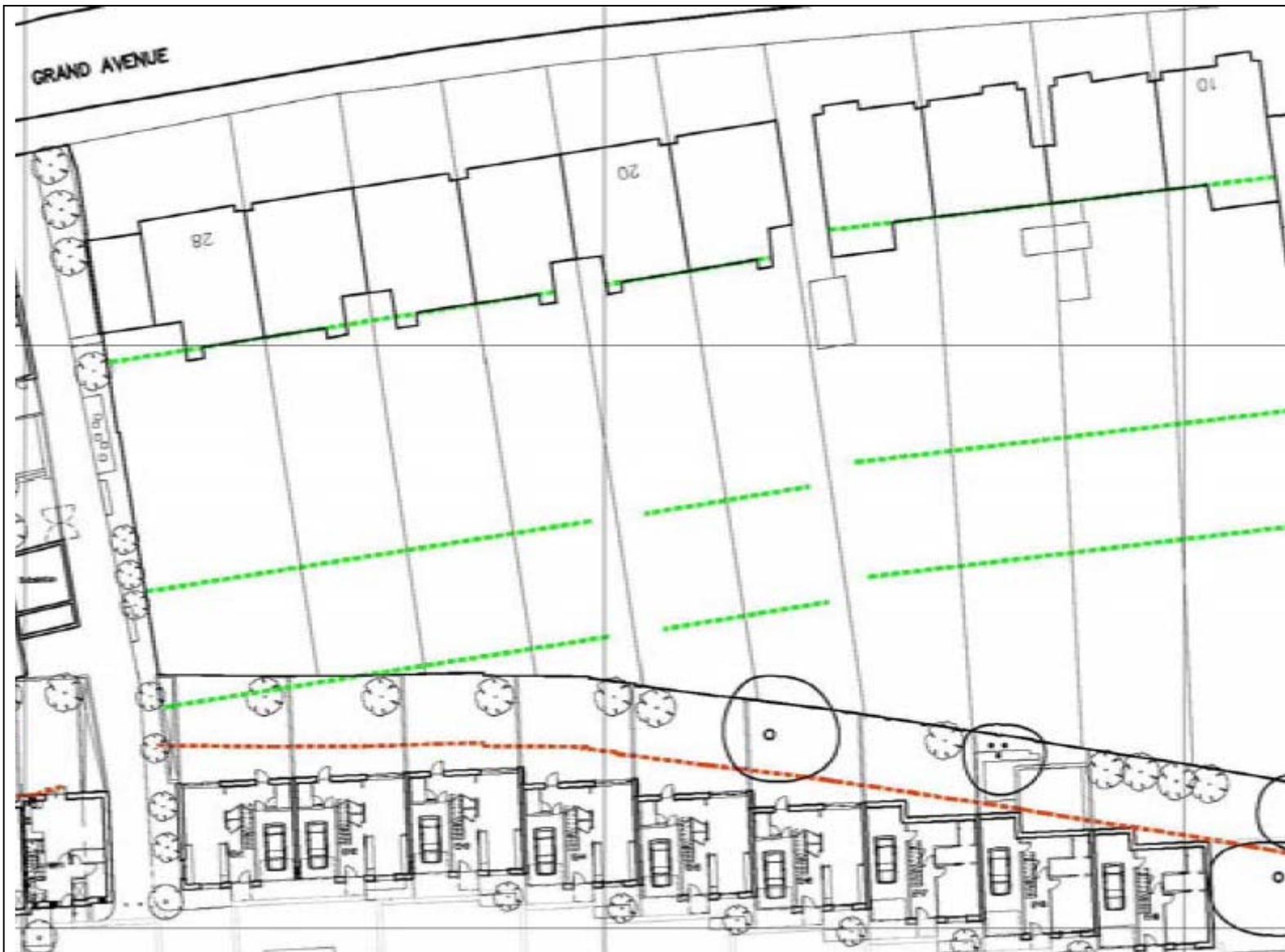


Northern elevation of terraced houses(EH1-EH9) backing on to Grand Avenue



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





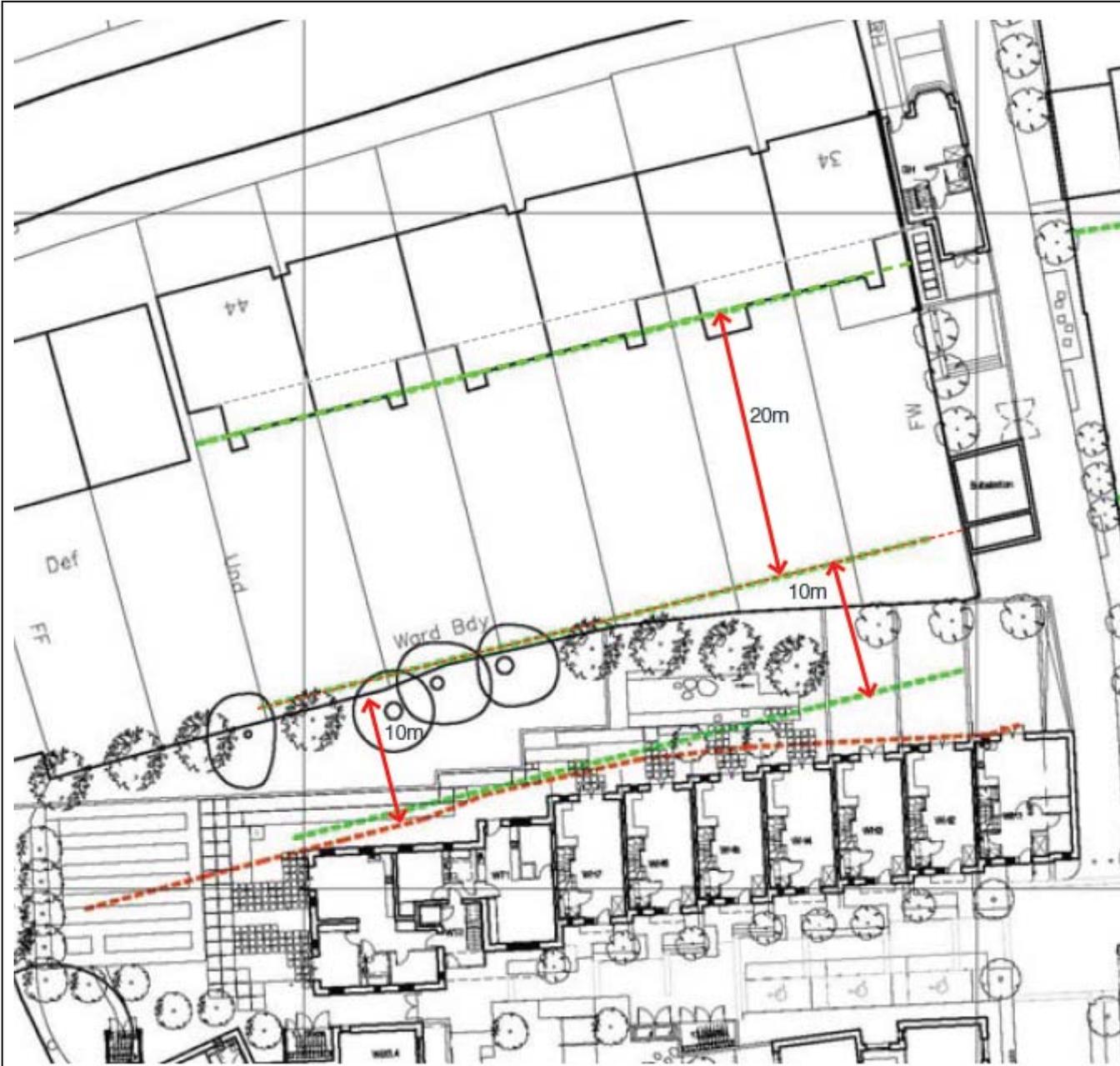
Distances between rear of proposed properties within the development and adjoining properties within Grand Avenue.

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



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





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



View from first floor balcony of 44 Grand Avenue to rear boundary



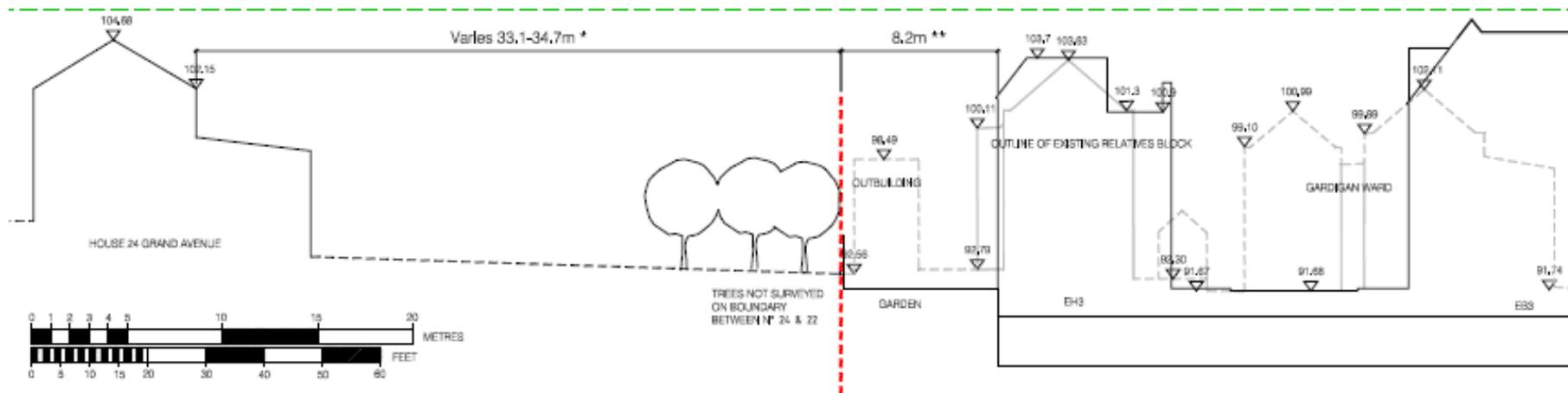
View from ground floor of 44 Grand Avenue to rear boundary



View to rear of property in Grand Avenue (44)
Properties have split levels, appear as two storey with pitched roof from street, though to rear have lower ground opening to garden



View to rear of property in Grand Avenue (24)



SCALE 1:500



SCALE 1:2000



View of Relatives Block

* Dimensions measured at East and West garden boundary
 ** Dimension measured at section line shown on plan

- Roof level Norton Lees
- Existing building outline
- Site Boundary

These drawings are based on the EDI survey dated Aug. 2012. The accuracy of the survey depends on the extent of access achievable to adjoining properties and the extent of vegetation on and surrounding the site. The height and spread of trees has been estimated.

A 10/2/12 Horizontal boundary and elevation plan		10	10
1: 500 1: 2000		10	10
SKETCH			
Prepared at 20 Gordon Street London E1 6JL		PTEa <small>POLLUTION TECHNICAL SERVICES</small>	
T: 020 7366 5777 F: 020 7366 5770	URL: www.ptea.co.uk E: tom@ptea.co.uk		
01/12/12 (2012/11/15) (2012/11/15)	LS PD	@ A3	20.12.12
01/12/12 (2012/11/15)	11-463	SK 92	A

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



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



3.0 SITE AND SURROUNDINGS

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

4.0 PLANNING HISTORY

4.1 This planning application is similar to an application that was reported to the Planning Committee in July 2013 and refused planning permission.

4.2 The planning application history is reported below:

Application Reference Number	Description	Decision
HGY/2013/0068	Listed Building Consent for demolition of the buildings on site excluding the Grade II Listed Administration Building and locally Listed Building (Roseneath and Norton Lees); refurbishment of Listed Buildings and construction of 8 apartment blocks to provide a total of 147 units and including a basement car park with 100 spaces; construction of 21 terraced houses and 5 apartment units; and comprehensive landscaping of the site.	Permission refused 30/07/2013
HGY/2013/0061	Demolition of the buildings on site excluding the Grade II Listed Administration Building and locally Listed Buildings (Roseneath and Norton Lees); refurbishment of Listed Buildings (providing 25 flats) and construction of 8 apartment blocks (comprising 110 flats) and including a basement car park with 100 spaces; construction of 21 terraced houses and 5 apartment units; some surface parking and comprehensive landscaping of the site (AMENDED DESCRIPTION)	Permission refused 30/07/2013
HGY/2011/1265	Replacement of existing security fence incorporating gate to northern part of site	Permission granted 31/08/2011
HGY/2005/0636	Removal of existing portacabins and erection of part single, part 2 storey building with 2 storey link to Simmons House to provide replacement accommodation in connection with use as adolescent mental health unit	Permission granted 26/07/2005
HGY/2003/1951	Erection of two tier and single tier portacabins in the car park area to provide temporary accommodation for three years for offices and class room while existing accommodation is re-built	Permission granted 12/02/2004

Application Reference Number	Description	Decision
HGY/2003/0483	New flues attached to supporting frame adjacent to chimney in association with upgrading of heating and hot water plant in boiler house	Permission granted 11/06/2003
HGY/1991/1047	Circular 18/84 consultation following closure of Friern Barnet Hospital. Proposal involved "erection of three no. two storey buildings and one no single storey recreational hall" (the buildings erected as Dunston, Willow and Hazel House, plus the gymnasium block)	Objection raised 13/01/1992
HGY/1991/0346	Circular 18/84 consultation following closure of Friern Barnet Hospital. Two storey building to house between 28-32 patients and 'L' shaped building to replace existing demolished buildings	No objection 21/11/1991
OLD/1971/1346	Circular 100/50 consultation for "erection of concrete garage"	No objection 04/05/1971
OLD/1968/1011	Circular 100/50 consultation for "single storey ward unit (resubmission as result of alternative sitting suggested)"	No objection 02/02/1968
OLD/1967/0987	Circular 100/50 consultation "single storey ward unit"	No objection 24/11/1967
OLD/1963/1040	Circular 100/50 consultation "new acute wing Tennis Court (details)"	No objection 03/10/1963
OLD/1962/1039	Circular 100/50 consultation "new acute wing Tennis Court" (building erected is Noel Harris Wing)	No objection 03/12/1962
OLD/1960/1059	Circular 100/50 consultation "new acute wing Tennis Court"	No objection 18/01/1960

5.0 DESCRIPTION OF PROPOSED DEVELOPMENT

- 5.1 The planning application is substantially the same as that previously submitted in 2013 (HGY/2013/0061) and refused permission on 30 July 2013. The differences between this application and that previously refused scheme relate to slight changes to block WB01 (referred to as Simmons Court) and the mix of affordable units.
- 5.2 The application involves the demolition of the existing buildings on the site, other than the two locally listed buildings (Roseneath and Norton Lees) and the listed Administration Block fronting Woodside Avenue.
- 5.3 The development can be split into four elements, namely: the conversion of the heritage buildings on the Woodside Avenue frontage; the framing of the historic rear gardens with apartment blocks (buildings EB1-EB5); residential townhouses on the northern (WH1-WH7 and EH1-EH9) and eastern boundaries EH10-EH13); and co-housing (WB2 and WB3) plus an affordable housing block (WB1) to the rear of Simmons House. Other affordable units are 'pepper potted' through the development.
- 5.4 The conversion of the heritage buildings involves the following:
- **Roseneath:** conversion and extension of existing locally listed building to provide nine flats, comprising 2xone-bed, 6xtwo-bed and 1xthree-bed flats. The proposal would involve a two storey (plus rooms in the roof) extension to the west of the building (connected to the main building by a two storey glass stairwell), a two storey extension to the east (replicating the existing element behind), provision of one additional hipped dormer in the front and one in the rear of the existing building, and the alteration of the plan form of the building.
 - **Administration Block:** conversion of existing listed building to provide five flats, comprising 3xtwo-bed and 2xthree-bed flats. The proposals would entail limited alterations to the external appearance of the building, notably an alteration to the western side entrance and the existing lightwells to the rear. There would be limited interventions in relation to the plan form of the building, with a few changes within the corridors to provide stairways, and some changes to internal walls.
 - **Norton Lees:** conversion and extension of existing locally listed building to provide 11 flats, comprising 5xone-bed, 2xtwo-bed, 3xthree-bed and 1xfour-bed flats. The proposal would entail the demolition of the existing unsympathetic 'L' shaped extension built in 1930 and the replacement with a three/four storey rectangular extension situated on roughly the same external footprint. The plan form of this building was severely compromised at the time of the extension/alterations in 1929/30. One further alteration includes the provision of a 'sun room' on the roof of the main building, providing access to a roof terrace.
- 5.5 To the rear of the heritage buildings the following is proposed:
- **Demolition:** The existing east and west wings of the hospital that framed the historic gardens would be demolished as would the loggia that connects the various buildings to the main Administration Block.

