

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

<b>1. APPLICATION DETAILS</b>	
<b>Reference No:</b> HGY/2015/1576	<b>Ward:</b> Fortis Green
<p><b>Address:</b> Muswell Hill Police Station 115 Fortis Green N2 9HW</p> <p><b>Proposal:</b> Proposed conversion of former Police Station to 9 no. residential units.</p> <p><b>Applicant:</b> Station House (Muswell Hill) Ltd</p> <p><b>Ownership:</b> Private</p> <p><b>Case Officer Contact:</b> Matthew Gunning</p>	
<p><b>Date received:</b> 27/05/2015</p> <p><b>Drawing number of plans:</b> 1309_01, 1309_02, 1309_05, 1309_06, 1309_07, 1309_08, 1309_09, 1309_10, 1309_11, 1309_12, 1309_13, 1309_15, 1309_16, 1309_20, 1309_21, 1309_22, 1309_23C, 309_24B, 1309_25B, 1309_26C, 1309_27B, 1309_28B, 1309_29B, 1309_30B &amp; 1309_31A.</p>	
<p><b>1.1</b> this application is coming to committee because there is a section 106 agreement proposed to be attached to the proposal and the previous application was refused by committee.</p>	
<p><b>1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION</b></p> <ul style="list-style-type: none"> <li>• The principle of converting this current vacant building is acceptable and will optimise the potential of the existing building, providing 9 residential units, contributing to meeting the housing needs of the Borough.</li> <li>• The proposed development will not cause harm to the special interest of this locally listed building or the conservation area but rather will enhance the character and appearance of this part of the conservation area.</li> <li>• The Council’s Transportation Team accept that the predicted trips generated would not impact on the free flow of traffic on Fortis Green. While they expressed a number of concerns in respect of the previous application they no longer object subject to a package of mitigation measures to be secured by way of a S.106 legal agreement.</li> <li>• Given the history of the site and the associated operations of the former Police Station it is considered that the use of this building for residential purposes will not exacerbate on-street parking conditions and as such will not unduly harm the amenity of nearby residents.</li> </ul>	

## **2. RECOMMENDATION**

- 1) That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated authority to issue the planning permission and impose conditions and informatives and/or subject to sec. 106 Legal Agreement.
- 2) That the section 106 legal agreement referred to in the resolution above is to be completed no later than 30 September 2015 or within such extended time as the Head of Development Management shall in her sole discretion allow; and
- 3) That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions imposed including;

### Conditions

- 1) Implementation within 3 years;
- 2) Development to be carried out in accordance with approved plans;
- 3) Precise details of the materials;
- 4) All new external works and finishes to match existing;
- 5) Retention and/or proper recording of any hidden historic features;
- 6) Details of proposed new windows, doors, rooflights, cills to be submitted to LPA;
- 7) Central satellite antenna;
- 8) Cycle facilities to be provided in accordance with the approved details;
- 9) Details of external lighting to be submitted to LPA;
- 10) Secured by Design.
- 11) Construction Management Plan (CMP)

### Informatives

- 1) CIL;
- 2) Hours of Construction;
- 3) Party Wall Act;
- 4) Numbering;

### S106 Heads of Terms

1. A contribution of £12,000 towards the cost of relocating an existing disable car parking space from Fortis Green Avenue to Fortis Green Road; the review of existing parking control's on Fortis Green Avenue and towards the feasibility of expanding the CPZ to the north of Fortis Green Road.
2. Car capping the development so that only 5 units will be eligible to apply for an on-street car parking permit.
3. Implementation/ monitoring of an approved Travel Plan, to include:
  - Appointing a travel plan co-ordinator for the development to monitor the travel plan initiatives annually.

- Provision of welcome residential induction packs containing public transport and cycling/walking information.
- Establishment or operation of a car club scheme which includes free membership to all residents for at least the first 3 years with and £50 (fifty pounds) car club credit for each unit evidence of which must be submitted to the Transportation Planning Team. Free membership.

4. An affordable housing contribution of £89,964.00.

(4) In the event that the Planning Application is approved for the reasons set out in resolution (1) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Head of Development Management within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement(s) contemplated in resolution (1) above to secure the obligations specified therein.

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### 3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

#### Proposed development

- 3.1 The proposal is for the conversion of the former Police Station into 9 no. residential units with