- **Apartment Blocks:** Five four-storey buildings are proposed to frame a central garden. The buildings would comprise 66 units, comprising 41 private sale units and 25 affordable units, set out as follows:
 - Block EB1 (to the rear of the extended Roseneath) with 2xone-bed, 10xtwo-bed and 2xthree bed flats (14 flats in total two of which would be affordable rent);
 - Block EB2 (to the north of EB1) with 6xone-bed, 5xtwo-bed and 2xthree-bed flats (13 flats in total, of which one would be shared ownership and four would be affordable rent);
 - Block EB3 (to the east of EB2) similar format to EB1 comprising 2xone-bed, 10xtwo-bed and 2xthree bed flats (14 flats in total, including two shared ownership and four affordable rent);
 - Block EB4 (to the east of EB3) with 8xone-bed, 5xtwo-bed and 1xthree-bed flats (14 flats in total, 10 of which would be affordable rent); and
 - Block EB5 (to the fore of EB4 and rear of the access between Norton Lees and the Administration Block) with 1xone-bed, 8xtwo-bed and 2xthree-bed flats (11 flats in total, two of which would be affordable rent).

- **Town Houses:** There are four town houses (EH10-EH13) proposed to the rear of Norton Lees (backing on to properties in Muswell Hill Road [87-95]) and nine town houses (EH1-EH9) to the north of Blocks EB2-EB5 (backing on to properties in Grand Avenue [10-28]).

The buildings to the rear of Muswell Hill Road would appear as three/four storey when viewed from within the St Lukes site, but two storey with pitched roofs when viewed from the rear of properties in Muswell Hill Road. The rear elevation of the proposed townhouses would have rear gardens of 7-9metres and be situated approximately 32metres from the rear elevation of properties in Muswell Hill Road.

The town houses backing on to Grand Avenue would appear as three/four storey buildings from within the St Lukes site and two/three storey (with pitched roof) from properties in Grand Avenue. The properties would have rear gardens of 7-9metres, with a back to back distance of 36-56 metres.

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

- **Block WB1:** situated to the north and east of Simmons House, the block would be three storey (plus rooms in the roof) comprising 23 affordable units (split between affordable rent [13 units, eight of which would be general needs housing] and shared ownership [10 units, 4 of which would be general needs]);
- **Block WB2:** situated further north this three storey block (with rooms in the roof) would comprise nine co-housing flats, together with communal areas;
- **Block WB3:** is a three storey block of 12 co-housing units adjacent to the boundary with TreeHouse School;
- **Town Houses:** a row of seven town houses culminating in a complex of two ground floor flats with three duplexes above, is proposed to the rear of properties in Grand Avenue (34-44). The gardens to these three storey properties would be 10metres deep, with back to back distances exceeding 30metres.

- **Gate House:** One dwelling is proposed as a 'gate house' to the access into the site from Grand Avenue. This dwelling would be two storeys high, with rooms in the roof, together with a basement (which at the rear of the property is the lower garden floor), reflecting treatments to other properties in Grand Avenue.

5.7 Of the total 161 dwellings, 48 are proposed to be affordable (30%), whilst 30 units would be co-housing dwellings. The applicant indicates that 70% of units would be for those over 55.

5.8 The table below shows the unit breakdown in terms of unit sizes and tenure mix:

Block	1 bed	2 bed	3 bed	4 bed	Affordable	%	Total
Roseneath	2	6	1	0	0	0%	9
Admin	0	3	2	0	0	0%	5
Norton Lees	5	2	3	1	0	0%	11
EB1	2	10	2	0	2	14.3%	14
EB2	6	5	2	0	5	38.5%	13
EB3	2	10	2	0	6	42.9%	14
EB4	8	5	1	0	10	71.4%	14
EB5	1	6	4	0	2	18.2%	11
EH	0	0	2	12	0	0%	14
WH	0	5	7	0	9 co-housing	0%	12
WB1	9	8	6	0	23	100%	23
WB2	0	4	5	0	9 co-housing	0%	9
WB3	3	6	3	0	12 co-housing	0%	12
Total	38	70	40	13	48	29.8%	161
Percentage	23.6%	43.5%	24.8%	8.1%			

6.0 RELEVANT PLANNING POLICY

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

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

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

The National Planning Policy Framework

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

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

The London Plan 2011

6.4 The following policies are relevant:

London's People

- Policy 3.3 Increasing Housing Supply
- Policy 3.4 Optimising Housing Potential
- Policy 3.5 Quality and Design of Housing Developments
- Policy 3.6 Children and Young People's Play and Informal Recreational Facilities
- Policy 3.8 Housing Choice
- Policy 3.9 Mixed and Balanced Communities
- Policy 3.10 Definition of affordable Housing
- Policy 3.11 Affordable Housing Targets
- Policy 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- Policy 3.13 Affordable Housing Thresholds
- Policy 3.16 Protection and Enhancement of Social Infrastructure

London's Response to Climate Change

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

- Policy 5.7 Renewable Energy
- Policy 5.13 Sustainable Drainage

London's Transport

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

London's Living Places and Spaces

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

Local Plan: Strategic Policies (2013-2026)

6.3 The following policies are relevant:

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

Unitary Development Plan (2006)

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

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

Supplementary Planning Guidance / Documents

6.5 The following SPG and SPD are relevant:

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

7.0 CONSULTATION

7.1 Consultation involved the following: advertising the application, notification of 2,194 neighbours, and consultation with 22 external consultees, 13 internal consultees and 9 ward councillors. Those consulted included:

7.2 External Consultees:

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

7.3 The comments of the external consultees are summarised in Appendix 11A. The responses to these consultations are picked up in the body of the text or else are dealt with through conditions, informatives and the Section 106 Agreement. Due to the timing of the referral and the committee meeting the GLA has agreed to provide a combined stage I and II response after committee. The GLA were supportive of the previous application and the revised affordable housing offer has been discussed with the GLA. GLA officers have advised that the offer is acceptable. As such, given that in other respects, the application is substantially the same as previously it is unlikely that additional issues will be raised.

7.4 **Internal Consultees**

- Education
- Policy
- Housing Renewal
- Arboricultural
- Noise and Pollution
- Cleansing
- Housing Design and Major Projects
- Conservation and Design
- Nature Conservation
- Building Control
- Contaminated Land
- Economic Regeneration
- Transportation

7.5 The comments of the internal consultees are summarised in Appendix 11B. The responses to these consultations are picked up in the body of the text or else are dealt with through conditions, informatives and the Section 106 Agreement.

7.6 **Local Residents**

7.7 The owners/occupiers of 2,194 were consulted. The consultation covered properties in numerous roads in the immediate area, including: Birchwood Avenue; Buckden Close; Church Crescent; Collingwood Avenue; Cranley Gardens; Eastern Road; Elms Avenue; Firs Avenue; Fordington Road; Fortis Green; Fortis Green Avenue; Fortis Green Road; Fortismere Avenue; Grand Avenue; Greenfield Avenue; Hillfield Park; Holt Close; Keynes Close; Lanchester Road; Lauradale Road; Leaside Avenue; Lynmouth Road; Midhurst Avenue; Muswell Hill Road; Onslow Gardens; Southern Road; St James's Lane; Tetherdown; Woodland Gardens; Woodland Rise; and Woodside Avenue.

7.8 To date there have been some 95 responses received from local residents in response to this consultation, of which 89 were letters of objection. A summary of the consultation responses received is set out in Appendix 11C of this report. The comments have been addressed under the main issues within the report.

7.9 Any comments received since this report has been published will be reported to the sub-committee.

7.10 The previous application, which was not significantly different in design had been presented to a Design Panel and was the subject of a Development Management Forum. Since the current scheme is similar to that previously considered, the

comments that were reported to the committee on 8 July 2013 are still pertinent. The Development Forum minutes of 29 January 2013 are attached as Appendix 11D to this report. The Design Panel comments in relation to the application considered in February 2013 are attached as Appendix 11E to this report.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

8.1 For the previous application (HGY/2013/0061) it was considered that the following were the main issues:

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

8.2 It is considered that these are still the main issues in relation to this proposal. However, the key difference from the previous application arise in relation to the affordable housing mix (addressed in paragraphs 8.30-8.38) and also in terms of the Section 106 contributions (set out in paragraphs 8.60-8.68).

Principle of Residential Development

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

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

8.5 The pre-application meeting advice accepted that a redevelopment scheme would be expected to deliver housing, but that the loss of the health facilities would need to be justified and that the Council was still considering whether mental health facilities of this type were needed in Haringey.

8.6 The mental health facilities on this site were not provided for local people, and the Camden and Islington Health Trust has rationalised its use of the site, retaining the use within Simmons House and providing replacement services in more central and accessible parts of Camden and Islington.

- 8.7 The principle of development would be broadly in accordance with the London Plan policy 3.17, in that replacement services have been provided before the existing facilities have closed. In relation to the Local Plan, SP14 and SP16 seek to improve health and well being in Haringey, improving and enhancing and where possible protecting existing community facilities and supporting the provision of new facilities, including through planning contributions.

Heritage and Conservation

- 8.8 There are three important heritage assets associated with this site, namely: the Muswell Hill Conservation Area; the listed and locally listed buildings; and the gardens which are on the Council's List of Parks and Gardens of Local Historic Interest.
- 8.9 Both the front gardens and rear gardens are of historic interest and important to the setting of the listed building (and the locally listed buildings). Officers have been consistent in opposing any development in front of the buildings facing Woodside Avenue. In the previous application (HGY/2013/0061) this advice was not initially heeded by the applicants, with a large extension being proposed sitting in front of Norton Lees. However, the plans for the previous scheme were revised and the current application reflects the layout that was reported previously to committee (July 2013) and considered acceptable.
- 8.10 The retention of the gardens to the front of the three heritage buildings, the closure of one of the vehicular accesses, and the creation of a pedestrian access through the centre of the site, linking through to the gardens to the rear, will enhance the historic setting of these heritage assets.
- 8.11 With regard to the historic rear gardens, the layout of the five apartment buildings, whilst not mirroring the hospital wings, has sought to enclose the gardens and to provide a space of an equal size and quality to that which is currently on site. It is considered that this treatment of the historic gardens is acceptable.
- 8.12 In relation to the listed and locally listed buildings, the treatment is slightly different for each. The Grade II listed Administration Block will have minimal interventions. There are no extensions to this building and the alterations internally seek to keep the main features and the plan form intact. A heritage assessment has been provided and the main assets considered. The main entrance, stairway and boardroom are all retained, with changes being made in corridors to allow new accesses to different floors and to allow the building to be subdivided. Very few internal walls are altered. It is considered that this is a light touch to the building and that conditions would be appropriate and would ensure that the detailing is provided for the interventions.
- 8.13 Norton Lees is the heritage asset that has been most compromised in the past. The 1929/30 alterations to allow this to be used as a health facility were insensitive with the extension being unsympathetic to the existing building. The proposed new extension would be modern in appearance, with the design seeking to match the proportion and alignment of windows in the existing locally listed building. The detailing of this extension could be secured by appropriate conditions.
- 8.14 Roseneath includes an extension on the eastern side that would sit in front and match the existing element of the building which projects to the north east of the

main building. This treatment is sensitive and in keeping with the existing locally listed building. On the western side of the building it is proposed to extend the building to provide additional flats. The new build would appear as a two storey extension with rooms in the roof, with the gable facing Woodside Avenue. Access to the basement car park would be below this extension. The extension would be linked to the locally listed building, via a 'lightweight' frameless structural glass connection, providing the stair access to the apartments.

- 8.15 It is considered that the treatment to the listed building and locally listed buildings would be acceptable.
- 8.16 With regard to the Muswell Hill Conservation Area, this part of the conservation area is somewhat different to the rest, given the institutional use, and the setting and layout of the buildings on site. The heritage buildings fronting Woodside Avenue, with their historic garden setting provide the main positive contribution to this part of the conservation area. Not all of the existing hospital buildings within the site are of architectural or historic interest, and a number of the modern ones, such as the 1960s buildings and the three domestic scale buildings constructed in the early 1990s are not sympathetic and do not contribute to the character and appearance of the conservation area. The existing buildings on site do not dictate where new buildings can be located rather policies within the development plan and the Housing SPD provide guidance.
- 8.17 Whilst there may be a pattern to residential developments surrounding the site, with long back gardens to the existing Edwardian terraces, this does not dictate how development in adjoining sites should be provided. The London Plan seeks to optimise housing outputs for different types of location within relevant density ranges. The initial pre-application advice considered that given the institutional nature of the site, the site could lend itself to a flatted development with some family dwellings, though any development would be expected to preserve or enhance the character and appearance of the conservation area.
- 8.18 The application scheme has taken into account the constraints of the site in terms of the historic gardens and heritage buildings, and preserves their setting and that of the conservation area.

Scale and Density of Development

- 8.19 The proposed development comprises 161 dwellings, of which 21 units are houses that back on to Muswell Hill Road and Grand Avenue. The family houses tend to be three storey, whilst the tallest apartment blocks are four storey.
- 8.20 Most sensitive in terms of impact on residential amenities are the proposed dwellings that are adjacent to the back gardens of properties in Muswell Hill Road and Grand Avenue. From the rear of the properties in Muswell Hill Road, the proposed family houses (EH10-EH13) would appear as two storey dwellings with pitched roofs. The distance from the properties in Muswell Hill Road, together with the drop in levels means that the relationship of the proposed townhouses is acceptable and will not adversely affect the amenities of adjoining occupiers.
- 8.21 The co-housing and terrace of houses backing on to 34-44 Grand Avenue would be three storey, the third floor being within the gable roof space, whilst the end unit (co-housing unit WT2 in the west and family houses in the east EH7-EH9) would be

two storey with pitched roofs. It is considered that the scale of these units is appropriate to their setting and appropriate in terms of their relationship with adjoining residential properties (expanded upon further under the section on residential amenity [paragraphs 8.50f]).

- 8.22 Because of the change in the levels within the site the peripheral housing will usually have an additional floor when viewed from within the site (from the south for units EH1-EH9 and from the west for units EH10-EH13). The units backing on to Grand Avenue will be three storey, with a hidden roof terrace and sun room facing into the site (the sun room being contained within the roof space so no overlooking of Grand Avenue will occur). The pair of semi-detached townhouses backing on to Muswell Hill Road (EH10-EH13) would appear four storey when viewed from within the site, with much of the third floor being contained within the roof space.
- 8.23 This four storey height is then carried forward into the main apartment blocks that enclose the garden space (EB1-EB5). Again the third floor is contained within the roof space. The affordable housing block (WB1) and the co-housing block to the north (WB2) are also four storey with rooms in the roof. The co-housing units on the boundary with TreeHouse School (WB3) and Grand Avenue (WT2) are three storey. It is considered that overall these buildings are an appropriate scale for the site.
- 8.24 The block comprising most affordable housing (WB1) is located to the north of Simmons House and wraps around it to the west. From the western elevation there are no windows in the third floor roof space (other than two rooflights to bathrooms). At second floor level there are some windows in the eastern elevation, most are not to habitable rooms, and those to habitable rooms are secondary windows. The distance to the nearest point from this elevation is 13metres to Simmons House, though the balcony on the southern elevation is only 10metres. On the southern elevation of the main block of WB1 there are windows to habitable rooms which are 13metres from the nearest elevation of Simmons House (first and second floors), whilst there are also balconies on that elevation though these have some screening to protect direct overlooking.
- 8.25 The relationship with Simmons House and the potential overlooking from balconies and windows could be controlled by conditions. The windows in first and second floor of the block to the north are secondary windows to kitchen/diners and so could be obscure glazed to avoid overlooking, whilst the balconies have been treated with screens to prevent direct overlooking and loss of privacy.
- 8.26 The pre-application meeting with the NHS Trust did indicate that the relationship with the remaining hospital facility would need to be carefully considered to ensure that this did not prejudice the future redevelopment of this site. The Trust has 16 years left on its lease, after which the ownership reverts to Hanover, though the lease could be extended. Whilst the arrangement of WB1 wrapping around Simmons House could impose constraints on the future redevelopment of the site, it would not prevent the site being redeveloped.
- 8.27 Although there are windows and balconies overlooking the TreeHouse School site, both from the block WB1 (the block with most affordable housing) and block WB2 (comprising co-housing), the applicant has redesigned elements to seek to reduce

the direct overlooking in sensitive parts. Thus WB2 has angled windows and screens to balconies, where direct overlooking of the school's play area would have occurred (to the north of the school building). Discussions have taken place between the applicants and TreeHouse School and conditions are proposed to address key concerns (such as boundary treatment, hoardings and construction management plan).

- 8.28 With regard to density the development of 161 units on a site of 2.37ha results in a density of 67.9 dwellings per hectare. In terms of habitable rooms per hectare, it is calculated that there are a total of 569 habitable rooms which equates to 240 habitable rooms per hectare. These figures are at the lower end of the Mayor's sustainable residential quality density matrix (Table 3.2 of the London Plan), which envisages densities for a location such as St Lukes as being in the region of 200-450 habitable rooms per hectare. This lower level of density does arise as a consequence of the constraints of the site arising from the heritage buildings and historic park, which restrict the area in which development would be acceptable.
- 8.29 Although there has been concern from residents that the proposals represent an overdevelopment of the site, it is considered the density accords with the Mayor's policy and the scale is appropriate in relation to the surrounding land uses and the constraints of the site.

Dwelling Mix, Tenure and Affordable Housing

- 8.30 The proposed development is composed of 21 houses, 25 flats in the converted heritage buildings, 66 flats in the five central blocks (EB1-EB5) and 49 other flats split between the remaining co-housing blocks (WB2-WB3) and the block with much of the affordable housing (WB1). The table below shows the mix in terms of size of units and tenure.
- 8.31 The scheme provides a total of 48 affordable housing units (23 in block WB1 and the other 25 scattered between EB1-EB5), this equates to 30% in terms of number of units. The majority of the affordable housing units are to be provided in one/two bedroom units (42 units), with six three bed affordable units. Since most of the affordable units are on/two bed there would therefore be a lower percentage provision in terms of calculation by habitable rooms, namely 24%. The split in tenure between affordable rent and shared ownership would be 73:27. The applicant has confirmed that the affordable housing units are to be split between general needs housing (12 units) and over 55s (36 units).

	AR	%	SO	%	PS	%	CH	%	Total	%
1 bed	19	11.80%	4	2.48%	12	7.45%	3	1.86%	38	23.60%
2 bed	10	6.21%	9	5.59%	36	22.36%	15	9.32%	70	44.72%
3 bed	6	3.73%	0	0.00%	22	13.66%	12	7.45%	40	23.60%
4 bed	0	0.00%	0	0.00%	13	8.07%	0	0.00%	13	8.07%
Total	35	21.74%	13	8.07%	83	51.54%	30	18.63%	161	100.00%

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

- 8.32 The applicant has stated that the intention is that 70% of the units are to be for those over 55 (where one person would be over 55). This accords with Hanover's role as a leading provider of retirement housing (both affordable and home ownership).

- 8.33 In addition to the affordable housing to be provided on the site there are to be 30 co-housing units (4 of which are houses).
- 8.34 The application has been supported by a viability assessment to demonstrate the level of affordable housing that can be provided subject to viability. Officers have engaged BNP Paribas to review the viability assessment and the assumptions made. This is of particular importance given that the previous application (HGY/2013/0061) was refused on the basis that the scheme could have afforded to provide a greater degree of affordable housing.
- 8.35 The NPPF requires local planning authorities to “take account of market signals, such as land prices” (paragraph 17 page 5), and “take account of changing market conditions over time” (paragraph 50 page 13) in producing policies that should be sufficiently flexible. The NPPF also advises that pursuing sustainable development requires careful attention to viability and costs, which includes providing “competitive returns to a willing land owner and willing developer to enable the development to be deliverable” (paragraph 173 page 41). Officers consider that in assessing the viability we have taken this advice into account.
- 8.36 In relation to the previously refused scheme there were significant differences between the applicant’s agents, Savills, and our advisers BNP Paribas in relation to the calculation of the land value. This difference has been resolved with both parties agreeing on the existing use value and allowed for an uplift in recognition that a seller needs to be ‘willing’ for land to come forward.
- 8.37 The valuation has also taken into account development costs, including allowing a percentage for developer’s profit (Savills have allowed a lower percentage than most toolkits would normally allow), Section 106 contributions, and build costs. In addition sales value has been taken into account, with Savills providing comparable figures from local agents, being verified by BNP Paribas based on their knowledge and assessment of other schemes in the area.
- 8.38 The differences between the two parties that resulted in the previous scheme being refused have now been overcome and it is considered that the maximum reasonable amount of affordable housing in a suitable mix has been provided. The Council would agree the Registered Provider with the applicant, the nominations mechanism for the general needs affordable housing and also a nominations cascade for the over 55’s affordable housing to ensure that the accommodation is suitably allocated.

Layout and Design

- 8.39 The design approach by the architects, Pollard Thomas Edwards (PTEa), is set out in the Design and Access Statement. The layout responds to the setting of the heritage assets and the surrounding land-uses, whilst also taking into account the topography and existing trees and historic gardens on the site.
- 8.40 Where the site backs on to residential properties (northern and eastern boundaries) PTEa has chosen to use a more residential scale of dwellings, with back gardens abutting the rear gardens of the properties in Muswell Hill Road and Grand Avenue. Whilst there are some objections to the size of these gardens, they accord with the Housing SPD and provide for a traditional layout that is reflected in the surrounding

area (the issue of density has been addressed earlier [paragraph 8.28] and garden lengths are addressed subsequently [paragraphs 8.50f]).

- 8.41 The three heritage buildings and the historic garden setting have dictated to some degree how the Woodside Avenue frontage and the amenity space to the rear are treated. The five ‘garden’ apartments that enclose the space to the rear of the Administration Block have been designed to provide views over the central gardens, In addition the apartments have all been provided with private terraces or balconies, positioned for the best views with screening for privacy and to provide solar shading. These five blocks contain the majority of over 55s accommodation with additional units being contained in the co-housing blocks to the north-west.
- 8.42 The layout also creates a clear route for those living on and visiting the site to navigate the development. Closing one vehicular entrance to Woodside Avenue is an advantage, whilst allowing the central access to the Administration Block to become pedestrianised.
- 8.43 The quality of the architectural approach by PTEa architects was praised by the design panel, considering that it provided “an interesting, varied yet coherent setting.” There is a coherence of design in the new buildings, with a consistency of materials, whilst also providing a mixture of units and styles. Thus for instance
- on the northern boundary some houses are designed with gables facing the properties in Grand Avenue, some being designed as three storey and others as two storey. Stepping back of properties with changes and breaks in roof levels, together with choice of materials will provide interest;
 - on the eastern boundary the semi-detached dwellings will appear as two-storey pitched roof houses, whilst from within the St Lukes site they will have a more prepossessing appearance, with four storey brick features bookend the four units, which otherwise appear as three storey with rooms in a pitched roof;
 - the transition from the ‘garden’ flats to the units on the western side of the site is achieved, providing buildings that create a transition to the three storey co-housing units (WB3 and WT2); and
 - the ‘gate house’ responds to a desire to restrict vehicular access and create an entrance that is more appropriate in scale to the pedestrianised route. The ‘gate house’ draws on the character of the Edwardian buildings in Grand Avenue and other developments that have filled gaps in the street scene.
- 8.44 It is considered that the palette of materials will provide coherence to this development, whilst the architectural treatment does provide interest and variety between the buildings.
- 8.45 The treatment to the listed Administration Block is sensitive and minimal. The extension to Roseneath is functional, though the basement access below the balcony of the ground floor and first floor flats is not ideal. The extension to Norton Lees replaces a less sensitive extension from 1929/30 and English Heritage consider the proposals to be acceptable and that the development should be determined in accordance with national and local policy.

Inclusive Design and Sustainability

- 8.46 All buildings within the development have been designed to Lifetime Homes standards. Given the predominance of over 55s accommodation, the properties have been designed to be adaptable for those with reduced mobility (including

wheelchair users). In addition PTEa state that all flats are in excess of the Mayors space standards. This was recognised by the GLA in their response to the previous submission (HGY/2013/00061) where they stated that “space standards are generous and units benefit from large balconies (paragraph 32).

- 8.47 In addition to the adaptability of the units, 18 of the ground floor units have been designed to be adaptable to accommodate wheel chair users. Layouts have been designed taking into account the Mayor’s Best Practice Guidance (2007), with a shower room included that can accommodate a bath with a transfer platform.
- 8.48 The buildings are designed to Level 4 of the Code for Sustainable Homes, though there is aspiration for the co-housing to meet passivhaus accreditation. The Energy Statement indicates that there will be a 39% CO2 improvement on Part L1A 2010 for new dwellings. This would be achieved by 5-10% improvement on new build fabrics, a 30% saving from a combined heat and power supply (a single site heating network) and a contribution of 2% from photovoltaic panels (100 sq.m. of panels). This is very close to the energy target of 40% carbon savings set out in Policy 5.2 of the London Plan. Given the constraints of the site, as part is refurbishment of buildings, this is acceptable.
- 8.49 With regard to adaption to climate change, the GLA’s previous response recognised the contribution of passive measures. The GLA had recommended that this is achieved through conditions in relation to green and brown roofs (Policy 5.11 of the London Plan) and for the maximum water target (Policy 5.15 of the London Plan).

Residential Amenity

- 8.50 Concerns in relation to overlooking and loss of privacy have been raised both in relation to the proposed dwellings backing on to Muswell Hill Road and those abutting Grand Avenue. The site does benefit to some degree in a drop in levels from both roads, together with a change in levels within the site, this has allowed the architects to design a scheme that has additional height from within the site.
- 8.51 The Housing SPD states as a general rule that dwellings that are back to back should be a minimum of 20metres apart, with that height increasing by 10metres for each additional storey. The properties backing on to Grand Avenue all exceed this minimum standard of 30metres. Some residents in Grand Avenue have argued that their properties are effectively four storey, this is by virtue of having a basement – which becomes a garden floor – and a loft conversion. However, the original properties in Grand Avenue are two storey with pitched roof, and even with a garden floor could only be considered as three storey.
- 8.52 With regard to the semi-detached properties backing on to Muswell Hill Road, the distances are in excess of 30metres, and the buildings are effectively two storey from the rear with rooflights in the pitched roof. The extension to Norton Lees would be on a similar line to the existing 1929/30s extension. Distances from the back elevation of the properties in Muswell Hill to the side elevation of the extension would be 30metres. The extension is described as three storey, though a mezzanine floor is achieved in the ground floor flats. However, there is a considerable step down in level within the site to the ground floor (2.5metres), and the windows shown in the east elevation are all secondary. It is considered that

with the change in levels the SPD standards would be achieved and there would not be a significant overlooking issue.

8.53 Other concerns raised in relation to the impacts upon residential amenity include the length of the construction programme with the associated noise, disturbance and dust. The construction programme is a lengthy one, but controls through conditions (signing up to the Considerate Contractor scheme, using dust suppressants, controlling the hours of working, providing a delivery programme and a construction management programme). Other highways and transportation matters are dealt with in the next section.

8.54 In relation to trees on the site and its boundaries, comments from the Council's arboriculturist confirm that he visited the site, a tree survey has been carried out and that works in relation to removal of trees and tree protection have been agreed. The survey drawings indicate trees on the boundary with properties in Muswell Hill Road that are being retained. The distance of the new buildings from the trees and the protection measures, together with the additional planting proposed are considered acceptable.

Transportation and Highways

8.55 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.

8.56 The Council's Highways and Transportation team have assessed the proposal and do not object subject to the imposition of planning conditions and certain mitigation measures to be secured through Section 106 agreements. These measures include:

- dedicating the development as 'car restricted development'
- a contribution towards the cost of a feasibility study for the implementation of a controlled parking zone
- provision and funding for car club spaces and for the first two years of residents membership
- a travel plan and site management parking plan
- contribution towards pedestrian and road safety improvements
- contribution towards bus stop accessibility measures

8.57 The Highways and Transportation team and TfL confirm that the parking accords with the GLA's standards, and that adequate measures could be achieved through conditions and obligations to limit the impact upon the surrounding area.

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

Archaeology

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

Planning Obligations and Contributions

- 8.60 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development.
- 8.61 The viability assessment considered the Council's policies in relation to planning obligations and the appropriateness in relation to the scale and nature of the development. £818,779 is proposed in financial contributions over and above Mayoral Community Infrastructure Levy. It has been agreed that the majority of this contribution will go towards Education leaving £147,315 for other matters.
- 8.62 The applicant will be required to provide 48 affordable housing units. 12 of the affordable units will be for general needs affordable housing (the registered provider to be agreed with the Council), with the Council agreeing the allocation mechanism. 36 of the units will be for households where at least one member of the household is of the specified age (aged 55 years or over) with a nominations cascade being agreed to ensure that the accommodation is suitably allocated.
- 8.63 The applicant will be required to agree the number of dwellings that are to be allocated as private residential accommodation for persons where at least one member of the household is of the specified age (aged 55 years or over).
- 8.64 Haringey Education has indicated that the schools in the area have no capacity and a contribution should be achieved through a Section 106 agreement. The education contribution represents the largest financial contribution and has taken on board the applicants proposed age criteria and the size and mix of units. With 19% of the units being co-housing for over 55s, a target of 70% of over 55s accommodation across the development, and 33% of units being family sized accommodation (three of four bedroom units), a contribution of **£671, 464.35** has been agreed reflecting 50% of the possible maximum child yield (for an unrestrained development) is proposed (note: for over 55 accommodation most London boroughs do not seek education contributions as the child yield is considered to be very low).
- 8.65 The applicant will be required to use its best endeavours to meet the requirements of the Construction Web Targeted Recruitment and Training Initiative and the requirements of a Work Placement Co-ordinator (WPC) as identified by the Council. This will include the following:
- not less than 20 percent of onsite workforce employed during the construction of the proposed development comprise of 'local residents'.
 - where reasonably practicable not less than 10 percent of the on site 'local' workforce employed during the construction will comprise of trainees. A contribution of **£31,465** has been agreed for local employment and training. The applicant has agreed to a review mechanism to capture any additional value if increased sales values are achieved and any additional profit will be split 70/30 in favour of the applicant, after the agreed 20% profit has been reached, up to the Haringey SPG compliant contribution of £146, 250.
- 8.66 The applicant will be required to ensure that access for the general public is permitted through the site, via the thoroughfare between Woodside Avenue and

Grand Avenue, and to the gardens and communal open spaces within the development.

- 8.67 The applicant will be required to ensure that the tennis court on the south side of Woodside Avenue will be available for use by the general public with a reasonable charging programme/availability to be agreed.
- 8.68 The development will be dedicated as a 'Car Capped Development' and as such the residents will only have access to the parking spaces that have been provided on site. No residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.
- 8.69 A residential Travel Plan shall be secured, the following measures must be included in order to maximise the use of public transport.
- a. Appoints a travel plan co-ordinator for the development to work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.
 - b. Provision of welcome residential induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents, travel pack to be approved by the Councils transportation planning team.
 - c. Establishment or operation of a car club scheme, which includes at least 3 cars. The developer must offer free membership to all residents of the development for the first year, and £50 (fifty pounds) car club credit for each unit (equivalent to **£8,050**).
 - d. The developer is required to pay a sum of, **£3,000** for monitoring of the travel plan.
 - e. A revised residential cycle parking layout must be submitted including disabled scooter parking with electric charging points, cycle parking usage / scooter usage must be monitored and adapted based on the demand. The applicant will be required to undertake any survey as part of the travel plan monitoring.
 - f. A site management parking plan, the plan must include, details on the allocation and management of on site car parking spaces in order to maximise use of public transport.
- 8.70 The applicant will be required to contribute by way of a S.278 agreement **£52,300** (fifty three thousand three hundred pounds only) for local for safety improvements, as per drawing (Option 1)
- 8.71 The applicant will be required to contribute by way of a S.106 agreement a sum of **£40,000** (forty thousand pounds) towards the feasibility, design and consultation relating to the implementation of a controlled parking zone in the area surrounding the site.
- 8.72 The applicant will be required to pay a sum of **£12,500** (twelve thousand five hundred pounds) for bus stop accessibility measures two bus stops on Muswell Hill Road (as requested by TfL).

- 8.73 The GLA's response to the previous application (HGY/2013/00061) indicated that the site needs to provide for formal children's play areas, and the site is within an area of deficiency in terms of small equipped play areas in the Councils Open Space and Recreational Standards SPD. Whilst the site is not within an area of open space deficiency, there are other recreational deficiencies and the applicant has recognised this in their Landscape Design And Access Statement. Provision is made for 'doorstep playable space' and 'local playable space' within the site, together with the provision of the tennis court on the south side of Woodside Avenue, available for public use.
- 8.74 In total the proposal provides for 1,238sqm of communal open space; 1,349sqm of dedicated play space whilst each unit includes either a balcony or terrace and/or private rear gardens. The applicants have indicated that the development will also allow for the general public to continue to use the site as a thoroughfare with access to the existing garden area within the centre of the site (which is currently fenced off to general public access). Therefore it is considered that a contribution is not required in relation to recreational provision. These details are secured both by way of planning conditions and the Section 106 agreement.
- 8.75 The health care facility that was formerly on the site did not provide for the local population, and so was not meeting a specific need for the population of Haringey. The facility was declared surplus, with new/improved facilities being provided elsewhere to meet the local needs of the population that the NHS Trust provides for. Whilst additional facilities may be sought in association with this development, or finances towards existing services, the whole must be considered against the viability of the scheme, and the sums that can be sought for Section 106 contributions are finite and constrained by the viability and specific health care projects have not been identified in this location.
- 8.76 With regard to community facilities although a contribution is not sought for viability reasons, it is worth noting that the co-housing element of the scheme does provide some communal facilities and activities for the residents. Contributions are being sought in relation to local improvements for pedestrians and cyclists.

9.0 SUMMARY AND CONCLUSIONS

- 9.1 There are two applications, the first an application for planning permission and the second an application for Listed Building Consent, since the proposals involve the demolition of buildings within the curtilage of a listed building and alterations to a listed building.
- 9.2 The application proposes the demolition of a number of buildings within the St Lukes Woodside Hospital site, the conversion of the heritage buildings fronting Woodside Avenue to provide 25 apartments and the erection of eight apartment blocks (comprising 110 flats) and 21 houses with 5 apartments on the end of a terrace. In total there would be 161 residential units, with 48 of these being affordable housing (12 general needs and 36 for over 55s), a further 30 units within the development would be co-housing properties.
- 9.3 The current scheme responds to the reasons for refusal in relation to the previous application (HGY/2013/0061) which was refused planning permission in July 2013.

That scheme initially provided 15% general needs affordable housing, though officers and their external viability consultants disagreed with the viability assessment, considering that the scheme could support a greater degree of general needs affordable housing. Prior to the determination of the application the scheme was varied to provide 32% over 55s affordable housing, though the variation made no provision for general needs affordable accommodation and no viability assessment was provided to support the changes.

- 9.4 With regard to the current application, the Council's appointed viability consultants have reviewed the viability assessment, including the build cost assumptions, the sales values, benchmark land value and also the various Section 106 contributions (including affordable housing). Whilst the applicant's agents consider the scheme to be unviable as it does not achieve the applicant's target profit on cost, the Council's external consultants confirm that the scheme is viable and provides a reasonable level of profit for the applicant.
- 9.5 The design, layout and appearance of the scheme is considered to be acceptable both in terms of the impact upon heritage assets (the conservation area, locally listed and listed buildings) and also in relation to the impact upon the amenities of adjoining occupiers.
- 9.6 The Council has consulted widely and responses were taken into account by officers.
- 9.7 The proposal is considered to be in accordance with policies both within the London Plan and within the Haringey Local Plan and Unitary Development Plan, and planning permission should therefore be granted.

10.0 RECOMMENDATIONS

GRANT PERMISSION subject to referral to the Mayor of London and subject to conditions and to a Section 106 Legal Agreement for application HGY/2013/2379 and GRANT LISTED BUILDING CONSENT for application HGY/2013/2380.

Applicant's drawing No.(s) PL001, PL002RevD, PL004, PL020RevC, PL021RevD, PL022RevD, PL023RevD, PL024RevC, PL025RevC, PL050RevB, PL051RevB, PL052RevB, PL054RevB, PL055RevB, PL070RevB, PL071RevA, PL072RevA, PL073RevA, PL074RevA, PL075RevA, PL076RevA, PL090RevB, PL100RevB, PL101RevB, PL102RevB, PL103RevB, PL104RevB, PL105RevB, PL106RevD, and PL107RevC, PL108RevC

Subject to the following conditions for application HGY/2013/2379:

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 Section 91 of the Town & Country Planning Act 1990 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 avoid doubt and in the interests of good planning.

Construction Controls - management of dust

3. No development shall take place until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved in writing by the Local Planning Authority. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be provided to the Local Planning Authority prior to any works being carried out on the site. The development shall then be carried out in accordance with the details approved by the Local Planning Authority.

Reason: To ensure that the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties.

Construction Controls - Remediation

4. No excavation shall take place until a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and taking into account the remediation recommendations set out in the Desk Study and Ground Investigation Report prepared by Conisbee (November 2012), has been submitted to, and approved in writing by, the Local Planning Authority.

The remediation works shall then be carried out in accordance with the Method

Statement approved by the Local Planning Authority.

Upon completion of remediation, 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. Once approved by the Local Planning Authority the planning condition can be discharged.

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

Construction Controls - Construction Management Plan

5. No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) has been submitted to, and approved in writing by the Local Planning Authority. The approved CMP shall be adhered to throughout the construction period. The CMP shall provide for:
 - i. The parking of vehicles of site operatives and visitors
 - ii. Loading and unloading of plant and materials
 - iii. Storage of plant and materials used in construction and development
 - iv. Routes for construction traffic (including temporary traffic restrictions)
 - v. Measures, controls and sanctions to minimise disruption to vehicular and pedestrian traffic on Woodside Avenue and Muswell Hill Road
 - vi. Details to ensure that construction vehicle movements are carefully planned and co-ordinated to avoid the AM and PM peak hours and school drop off and pick up periods
 - vii. Hours of operation
 - viii. Method of prevention of mud being carried onto the highway (including wheel washing and road sweeping)
 - ix. Measures to control the emissions of dust and dirt during construction
 - x. The erection and maintenance of security hoarding, including any decorative displays and facilities for public viewing in appropriate locations, and
 - xi. A scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network and in the interests of the safe operation of the highway.

Construction Controls - Delivery and Servicing Plan

6. No development shall take place until a delivery and servicing plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority. The DSP shall be implemented in full.

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

Construction Controls - Hours

7. The construction works of the development hereby granted shall not be carried out before 0800 hours or after 1800 hours Monday to Friday or before 0800 hours or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays.

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

Construction Controls - Piling

8. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, measures to restrict disturbance, timing and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

Listed Building

9. In relation to the Listed Building all existing internal decoration features, including plaster work, ironwork, fireplaces, doors, windows, staircases, staircase balustrade and other woodwork, shall remain undisturbed in their existing position, and shall be fully protected during the course of works on site unless expressly specified in the approved drawings.

Reason: In order that the special architectural and historic interest of this Listed Building is safeguarded

10. In relation to the Listed Building all new external and internal works and finishes, and any works of making good, shall match the existing original fabric in respect of using materials of a matching form, composition and consistency, detailed execution and finished appearance, except where indicated otherwise on the drawings hereby approved.

Reason: In order that the special architectural and historic interest of this Listed Building is safeguarded

11. No development (including demolition) shall take place until a scheme for the re-use of sections of the covered walkway (including the roof) have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include detailed plans showing the re-use of at least 10 sections of the covered walkway for a variety of purposes (including covered seating areas, covered refuse recycling areas, covered bicycle storage areas, pergolas) and in various locations within the development, together with details of how the walkways will be dismantled and safely stored during the development and subsequently reassembled. The scheme shall be implemented prior to occupation of the development and thereafter permanently retained.

Reason: In order to ensure that the historic design and fabric of the walkways is sufficiently recognised and reused within the development and safeguard the historic character of this element of the Listed Building.

12. There shall be no increase in the depth of the basement light wells on the Listed Buildings, nor shall they be extended to form patios/external amenity areas.

Reason: In order to protect the architectural integrity of this Listed Building.

Archaeology

13. A) No development shall take place until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has first been submitted to and approved by the Local Planning Authority.
- B) No development (including demolition) shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).
- C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in the NPPF.

Materials - samples

14. No development shall take place until samples of all materials to be used for all external finishes of buildings (including bricks, tiles, renders, pointing, fenestration, balconies, hardwood slatted screens, rainwater goods) areas of hard landscaping and boundary walls/fences have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details before the buildings are occupied.

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.

Materials - slatted screens

15. The hardwood slatted screens shown on block WB1 facing Simmons House and also on block WB3 facing TreeHouse school shall be constructed prior to occupation of the development and thereafter permanently retained.

Reason: In order to protect the amenities of adjoining occupiers.

Refuse/waste/recycling

16. 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.

Sustainability - boilers

17. Prior to installation details of the boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by UDP Policy ENV7 and The London Plan Policy 7.14.

Sustainability - combustion plant

18. Prior to commencement of the development, evidence must be submitted to show that the combustion plant to be installed meets an emissions standard of 40mg/kWh. Where any installations e.g. Combined Heat and Power combustion plant does not meet this emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation emissions certificates will need to be provided.

Reason: To Comply with Policy 5.6 of the London Plan

Sustainability - photovoltaic panels

19. No development shall take place until details of the photovoltaic panels (including their position, layout, appearance, angle, performance and appropriate screening) proposed for the roofs of various blocks in the Energy Strategy (EB1, EB2, EB4 and EB5) have been submitted to and approved in writing by the local planning authority. The panels should cover 100 sq.m. and meet the carbon reduction saving as set out in the approved energy statement. The photovoltaic panels as approved shall be installed as approved and thereafter permanently retained.

Reason: To Comply with Policy 5.7 of the London Plan

Sustainability - lifetime homes

20. All the residential units in the development hereby approved shall be designed to Lifetime Homes Standard.

Reason: To ensure that the proposed development meets the Council's standards in relation to the provision of Lifetime Homes.

Sustainability - wheelchair accessible

21. At least sixteen of the units within the development hereby approved shall be wheelchair accessible or easily adaptable for wheelchair use. The applicant shall demonstrate on a typical layout plan submitted to and approved by the local planning authority, prior to the occupation of the development, how 10% of new housing is wheelchair accessible and meets the standards set out in Annex 2 Best Practice Guidance for Wheelchair Accessible Housing, of the GLA's Supplementary Planning Guidance "Housing".

Reason: To ensure that the proposed development meets the Council's standards for the provision of wheelchair accessible dwellings.

Sustainability - code for sustainable homes

22. The dwellings shall achieve Level 4 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been submitted to the Local Planning Authority certifying that Code Level 4 has been achieved and the Local Planning Authority has approved this in writing.

Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions

Ecology - bats

23. Prior to the occupation of the first residential unit, a scheme for the provision of artificial nest/roosting boxes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include some boxes that are to be incorporated into the design of the buildings and others that shall be attached to suitable trees within the site. The approved scheme shall be implemented in accordance with the approved plans and thereafter retained.

Reason: To support the provision of habitat on the adjacent railway corridor, in accordance with Haringey's Biodiversity Action Plan.

Ecology - green roofs

24. Prior to the commencement of superstructure works, full details of the extensive vegetated green roofs shall be submitted to and approved in writing by the Local Planning Authority. The green roofs submission must provide/comprise of the following information:

- a) biodiversity based with extensive/semi-intensive soils
- b) substrate which is commercial brick-based aggregate or equivalent with a varied substrate depth of 80 -150mm planted with 50% locally native herbs/wildflowers in addition to sedum.
- c) There should be a minimum of 10 species of medium ecological value and as listed in the Environment Agency's Green Roof Toolkit.
- d) include additional features such as areas of bare shingle, areas of sand for burrowing invertebrates
- e) a report from a suitably qualified ecologist specifying how the living roof has been developed for biodiversity with details of landscape features and a roof cross section.

The green roofs must be installed and rendered fully operational prior to the first occupation of the development and retained and maintained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Evidence that the green roofs have been installed in accordance with the details above should be submitted to and approved by the Local Planning Authority prior to first occupation.

Reason: To ensure the green roofs are suitably designed to enhance ecology/biodiversity.

Drainage - surface water supply

25. No development shall take place until impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the Local Planning Authority. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Detailed site plans shall be submitted to and approved in writing by the Local Planning Authority and the scheme shall be implemented in accordance with those approved details.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

Drainage - surface water drainage

26. Development shall not begin until a detailed surface water drainage scheme for the site, based on the agreed St Luke's Hospital Flood Risk Assessment and Sustainable Drainage Strategy (by Conisbee, Ref 120416/TG, Dated 11 November 2013, Rev 1.2) has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a restriction in run-off to 27.2 l/s and surface water storage on site as outlined in the FRA.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

External lighting

27. The development shall not commence until details of any external lighting proposed have been submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

Trees and landscaping - hard and soft landscaping

28. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme]. The soft landscaping scheme shall include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning 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 consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

Trees and landscaping - protective fencing

29. No development shall take place (including demolition) until details of protective fencing for all trees to be retained has been submitted to and approved in writing by the Local Planning Authority. The protective fencing / ground protection must be installed prior to commencement of development and retained until completion. It must be designed and installed as recommended in BS 5837: 2012 Trees in relation to design, demolition and construction. A pre-commencement site meeting must be organised not less than two weeks before commencement of works on the site involving all relevant parties (including Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees. The approved measures shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced areas there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time as may be specified in writing by the Local Planning Authority.

Reason: To protect the retained trees from damage during construction and in recognition of the contribution which the retained trees give and will continue to

give to the amenity of the area.

Trees and landscaping - landscaping management plan

30. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas (including play areas and ecological areas), other than small, privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority before occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: To ensure communal areas are maintained and managed in the interests of providing a high quality environment.

Play areas

31. No development shall take place until details of the proposed 'doorstep playable space' and 'local playable space' (including layout, play equipment and other furniture) within the development including details and specification for its future management shall be submitted to and approved by the Local Planning Authority. The approved equipment shall be installed prior to the occupation of the first residential unit and thereafter, shall be maintained for such purpose.

Reason: In the interests of providing a high quality residential environment and to ensure adequate facilities are provided for the benefit of future residents having regard to the Council' adopted amenity space standards.

Removal of permitted development - extensions

32. Notwithstanding the provisions of Classes A-E of the Town and Country Planning (General Permitted Development) Order 1995 or any amending Order, no buildings or extensions to buildings shall be erected to the houses, or within their curtilage's, hereby approved without the prior approval in writing of the Local Planning Authority.

Reason: in order to safeguard the appearance of the development and to preserve adequate levels of residential amenity.

Removal of permitted development - satellite dishes

33. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no satellite dishes shall be affixed to the external elevations of any of the blocks of flats.

Reason: In order to maintain the integrity of the design and the visual appearance of the development within the surrounding area.

Communal satellite

34. Details of a strategy for providing a communal satellite telecommunications system, for the benefit of all residents, shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with this approved strategy.

Reason: In order to maintain the integrity of the design and the visual appearance

of the development within the surrounding area.

Traffic and transportation - parking

35. The parking areas shall be laid out in accordance with the details shown on the approved plans and shall only be used for the parking of private motor vehicles and shall not be used for any other purpose.

Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.

Traffic and transportation - cycle parking

36. The development shall not commence until details of the siting, number and design of secure/covered cycle parking spaces (including disabled scooter parking) have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle and disabled scooter parking.

Reason: To ensure the provision of cycle parking and disabled scooter spaces in line with the Council's adopted standards.

Traffic and transportation - disabled parking

37. Prior to the occupation of the first residential unit a minimum of 13 disabled car parking spaces shall be provided on site in accordance with the approved plans, with provision made for up to an additional five disabled car parking spaces to be provided subject to demand by future disabled residents. The disabled car parking spaces shall thereafter be permanently retained.

Reason: In order to ensure well designed and adequate parking for disabled and mobility impaired.

Traffic and transportation - parking management plan

38. The development shall not commence until a Parking Management Plan, including the allocation of each parking space, the provision and use of the car club spaces, and any charging system for car parking, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details, which shall remain in effect thereafter.

Reason: To ensure the most effective use of the approved parking to minimise the impact to on street parking in the area.

Traffic and transportation - electric vehicle charging

39. Details regarding the provision of on site electric vehicle charging points at a ratio of 1 electric vehicle charging point per 5 car parking spaces shall be submitted to approved in writing by the Local Planning Authority. In addition provision should also be made for a further 20% of the parking spaces to be available for electric parking points. The electric charging points shall be installed prior to the occupation of the units and thereafter retained.

Reason: In the interests of the sustainability of the development and to accord with the London Plan (2011).

Informatives:

- a) Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.
- b) The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.
- c) Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water.

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Water - 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.

Piling - The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- d) Archaeology - The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.
- e) The applicant is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £518,630 (£35 x 14,818sqm). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.
- f) 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.

Listed Building Consent/Conservation Area Consent

Subject to the following conditions for application HGY/2013/2380:

Time limit for commencement of development

1. The works hereby permitted shall begin before the expiration of three years from the date of this consent.

Reason: As required by Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Conservation area demolition

2. The works of demolition hereby authorised shall not be carried out before a contract for the carrying out of the works of redevelopment of the site, in accordance with planning permission HGY/2013/2379, has been made.

Reason: In the interests of protecting the character and appearance of the conservation area and ensuring an appropriate redevelopment of the site comes forward.

11.0 APPENDICES

APPENDIX 11A External Consultation Responses

EXTERNAL			
	Consultee	Comment	Response
1	London Fire and Emergency Planning Authority	It is difficult to scale travel distance from electronic plan copies but fire brigade access should be provided to within 45m of all parts within dwellings. If this cannot be achieved consideration should be given to installation of dry rising mains or domestic sprinkler systems which the brigade should be further consulted.	Noted. The applicant has confirmed that access to within 45m cannot be achieved for WB3 and WB1. WB1 will be fitted with dry risers to address this and WB3 will be fitted with a sprinkler system or a dry riser to address this.
2	Crime Prevention Officer	No representations received to this application. However, the following observations were made to previous application: Private and semi-private spaces need to be clearly defined to create defensible space, good lighting will need to be provided without causing light pollution and the new homes should be built to Secured by Design standards. (HGY/2013/0061)	Noted and informative included.
3	LBBarnet	No representations received to this application. However, they had no objection to previous application (HGY/2013/0061)	Noted.
4	Natural England	“Natural England has previously commented on this proposal and made comments to the authority in our letter dated 09 July 2013. The advice provided in our previous response applies equally	Noted and planning condition proposed (condition 23).

		<p>to this amendment although we made no objection to the original proposal.</p> <p>The proposed amendments to the original application relate largely to design, and are unlikely to have significantly different impacts on the natural environment than the original proposal.”</p> <p>Their previous advice was that they had “No objection subject to the imposition of conditions (bat mitigation).” (HGY/2013/0061)</p>	
5	Transport for London	<p>The site is bounded by Treehouse School to the west, the B550 Muswell Hill Road to the east, Woodside Avenue to the south and Grand Avenue to the north. All these are roads for which the London Borough of Haringey is the highway authority. The A1 Archway Road, located 1km to the south of the site, is the nearest part of the Transport for London Road Network (TLRN).</p> <p>The nearest rail or underground station to the site is East Finchley underground station, approximately 1.2km to the west of the site and served by the Northern line. Two bus services operate along Muswell Hill Road adjacent to the site, Route 43 between Halliwick Park and London Bridge and Route 134 between North Finchley and Tottenham Court Road. A further two services, the 102 (Edmonton Green – Brent Cross) and the 234 (High Barnet – Highgate Wood) are also accessible from Muswell Hill Road and Fortis Green Road, approximately 275m to the north-east of the site. As such, the site has a poor Public Transport Accessibility Level (PTAL) of 2, on a scale from 1 to 6 where 6 is excellent.</p> <p>133 car parking spaces are proposed equating to a provision of 0.83 spaces per unit. Given the nature of the development, its location and associated public transport accessibility, this</p>	Noted (Transport comments picked up in 8.55-8.58) with planning conditions and Section 106 agreement proposed.

		<p>provision seems appropriate and in line with London Plan policy 6.13 Parking. TfL also welcomes the applicant's commitment to provide a car club bay at surface level, with potential for a second space to be accommodated within the basement dependent on demand. This should be secured by way of condition.</p> <p>13 of the above spaces are proposed to be designated for blue badge use, all of which would be at surface level. While this is welcomed, the applicant should however note that the Housing SPG recommends one space for each wheelchair accessible unit, and confirmation that this standard can be met should therefore be provided. The applicant will also need to confirm the number of Electric Vehicle Charging Points (EVCPs) proposed, and it is expected that this will be in accordance with London Plan standards.</p> <p>The applicant has carried out an assessment of the pedestrian environment around the site in the latest revision to the Transport Assessment, which is welcomed. It appears that with the exception of the site access, which will be rebuilt as part of the proposals, the footways around the site are generally in good condition. However, it has highlighted that the bus stop closest to the site on Muswell Hill Road provides no bus shelter or seating. TfL would therefore encourage Haringey Council to secure £12.5k within the s106 towards bus stop upgrades to improve access to public transport, particularly for the mobility impaired and in line London Plan policy 6.7 Better Streets and Surface Transport.</p> <p>Cycle parking is proposed slightly below the minimum London Plan standards, at 200. However, given the nature of the development and the provision of secure parking for mobility</p>	
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		<p>scooters, in this specific case TfL considers this level of parking to be acceptable.</p> <p>A Travel Plan has been submitted with the application and should be secured as part of the Section 106 agreement for the site. The Travel Plan has passed an assessment using the ATTrBuTE tool, and the measures included within it, such as funding a year's membership of a car club for residents of the development, are all welcomed.</p> <p>As well as the Travel Plan, measures to minimise the impact of construction should be dealt through a Construction Logistics Plan (CLP), to be secured by an appropriate condition on any consent. This is required in order to comply with London Plan policy 6.3 (C).</p> <p>The Mayor of London introduced his Community Infrastructure Levy (CIL) on 1 April 2012. Most development that receives planning permission after this date will be liable to pay this CIL. The proposed development is in the London Borough of Haringey, where the charging rate is £35 per square metre of floorspace. Further details can be found at http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy.</p> <p>To summarise, whilst TfL has no objections to the principle of the redevelopment, issues regarding EVCPs and blue badge parking need to be resolved, a Travel Plan secured as part of a legal agreement, and a CLP secured by condition before the development can be considered in accordance with the transport policies of the London Plan.</p>	
6	Environment Agency	We have no objection to the application as submitted, subject to the inclusion of a condition, detailed under the heading below, to any subsequent planning permission granted.	Noted and planning condition proposed (condition 26).

		<p>Without the inclusion of this condition we consider the development to pose an unacceptable risk to the environment.</p> <p>Condition Development shall not begin until a detailed drainage scheme for the site, based on the agreed St Luke's Hospital Flood Risk Assessment and Sustainable Drainage Strategy (by Conisbee, Ref 120416/TG, Dated 11 November 2013, Rev 1.2) has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a restriction in run-off to 27.2 l/s and surface water storage on site as outlined in the FRA.</p> <p>Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.</p>	
7	North London Waste Authority	No representations received to this application.	
8	GLA	<p>Due to the timing of the referral and the committee meeting the GLA has agreed to provide a combined Stage 1 and 2 response after committee.</p> <p>The GLA's response to the previous application set out the following:</p> <ul style="list-style-type: none"> • Principle of development: The principle of redevelopment and replacement of surplus healthcare facilities for residential development is consistent with the Local Plan and the objectives of the London Plan. • Affordable housing quantum, mix and density: The housing offer remains to be agreed and is subject to 	Noted and formal response awaited. Conditions and Section 106 Agreement proposed.

		<p>further viability testing. The previous offer (51 over 55's affordable housing units) was submitted without the support of viability information, but allowed for cross subsidy reflecting Hanover's status as a specialist delivery charity in this type of housing. It is disappointing that an agreement between the Council and the applicant has not been reached on this matter. A stand alone approach to over 55's accommodation or a mix of both general needs and over 55's accommodation would be supported in terms of the objectives in policy 3.5 of the London Plan. It must however be clearly demonstrated that the viability of either option is robust.</p> <ul style="list-style-type: none"> • Urban design: the design approach is generally supported subject to a robust strategy for play space being secured by condition. The general layout is well considered and provides a careful integration of new buildings into the surrounding urban environment. Key urban design principles appear to be well established, such as the backs of new buildings facing the backs of the existing units that surround the site; good use of natural surveillance and defensible space. This creates a fairly traditional layout of units and blocks. • Access: The proposal has been designed to a high standard in terms of accessibility. 100% lifetime homes, 10% wheelchair accessible, should be secured through condition. • Climate change mitigation: High standards of building fabric and modelling are indicated with the Co-housing community aspiring to meet passivhaus accreditation. All dwellings will be connected to a single site heat 	
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		<p>network, served by a combined heat and power plant (projected to save 30% of regulated CO2 emissions). Photovoltaic panels add a further 2% saving, and the proposals exceed the 25% target in Policy 5.2 for savings in regulated CO2 emissions beyond 2012 Building Regulations baseline.</p> <p>The energy strategy is broadly supported subject to suitable conditions.</p> <ul style="list-style-type: none"> • Climate change adaptation: Use of multi-aspect apartments is maximised in order to reduce the potential for overheating. Green and brown roofs should be secured by condition, consistent with policy 5.11. <p>Broadly acceptable subject to conditions set out in this report.</p> <ul style="list-style-type: none"> • Biodiversity: The applicant provided a full ecological report and Natural England raised no objection subject to conditions relating to bat mitigation, which any subsequent scheme would need to have regard to. • Transport: A number of transport matters were raised in the consultation stage, including the number of Blue Badge bays to be increased (to be secured through a car park management plan as part of any legal agreement), car club vehicles, contribution towards a CPZ, bus stop accessibility and cycle and walking enhancements. <p>Given that the applications are substantially the same and the GLA has indicated it is supportive of the new housing offer it is unlikely it will raise additional issues.</p>	
9	Corporation of London	Commented that they were unclear as to why they have been consulted	Noted.

10	Thames Water Utilities	<p>The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following condition be imposed:</p> <ol style="list-style-type: none"> 1. Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. <p>Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.</p> <ol style="list-style-type: none"> 2. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. <p>Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to</p>	Noted and planning conditions proposed (conditions 8 and 25).
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		discuss the details of the piling method statement.	
		Supplementary Comments Please note that all previous responses are still valid.	
11	English Heritage (Historic Buildings)	Expressed no views on the merits of this scheme, rather noting that “the application should be determined in accordance with national and local policy guidance, and on the basis of specialist conservation advice.” However, on the previous application, following the revisions to delete the front extension to Norton Leys English Heritage did comment and stated that they no longer have any concerns relating to the proposals stating that: “The revised scheme now omits the proposed development in front of the principal elevation of 'Norton Lees', one of the heritage assets to be retained as part of the wider redevelopment of this site. English Heritage is pleased to see these revisions which we consider will make a significant improvement to the local impact of these proposals. This addresses our concerns and we have no further comments to offer on this application.”	Noted with paragraphs 8.8 to 8.18 dealing with heritage buildings.
	English Heritage (Archaeology)	No objection subject to the imposition of conditions (archaeological investigation and mitigation).	
12	GLA Archaeological Services	No comments received.	
13	Sport England	Did not wish to comment on the application.	Noted.
14	Design Council	No comments received.	
15	Highgate Society	While the Highgate Society has no comments on the development itself beyond those which will be made by local residents, we have in the past, at the public meetings held to discuss the proposals, and in our submission in respect of the previous application, HGY/2013/0061, raised the issue of the high archaeological potential of the site, and have emphasised	Noted and planning condition proposed (condition 13).

		<p>the importance of securing an adequate archaeological condition to secure (a) sufficient on-site assessment of the site's potential and (b) in the event of positive results from that assessment, an adequate period for sufficient recording of those remains before their destruction in any development.</p> <p>The site lies in an important location at the north-west corner of the Hunting Park owned by the Mediaeval Bishops of London. Such an establishment would have been intensively managed and staffed for several hundred years. We are therefore writing to request that, if it is proposed to grant permission for the scheme, any such permission should be accompanied by a condition requiring an adequate on-site archaeological programme to assess the archaeological potential of the site, followed, if archaeological evidence is found, by an adequate programme to record any such remains before their destruction in development.</p> <p>We believe that this is the last large site of its kind in the area which will be available for any such work, which makes it all the more important that archaeology be a part of the programme. In support of our request, we attach a map showing archaeological finds in the area (with the St. Luke's site marked in red at the top right hand corner), together with a key describing it. As you will see, there are number of known finds from the area, including a site only on the opposite side of Woodside Avenue, in Highgate Wood, where archaeological excavations revealed evidence of prehistoric occupation and the only Roman pottery factory so far excavated in Greater London. We would point out that not all of these finds are on the official Historic Monuments Record for the area, and that this indicates that a simple desktop study alone would therefore be inadequate.</p>	
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16	Muswell Hill & Fortis Green Residents Association	<p>No representations received to this application.</p> <p>However, they made the following representation in relation to the previous application (HGY/2013/0061)</p> <ul style="list-style-type: none"> • high density leads to cramped form of development with rear gardens to the northern terrace being inadequate • parking is inadequate and will lead to an overspill onto surrounding streets (the basement car park needs to be attractive to encourage use) • materials will need to be of a high quality • S106 contributions will need to be sought in relation to schools, GP surgeries, buses, both in relation to this development and areas where residents are moving from to downsize. 	<p>Noted with density covered in paragraphs 8.19 to 8.29, parking covered in 8.55 to 8.58 (and in the Transport Sections response in Appendix 11B), materials covered in paragraphs 8.39 to 8.45 and condition 14, and S106 contributions covered in paragraphs 8.60 to 8.68 and the proposed Section 106 Heads of Terms.</p>
17	Friends of the Parkland Walk	<p>No representations received to this application.</p>	
18	Cranley Gardens Residents Association	<p>CGRA welcomes the development of much needed new housing in principle however objects to the lower than 1:1 level of parking. They object unless amendments which promote car-free living are incorporated. They suggest the following: Provide an E-bikes docking station as part of the Muswell Hill e-bike trial.</p> <p>Locate parking bays for commercial vehicles to make deliveries to the flats.</p> <p>Promote Car clubs etc. eg locate a cluster of car club spaces outside the perimeter of the site for commercial car clubs, and car spaces within the site which are ring-fenced for co-owned cars (ie private car clubs).</p> <p>Such measures could effectively reduce the impact of the new</p>	<p>Noted with parking/highways covered in 8.55 to 8.58 (and in the Transport Sections response in Appendix 11B), and conditions proposed in relation to recommendations.</p>

		<p>housing scheme on parking pressure in Cranley Gardens.</p> <p>Conditions to avoid HGVs being a hazard and nuisance in Cranley Gardens</p> <p>In an effort to lessen the impact of the construction phase on safety and sustainability Haringey Council are requested to constrain the developers by imposing conditions that:</p> <ol style="list-style-type: none"> 1. Require the main contractors for the development to be registered with the Considerate Constructors' scheme. 2. Require a centralised logistics service for regularising and reducing the volume of HGV deliveries. 3. Require a sound construction management plan including restricting deliveries and collections to say between 10am and 3pm to avoid the school start and finish, the rush hours, and the times when the municipal waste collection vehicles are servicing the local streets. <p>We request that ideally no construction vehicles use Cranley Gardens at all, as both Muswell Hill Road and Woodside Avenue are considerably wider than Cranley Gardens. Cranley Gardens has parking on both sides and the road space is not wide enough for HGVs in two directions. If, for some reason, HGVs cannot be prevented from using Cranley Gardens as a route, then please consider restricting HGVs to one way only by imposing a method statement condition.</p>	
19	Friends of the Earth	No representations received to this application.	
20	Fortis Green Community	No representations received to this application.	

	Allotment Trust		
21	Muswell Hill/Fortis Green/Rockfield CAAC	<p>No representations received to this application.</p> <p>However, they made the following representation in relation to the previous application (HGY/2013/0061)</p> <ul style="list-style-type: none"> • the density appears to be at the top end of the range and is within a poor PTAL area • the proposals represent a cramped form of development especially where older people are living together, whilst the garden sizes of the northern properties is also small • the design is bland and needs to be more imaginative • materials will need to be of a high quality • insufficient parking and so is likely to result in overspill to the detriment of the conservation area 	Noted with density covered in paragraphs 8.19 to 8.29, layout, design and materials covered in paragraphs 8.39 to 8.45 and transport/parking covered in 8.55 to 8.58.
22	Lynne Featherstone MP	<p>No representations received to this application.</p> <p>However, the following representation was made in relation to the previous application (HGY/2013/0061)</p> <p>Commented on behalf of a constituent, noting that there is immense pressure on local schools in the area.</p>	Noted.

APPENDIX 11B Internal Consultation Responses

No	Stakeholder	Questions/Comments	Responses
INTERNAL			
	Consultee	Comment	Response
1	Education	<p>Education will press to ensure that the contribution towards the provision of school places is not reduced in order to ensure viability of the proposal.</p> <p>Just to underline there is a very low surplus of reception places locally and we have already planned to provide 30 additional places at St James' Primary to meet identified demand for September 2014. In addition we are looking at longer term plans to provide additional primary places in the borough, including in the west, to meet identified unmet future demand.</p> <p>The increased affordable provision as part of this scheme is likely to result in a higher child yield and we would expect the maximum educational contribution to contribute (not meet) provision to meet this demand.</p>	Section 106 agreement to secure contribution for education (referred to in paragraph 8.62)
2	Policy	No observations	
3	Housing Renewal	No observations	
4	Arboricultural	<p>Comments as per previous application (HGY/2013/0061) namely:</p> <p>I attended a site visit on 3rd May 2012 where we discussed the trees in detail. The attached email includes the minutes and resulting tree strategy showing which trees were to be retained and removed. Those identified and agreed for removal were either in a poor condition or of low quality and value and therefore should not be a constraint to development. I have looked at the new landscape proposal and it shows a high volume of new trees which will more than mitigate the loss of</p>	Referred to in paragraph 8.54 and secured through conditions.

		<p>those trees to be removed. Therefore I have no objections to the current application.</p> <p>The Arboricultural Impact Assessment includes all the necessary information on tree protection measures, including a Tree Protection Plan on page 20.</p> <p>When drafting planning conditions, they must include reference to the following;</p> <ol style="list-style-type: none"> 1. A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees. 2. Robust protective fencing / ground protection must be installed prior to commencement of construction activities on site and retained until completion. It must be designed and installed as recommended in BS 5837: 2012 Trees in relation to design, demolition and construction. 3. The protective measures must be inspected by the Council Arboriculturist, prior to any works commencing on site and remain in place until works are complete. 4. The protective measures must be made to ensure the protection of trees to be retained and also that new trees succeed in becoming independent in the landscape. 5. An aftercare programme (minimum of 3 years) must be in place for all new trees / shrubs, to include inspection, irrigation and replacement of any failures. 	
5	Contaminated Land and Pollution	<p><u>Contaminated Land</u></p> <p>The desk study and ground investigation report has been reviewed. The report identifies that the levels of benzo(a)pyrene and a hotspot of Lead exceed the screening values for</p>	Noted and remediation secured with condition 4, boilers through condition 17, combustion plant through

		<p>residential with home grown produce end and so pose a potentially unacceptable use risk to human health through the ingestion and inhalation of dust and vapour.</p> <p>The report recommends the following remediation;</p> <ul style="list-style-type: none"> • Areas of soft landscaping and private garden areas to have 600mm of clean cover topsoil. In addition to this all imported clean cover topsoil shall be tested to confirm they are suitable for use and conform to BS 3882:2007. • Buried plastic services are likely to require protection from the hydrocarbon contaminants identified. Service providers should be consulted to determine whether service protection measures are required. <p>I recommend the following condition with respect to contaminated land:</p> <ol style="list-style-type: none"> 1. A Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and taking into account the points above shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. <p>Upon completion of remediation to be submitted to the LPA that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. Once approved by the LPA the planning condition can be discharged.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety</p>	<p>condition 18, green roofs through condition 24, construction dust through condition 3 together with an informative.</p>
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		<p><u>Air Quality:</u> In order towards mitigation of air pollution, I recommend the following conditions;</p> <p>Combustion and Energy Plant:</p> <p>2. Prior to installation details of the boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p> <p>Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by UDP Policy ENV7 and The London Plan Policy 7.14.</p> <p>and;</p> <p>3. Prior to commencement of the development, evidence must be submitted to show that the combustion plant to be installed meets an emissions standard of 40mg/kWh. Where any installations e.g. Combined Heat and Power combustion plant does not meet this emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions. Following installation emissions certificates will need to be provided.</p> <p>Reason: To Comply with Policy 4 A.19 of the London Plan</p>	
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		<p style="text-align: center;">Green Roofs</p> <p>4. Full details of an extensive green roofs shall be submitted to and approved in writing by the Local Planning Authority prior to any development works. The green roofs submission must provide/comprise of the following information:</p> <ul style="list-style-type: none"> a) biodiversity based with extensive/semi-intensive soils b) substrate which is commercial brick-based aggregate or equivalent with a varied substrate depth of 80 - 150mm planted with 50% locally native herbs/wildflowers in addition to sedum. c) There should be a minimum of 10 species of medium ecological value and as listed in the Environment Agency's Green Roof Toolkit. d) include additional features such as areas of bare shingle, areas of sand for burrowing invertebrates e) a report from a suitably qualified ecologist specifying how the living roof has been developed for biodiversity with details of landscape features and a roof cross section. <p>The green roofs must be installed and rendered fully operational prior to the first occupation of the development and retained and maintained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.</p> <p>Evidence that the green roofs have been installed in accordance with the details above should be submitted</p>	
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		<p>to and approved by the Local Planning Authority prior to first occupation.</p> <p>Control of Construction Dust:</p> <p>5. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.</p> <p>As an informative: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
6	Cleansing	No observations	
7	Housing Design and Major Projects	<p>Commented that they believe this represents an acceptable outcome by providing circa 30% affordable housing with a mix of older persons, general needs rented and intermediate accommodation.</p> <p>Within the Section 106 Housing will require details to be confirmed in relation to the following:</p> <p>1. Details of the Registered Provider managing the general</p>	Noted and clauses within Section 106 Agreement to address this.

		<p>needs stock.</p> <p>2. A nominations cascade to ensure that the older persons accommodation is appropriately allocated (downsizing opportunities to under occupying residents in the west of the borough first, process for allocation if not enough downsizers attracted).</p>	
8	Conservation and Design	<p>Comments as per previous application (HGY/2013/0061) namely:</p> <p>No objection to demolitions of non-designated buildings.</p> <p>No objection to the removal of the existing covered walkways, which adjoin the listed building and are therefore curtilage strictly on the basis of re-using sections of it (including roof) in a variety of places, e.g. several covered seating areas, covered refuse/recycling areas, covered bike areas, and other possibilities. It will also be essential to use at least ten such examples, to ensure that the re-use of the historic design and fabric of the walkways is sufficiently re-used in the new design. (Essential change/non-negotiable).</p> <p>For the statutory listed Administration Building, there must be no increase in the depth of the basement light wells, and these must not be extended to form patios/external amenity areas, in order to protect the architectural integrity of the listed buildings. The increased depth of light wells would be out of character and damaging to the listed building. In parallel, there should be no doors opening on the north elevation – the openings must remain as windows, as existing. (Essential change/non-negotiable).</p>	Noted and covered in paragraphs 8.8 to 8.18 with conditions proposed.
9	Building Control	<p>Comments as per previous application (HGY/2013/0061) namely:</p>	Noted

		The applicant will need to demonstrate compliance with Building Regs B5 (access and facilities for the fire service) in consultation with LFEPA	
10	Economic Regeneration	No observations	
11	LBH Transportation	<p>The proposed site is located on Woodside Avenue with Treehouse school to the west and Muswell Hill Road some 80metres the east of the site. To the north of the site is Grand Avenue, which can only be accessed via Fortis Green Road and Queens Avenue. The roads to the north of the site including Grand Avenue suffer from high parking pressures at all times of the day, the parking can only therefore be attributed to the residents in the area rather than commuters or shoppers. Woodside Avenue and Grand Avenue forms part of a critical pedestrian route for pedestrians, in particular school trips to and from the three local schools: Treehouse School, St James CE School and Tetherdown School. We will therefore, as part of the review of this application assesses the impacts of the proposed development on the pedestrian routes within the locality of the site. Woodside Avenue is mixed in nature with residential to the west of the site, this section of Woodside Avenue has been traffic calmed, however as you travel east towards the site there are no traffic calming measures and the nature of the street changes with this section of Woodside Avenue relatively heavily parked to the east of Holt Close. There is no apparent reason why this section of Woodside Avenue is so heavily parked considering that there were no residential properties on this section of Woodside Avenue, the only significant trip or parking generator would be from the local Schools, Cranwood House and the remaining Health activity on the application site (Simmons House).</p> <p>The closest bus stops to the site are located in Muswell Hill</p>	Noted and conditions together with Section 106 Agreement proposed to address these issues. Some of the contributions have been reduced from those set out in these comments following further discussions with the transport team and taking into account the priorities of the scheme.

		<p>Road and provides access to the 43 bus route, which runs between Halliwick Park and London Bridge and bus route 134 High Barnet to Highgate Wood. The site is also within walking distance of bus routes 102 and 234 on Fortis Green Road; two underground stations are within similar walking distance of the site, they are: East Finchley and Highgate Underground stations. However it is more likely that residents of the development would use Highgate Underground station as it has better bus connections, and a more direct walking route compared to East Finchley underground station. There are a number of existing and proposed cycle routes within close proximity of the site; these routes include Green Ways Link2 which links the site to Wood Green via Alexandra Palace station. There is a proposal to extend the Mayors Cycle Super Highway Link 12 which runs via the A1 to Muswell Hill via Muswell Hill Road; LCN+ Link 81 which runs between Alexandra Park station and Highgate Station and Green Ways Link 04 which from Muswell Hill Road to Wood Green.</p> <p>The exiting hospital site until recent years provided mental health care facilities to residents of Camden and Islington, the site has 60 plus on site car parking spaces. There are several vehicular access point to the site from Woodside Avenue and Grand Avenue, with servicing from Grand Avenue. The applicants transport planning consultants MLM consulting engineers have produced trip generation estimates for the existing site, which estimate that the existing site would generate some 40-60 vehicular movements during the peak hour.</p> <p>Proposed Development/ Traffic Generation The applicant is proposing to redevelop the existing site to provide a total of 161 residential units, which contains 26</p>	
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		<p>houses and 135 flats, 70% of the units are aimed at the over 50/55s. We have assessed the trips that are likely to be generated by the site based on similar sites from the TRAVL trip forecast database including: Kew Riverside Park TW9 4AD, Lee Conservancy Road E9 5HW, Osier Crescent N10 1QW and Yeats Close NW10. Based on these sites the proposed 161 residential units would generate a total of 183 in/out movements within the critical am peak hour. An estimated 71 in/out (16 in and 55 out) movements will be vehicular trips the remaining trips will be by made using sustainable modes of transport.</p> <p>A traffic survey was completed on the 11 July 2011 before the school holidays which started 22 July 2011. The result of the surveys concluded that during the am peak period there were some 1195 vehicles travelling along Muswell Hill Road heading south and 1015 vehicles travelling towards the north. Woodside Avenue had some 638 vehicles travelling in both directions in the am peak period.</p> <p>The largest percentage increase in vehicular trips will occur on Woodside Avenue East which will has 6.7% (43) additional movements in the critical am peak period. Although this is slightly higher than the percentage of vehicular trips which normally requires traffic modelling to be undertaken, the applicant has not discounted the trip rates based on the existing site use, which estimates that the site would have generated some 40-60 trips during the morning peak hour when it was in operation.</p> <p>We have considered that as this site will generate additional traffic on the highways network and there are three schools within the vicinity of the site, combined with the fact the</p>	
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		<p>applicants Transport Assessment has indentified that the 85% speed over a 24 hour period is between 28.3 and 30.1 MPH we will require the applicant to contribute by way of a S.106 agreement a sum to enhance traffic calming measures on Woodside Avenue. This will ensure that the trips generated by the site will not impact on the existing pedestrian environment.</p> <p>Parking</p> <p>The applicant has proposed the provision of 133 off-street parking spaces for the proposed 161 residential units, the spaces will be allocated as follows. The 13 houses will each have a garage in addition; forecourt parking is possible for each of the houses. 8 car parking spaces will be provided for Simmons House in the basement car park to replace the spaces that have been removed from the access road as part of the proposal; 20 visitor car parking spaces will be provided at surface level including 13 for disabled users; 25 spaces will be provided for affordable and shared ownership units; 67 car parking spaces are available for the remainder of the development and managed via a parking management plan. As the site is not located within the Muswell Hill restricted conversion area minimum parking standards do not apply. It is to be noted that the development will provide a higher level of parking than is normally permitted (0.82 spaces per unit) compared to development of a similar scale where we would have expected parking provision in the region of 0.4 to 0.55 spaces per unit. However this level of parking provision is considered acceptable given the high parking pressures on Grand Avenue and the eastern section on Woodside Avenue.</p> <p>We have also considered that given the public transport accessibility level of the site and the sites connectivity, that the levels of parking proposed is acceptable and is inline with</p>	
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		<p>London Plan Policy 6.1 and Haringey UDP Saved Policy M10. We will however require:</p> <ol style="list-style-type: none"> 1) The applicant to submit a Parking Management Plan, to ensure that the proposed parking provision is managed. 2) The applicant will be required to contribute by way of a S.106 agreement a sum of £40,000 (forty thousand pounds) towards investigating the design and feasibility of a controlled parking zone in the area surrounding the site. 3) The applicant will also be required to ensure that the development proposal provides electric charging points in accordance with the 2011 London Plan with 20% active and a further 20% passive provision. 4) The development proposal will have to be dedicated as a “Car Capped Development” (residents of the proposed development will not be able to apply for on street parking permits in any current or future controlled parking zone) and as such will only have access to the parking spaces that have been provided on site. 5) We will also require the applicant/Developer to provide 2 car club spaces on site and a minimum of 1 car must be provided upon occupation. The developer will be required to fund the first 2 years car club membership for all residents of the development and provide and driving credit of £50 for each unit upon occupation. The use of the car clubs must be monitored annually as part of the Travel Plan for a period of no less than 5 years. <p>The applicant has provided a total of 200 cycle parking spaces on site and a number of spaces for mobility scooters. The cycle parking is slightly below London Plan standard which requires 215 cycle parking spaces however given the nature of</p>	
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		<p>the development proposal we consider the cycle parking provision to be acceptable. We will require all mobility scooter spaces to have a charging point and the applicant must monitor the cycle parking as part of the annual travel plan monitoring.</p> <p>Design and layout</p> <p>The site has been designed with the main vehicular access/ egress on Woodside Avenue and pedestrian and cycle access only from Grand Avenue, the residual width of the shared carriageway is 4.1 metres wide and enables two cars to pass as recommended by Manual for Streets. The main car park is located in the basement to the front of the site as such there will be a limited level of traffic circulating the site. The applicant has provided an auto-track of refuse vehicles entering and leaving the site in forward gear. The auto-track indicates that large refuse vehicles will over run the buffer to the disabled parking area to the east of the site travelling towards the south; however this can be addressed during the detailed design of the site layout. One of the existing vehicular accesses onto Woodside Avenue will be closed to vehicles and converted to a pedestrian access which runs through the centre of the site into the central gardens. The site can be safely accessed by refuse and fire vehicles as per Drawing 614653/SK01; we have therefore considered that that the proposed layout is acceptable subject to detailed design including the addition of traffic calming measures.</p> <p>On reviewing this application the highways and transportation authority would not object to this application subject to the following conditions:</p> <ol style="list-style-type: none">1) A residential plan must be secured by the S.106	
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		<p>agreement, as part of the travel plans, the following measures must be included in order to maximise the use of public transport.</p> <ol style="list-style-type: none"> a. The applicant submits a Travel Plan for each aspect of the Development and appoints a travel plan co-ordinator for development and sheltered housing aspect of the development and must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually. b. Provision of welcome residential induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents, travel pack to be approved by the Councils transportation planning team. c. Establishment or operation of a car club scheme, which includes at least 3 cars. The developer must offer free membership to all residents of the development for at least the first 2 years, and £50 (fifty pounds) car club credit for each unit, evidence of which must be submitted to the Transportation planning team. d. The developer is required to pay a sum of, £3,000 (three thousand pounds) per travel plan for monitoring of the travel plans, this must be secured by S.106 agreement. e. A revised residential cycle parking layout must be submitted including disabled scooter parking with electric charging points, cycle parking usage / scooter usage must be monitored and adapted based on the demand. The applicant will be required to undertake any survey as part of the 	
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		<p>travel plan monitoring.</p> <p>f. A site management parking plan, the plan must include, details on the allocation and management of on site car parking spaces in order to maximise use of public transport.</p> <p>Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>2) The applicant enters into a S.106 agreement including provision that no residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.</p> <p>Reason: To mitigate the parking demand generated by this development proposal on the local highway network by constraining car ownership and subsequent trips generated by car, resulting in increased travel by sustainable modes of transport hence reducing the congestion on the highways network.</p> <p>3) The applicant will be required to contribute by way of a S.278 agreement £52,300 (fifty three thousand three hundred pounds only) for local for safety improvements, as per drawing (Option 1)</p> <p>Reason: To provide safer walking and cycling facilities in order to promote travel by sustainable modes of transport to and safety to and from the site.</p>	
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		<p>4) The applicant/ Developer will be required to contribute by way of a S.106 agreement as sum of £40,000 (fourth thousand pounds) towards the feasibility, design and consultation relating to the implementation of a controlled parking zone in the area surrounding the site.</p> <p>Reason: To facilitate travel by sustainable modes to and from the site.</p> <p>5) 5). The applicant/ Developer will be required to contribute by way of a S.106 agreement as sum of £20,000 (twenty thousand pounds) bus stop accessibility measures two bus stops on Muswell Hill Road.</p> <p>Reason: To facilitate travel by sustainable modes to and from the site.</p> <p>6) 6). The applicant will be required to contribute a some of £80,000 (eighty thousand pounds) towards cycling and walking improvement in the area surrounding the site, including improvements to the, and walking and cycling contribution towards walking and cycling routes in the area surrounding the site.</p> <p>Reason: To facilitate travel by sustainable modes to and from the site.</p> <p>7) 7). The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details</p>	
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		<p>on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Woodside Avenue, Muswell Hill Road and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.</p> <p>8) The applicant is also required to submit a service and delivery plan (DSP)</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation</p> <p>Informative The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489</p>	
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APPENDIX 11C Consultation Responses from Residents

RESIDENTS			
	Consultee	Comment	Response
1	5 letters of support	<p>The letters of support either state that they:</p> <ul style="list-style-type: none"> i. proposal represents a good use of the site which has been vacant for years ii. consider the focus on over 55s housing to be a good solution and useful for older people downsizing iii. support Hanover investing and retaining an interest in the site iv. the mix of tenures and dwelling types to be well thought through and basis for successful community v. parking to be appropriate for form of accommodation vi. acceptable subject to conditions such as: <ul style="list-style-type: none"> a) construction management plan (avoid school run, detail of piling, construction parking, demolition details) b) hoarding to boundary c) boundary landscaping 	Noted
2	1 letter neither support or objecting	Noting that the link was not working at one point	Noted
3	89 letters of objection	<p>The letters opposing the development cover the following areas:</p> <p>Principle</p> <ul style="list-style-type: none"> i. Virtually no change to previously refused scheme ii. Does not address concerns previously raised iii. More appropriate uses for the site iv. Seeking to get too much on the site as greed 	Paragraphs 8.3 to 8.7 address the principle of development.

		<p>Heritage</p> <ul style="list-style-type: none"> v. Does not preserve or enhance the conservation area vi. Adverse impact on setting of listed building vii. Design not in keeping with the conservation area (particularly the Edwardian buildings to the north) viii. Design not sympathetic to existing buildings and not enough buildings retained ix. Undermines Conservation Area Character Appraisal <p>Residential</p> <ul style="list-style-type: none"> x. Unacceptable number of units xi. Residential provision should be halved xii. Overdevelopment xiii. Excessive density xiv. Too many private sale units xv. Tenure for over 55s will not be enforced/controlled xvi. Height and size of buildings too great xvii. Northern terrace utilitarian in design xviii. Co-housing on boundary with Grand Avenue unsightly (solid, flat block) <p>Design</p> <ul style="list-style-type: none"> xix. Not in keeping with Edwardian style (should mimic) xx. Not in keeping with height (should be maximum of two storey like surrounding streets) xxi. Poor architecture xxii. Poor choice of materials xxiii. Uninspiring and unsightly xxiv. Requires a talented architect to create a more elegant and pleasing scheme xxv. Does not reflect pattern and rhythm of surrounding area 	<p>Paragraphs 8.8 to 8.18 address the heritage aspects.</p> <p>Scale and density are addressed in paragraphs 8.19-8.28.</p> <p>Design and layout are addressed in paragraphs 8.39-8.45.</p>
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		<p>Transport</p> <ul style="list-style-type: none"> xxvi. Undersupply of parking xxvii. Requires minimum of at least one space per unit xxviii. Requires substantially more visitors parking spaces xxix. On-street parking already over congested xxx. Pedestrian hazard particularly to school children xxxi. CPZ required xxxii. Applicant to pay for CPZ xxxiii. No permits available to residents of the development xxxiv. Traffic congestion in the area xxxv. Traffic hazard xxxvi. Pressure on footpath to Highgate Woods xxxvii. Pressure on local bus services particularly in peak times xxxviii. Traffic survey carried out in the school holidays xxxix. Need to restrict access to Grand Avenue to footpath and emergency vehicles only xl. Two car pool spaces inadequate and will not reduce demand for private vehicles <p>Infrastructure</p> <ul style="list-style-type: none"> xli. Should not introduce additional housing into an area already with pressure on infrastructure xlii. Inadequate school places will be adversely impacted by development xliii. Site should be used for education purposes xliv. Developer should contribute to new school facilities and school places xlv. Existing pressure on doctor and dentist places <p>Amenity</p> <ul style="list-style-type: none"> xlvi. Noise and disturbance during construction xlvii. Pollution from traffic and light from development xlviii. Overbearing in relation to Grand Avenue 	<p>Transport is addressed in paragraphs 8.53-8.56, together with the comments received from the Transport Section and TfL, Whilst conditions and obligations within the Section 106.</p> <p>Infrastructure is addressed in paragraphs 8.60 to 8.68 and covered through clauses in the Section 106 Agreement.</p>
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		<ul style="list-style-type: none"> xlix. Overlooking and loss of privacy to properties in Grand Avenue <ul style="list-style-type: none"> I. Loss of light and overshadowing to properties in Grand Avenue ii. Lack of adequate garden sizes to northern terrace of properties iii. Overshadowing and likely inability to use rear gardens of properties in northern terrace. liii. Loss of green open space liv. Loss of view lv. Loss of trees lvi. Length of gardens too short and not reflect size of surrounding properties gardens lvii. Grand Avenue likely to construct 4m high fences, and with 2m drop new units likely to be enclosed and gardens un-useable 	Residential amenity is addressed in paragraphs 8.50-8.54.
4	Cllr Matt Davies Fortis Green Ward	<p>I have previously raised concerns about the proportion of affordable housing in the development and the need for the council to plan properly for the development's impact on Muswell Hill's already oversubscribed schools. The adverse impact on the amenity of residents on Grand Avenue also continues to be a significant issue.</p> <p>The proposed buildings near the boundary of the site with the gardens of 10-46 Grand Avenue remain unacceptably close to that boundary. The proposed buildings are significantly closer and taller than existing buildings on the site. These new buildings would impact on the residents on Grand Avenue both in terms of privacy/overlooking and the outlook/character of the area.</p> <p>The normal structure within the Muswell Hill Conservation Area is for gardens backing onto each other to be symmetrical -</p>	Noted and issues addressed in the body of the report.

		<p>these proposed buildings clearly break that pattern and as such are not in keeping with the Conservation Area. Additionally, the distance of 23.6m between houses which the developers quote for Collingwood/Leaside suggests a typical rear garden of around 12m, but the proposals do not follow a similar approach to fit in with the character of the Conservation Area. The proposed buildings are considerably larger than these with 12m gardens too, being a minimum of 3 storeys.</p> <p>The proposed houses are out of keeping with the character of the area and good Conservation Area principles. The relative size of the buildings to the gardens being provided, combined with the aspect of the buildings, means provision of living space with little or no usable outdoor space. These plans represent unacceptable cramming onto the site and the council must prioritise ensuring suitable proposals are approved over keeping a developer happy.</p> <p>The current plans should be rejected with clear advice to the developer that, to get approval for future plans, the height and positioning of the proposed buildings near to Grand Avenue must be satisfactorily addressed.</p>	
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**APPENDIX 11D Development Management Forum Minutes
(Application HGY/2013/0061 presented 29 January 2013)**



**PLANNING REGENERATION & ECONOMY
DEVELOPMENT MANAGEMENT TEAM**

MINUTES

Meeting : Development Management Forum - St Luke’s Hospital,
Woodside Ave, N10

Date : 29th January 2013

Place : British Legion, Muswell Hill, N10

Present : Vincent Maher (Chair), Architect Agent, Cllrs Engert, Newton,
Approx 300 local residents

Minutes by : Tay Makoon

Distribution :

1.	<p>Introduction</p> <p>Vincent Maher welcomed everyone to the meeting, introduced officers, members and the applicant’s representatives. He explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, he explained the agenda and that the meeting will be minited and attached to the officers report for the Planning Committee.</p>
2.	<p>Proposal</p> <p>Demolition of the buildings on site excluding the Grade II Listed Administration Building and locally Listed Buildings (Roseneath and Norton Lees); refurbishment of Listed Buildings (providing 25 flats) and construction of 8 apartment blocks (comprising 110 flats) and including a basement car park with 100 spaces; construction of 21 terraced houses and 5 apartment units; some surface parking and comprehensive landscaping of the site (AMENDED DESCRIPTION).</p> <p>Presentation by: Architect - Patrick Devlin</p> <ul style="list-style-type: none"> • The architect explained the changes from previous scheme and New scheme • The use of Materials using slide show of plans and elevation drawings

Question & Answer Session

- How do you regulate a development for over 55's,
- how do you control it,
- what sort of impact on infrastructure from a development of this size
- Impact of infrastructure
- Parking/visitor parking – not enough parking
- Construction management traffic impact
- Modern Design – choice of modern design - why flat roofs proposed and where they are
- Mixed housing and is the balance between the amount of affordable housing and amount for sale right
- Has the developer got the relationship with the school next door right in terms of overlooking?
- Relation with surrounding landowners and school
- Design
- Overlooking
- Parking
- Traffic
- Sustainable Development
- Bulk Size and Massing

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

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

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

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

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

Ans: There are 100 spaces underground the 22 general spaces at surface level are for wheelchair users and visitors at least one or two of these will charging points and to the underground car park as well, in addition the family houses north and east have two parking spaces which are not included in the 70% portion. The spaces will be sold with the flats and will be on the open market. We are also giving the client group here which is predominantly over 55's, not everyone will

want a parking space and we are proposing is a car club for people who want to use a car now and then. There is allocation dotted around the estate for visitor parking. There are 3 visitor parking spaces on the surface and no spaces allocated on the ground floor car park.

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

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

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

Ans: There are two issues the affordable housing which is a separate discussion and then there are others purposely to provide over 55's accommodation. That is in their control and Hanover is 70% over 55.s which is the client's aspirations to achieve that.

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

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

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

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

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

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

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

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

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

property?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ans: The Council can agree a management plan to minimise noise and add condition to restrict hours of operation.

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

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

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

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

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

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

Q25: Martin Page – communal gardens?

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

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

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

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

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

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

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

End of meeting



Haringey Design Panel no.39

Thursday 28th February 2013

ATTENDANCE

Panel

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

Observers

(all Haringey Council unless otherwise stated)

Michael Kelleher (Acting Chair) Team Leader (Housing, Design & Major Projects),
Richard Truscott (Facilitator)..... Design Officer (Housing, Design & Major Projects),
Shannon Francis Housing Asset Manager (Housing, Design & Major Projects)

The following topics were considered by the Panel:

1) Planning application for the development at St Luke's Woodside, Muswell Hill (returning)

Patrick DevlinPTEa (architects)
Scott HudsonSavills (planning consultants)

2) Panel Review, Terms of Reference & Effectiveness

3) Any Other Business

1) Planning application for the development at St Luke's Woodside, Muswell Hill (returning)

This scheme was originally presented to the Panel on 4th July 2012. The Panel's views at the time were: -

1. It required justification along with more detail of; the apparently high density of the proposal, apparent lack of space between buildings and to boundaries; this should include sections & more detail generally.
2. In addition to more detail, the panel felt there may be better alternative arrangements to accommodate traffic and movement on and around the site.
3. In general though, and bearing in mind previous remarks that there was currently insufficient information to make a conclusive judgement, the panel welcomed the emerging proposals which they felt could become a satisfactory scheme. They were broadly supportive of the proposed disposition of development blocks; retention of frontage buildings and proposed extensions, proposed protection of key open spaces (front; centre and to the east, including important trees); with the concept of public access through the site and with housing on the northern and western boundary.

Pollard Thomas Edward (PTE) architects presented an update of the proposals to allow the Panel to comment on the scheme as submitted to assist the case officer in assessing the scheme. Panel comments following the second presentation will also be included within the officer/committee report.

Panel Questions

Clarify the extent of the proposed basement, explaining vehicular and pedestrian entry and what concierge arrangements were planned?

The extent, location of vehicle ramp, separate pedestrian access besides the concierge's office and separate fire exits were explained.

It would appear that gates are proposed at the edge of site and to the central gardens (which in panel members' opinion by their axial centrality signal a good public route that would add to perceived security)?

Gates are proposed at the two vehicular entrances from Woodside Avenue and the pedestrian entrance from Grand Avenue but the applicants hope that they will never be closed; the gates at the third middle entrance from Woodside Avenue are intended to be permanently closed; this entrance is retained as part of the historic landscape but not considered to be needed for access. However in the light of comments they will consider this. A "garden wall" has been added linking the existing and proposed buildings around the central open space; this will continue the design of the ground floor walls of the new blocks. There will be paths into the garden through gates between most blocks; most of these will be open giving access to the public for most of the day.

What can the applicants say about the proposed energy strategy?

They explained that there will be a site wide combined heat and power (CHP) network from gas fired plant located in the basement. This will be capable of being extended / connected to any neighbouring decentralised energy network and meets the London Plan requirement. Additional sustainability measures in the proposed design include passive solar design from facing larger windows south and west, high insulation standards from thick walls and triple glazing, so that all the development will exceed Code for Sustainable Homes Level 4, whilst the Co-Housing will be built to Passivhaus standard.

In view of your analysis of Muswell Hill, what are the precedents and justification for the building in the south eastern corner of the site, and would a building with an L-shaped footprint be more appropriate than the proposed T-shape (having a more shear articulation to the garden)?

The applicants stated they are considering amending this building to an L-shape, and presented sketch alternative layouts of this. In justifying their proposals, they consider this building as a contrasting high quality stone building of a minimalist modern design, established by the precedence of the recent modern extensions in front of Simmons House. They consider it is carefully positioned to

avoid existing trees, will frame the garden and is with the precedent of the Simmons House extension in mind.

What future plans do the applicants have for Simmons House?

The present users have 16 years remaining on a long lease, at which time its ownership will revert to Hannover. They stated they may consider extending the lease or would be happy to convert it to residential.

Where have they gained additional units since previous panel?

The number of units had been between 160 and 200 at the first panel and was now 173 units.

What is the reason for the house on Grand Avenue; is it just to maximise development profit? Do the applicants consider the path is wide enough, as it is the natural route from the development and housing to the south and west to Muswell Hill town centre, especially for the elderly and infirm?

In addition to acknowledging its profitability, they cited precedent from previous gap developments in Grand Avenue and the design intent to pedestrianise the route. At 5m width they did not consider that path too narrow; it would not be like other nearby examples of a narrow path bounded by 2m high fences, but would be wide enough to be comfortable and have generous landscaping alongside.

Is the main vehicle entrance, beside Simmons House wide enough and correctly laid out to give security to pedestrians, and is the “nexus” of the site, the junction between the north south and east west streets, spacious and safe for pedestrians?

The applicant’s own transport experts, as well as those from Haringey and the GLA are checking the entrance roadway carefully. They considered the “nexus”, central crossroads, had been carefully considered, and this was why the concierge was located there

Are floor to ceiling heights comparable to existing houses in Muswell Hill?

Many of the existing houses in Muswell Hill are characterised by lofty floor to ceiling heights. In the proposal they will be as required by the Mayors Housing Design Guide, generally 2.7m, giving 3m floor to floor.

Given the shortness of the gardens to the proposed family housing along the northern edge of the site, how can the splendid line of trees along the eastern boundary be emulated there?

Whilst the gardens to the family houses, by virtue of their plot widths (over 10m; double fronted houses), are more generous than the plans make them appear, the applicants are offering to donate trees to residents of the adjoining existing houses.

Will any of the covered walkways (considered by some panel members as a positive existing feature) be retained?

The applicants do not consider they are a positive landscaping feature as they can be dark and uninviting. However, some parts of them will be reused elsewhere around the site as cycle stores, refuse stores, shelters and pergolas.

Panel Observations

What was considered positive about the proposal.

The Panel thought the following issues had been well considered: -

1. The quality and thoughtfulness of architectural approach was praised as it provides an interesting, varied yet coherent setting. The Panel felt that the success of the scheme will depend on the applicant retaining the same design team through the construction phase.
2. The quality and thoughtfulness of landscaping and retention of trees was acknowledged, though the panel stressed the importance of protecting them during construction. It was also felt that it is important to retain public access to all gardens and 24 hour access to all routes through the development.
3. The Environmental Strategy and inclusion of a district heating system was welcomed.
4. The removal of individual access and egress points direct from apartment blocks to the car park was made in response to comments raised when the scheme as

last brought to the panel.

What aspects the panel recommended the applicants should consider changing or improving

The Panel felt the following issues needed to be addressed before the scheme is acceptable: -

5. There is an over-riding concern that the site is being overdeveloped and that both actual & apparent density is too high. The Panel acknowledged that the actual density figures were in the middle of the range recommended for a site with this level of public transport accessibility in the London Plan. However the Panel recognises the importance of retaining the gardens to the front and in the centre of the site, and the trees to the east, but feels this has led the development being squeezed to the north and west of the site.
6. The panel consider that the proposed Woodside Drive is too narrow and with four stories either side it would be both overbearing, overshadowed and create problems of overlooking.
7. The panel consider that the proposed block to the south east of the site (in front of locally listed Norton Lees) is too big, and that the design is out of character and inappropriate for the site. The Panel recognises the Council's concerns with the location of the building on conservation grounds and that it is unacceptable on this basis, but feels that if a building was to be sited there, it should be:
 - one or two storeys in height,
 - linked or related to the proposed extension to the eastern side of Norton Lees,
 - of more complimentary materials and fenestration pattern, as established by precedent on the site, and
 - have a more varied and interesting roof form as the applicants have successfully achieved in the rest of the development and is characterised by existing buildings in the surrounding area.
8. The Panel was very critical of the cross roads / junction of north – south and east - west streets, the knuckle of the site. It felt that the area should be treated as a place, rather than just a corner, and that it is too compressed given the likely high flow of pedestrian traffic through this point.
9. There was considerable concern regarding the house on Grand Avenue, for the way this reduced the width of the path too much and because it would be a permanent structure that would render this access point unusable for any other purpose in future. If the route is to be pedestrian only, other, less permanent measures could be taken, such as planting trees. It was felt that the inclusion of the house on Grand Avenue made the route less attractive, which would imperil effective integration of the site into the wider community.
10. There was concern at the lack of detail provided for the western block, between Simmons House and the Co-housing. This is where the affordable housing is proposed, and the panel is concerned that its design may be too utilitarian and at possible overlooking issues.

11. There was concern at other design aspects, including the proposed extensions to Roseneath, for the impact that the access to the car park could have for the flats above.
12. Some of the Panel felt that having only one access to the car park, and especially given where it is located at the key junction of the site, was a concern, as residents of south eastern blocks in particular would have a long walk to and from their homes. As noted above in point 4, a previous proposal had more than one access to the underground car park, with direct access from some of the apartment blocks. Design Panel expressed concern about this approach at the previous presentation and a change to a single entrance was made by the applicant in response to this.
13. The Panel was very concerned how the Council could justify only 10% affordable housing on the site given the location in the borough.
14. The need for a more robust archaeological assessment was also raised as a concern given the potential importance of this site.

The advice given by the Design Panel does not constitute a formal response or decision by the Council with regard to future planning applications. Any views or opinions expressed are without prejudice to the Council's formal consideration of the application. Please note that the quality of the advice received will be dependent on the documentation presented to and in advance of the meeting.

2) Panel Review, Terms of Reference & Effectiveness

Haringey officers presented panel members with draft revised Terms of Reference and a draft table of panel activity and effectiveness. The draft Terms of Reference are revised to incorporate suggestions previously discussed. Panel members are requested to consider the document and make any final suggestions, with a view to agreeing finalised revised terms at the next panel.

Haringey officers intend to produce a Review and Report on Panel Activity and the draft Table of Activity and Effectiveness is intended to form part of or inform this document. Panel members' views and comments are invited to inform and contribute to this review, which will be discussed on more detail at the next meeting of the panel.

3) Date of next meeting

The next meeting was planned to be in late March, but this will clash with Easter, as will the first two weeks of April. It is therefore suggested the next meeting will be Thursday 18th April.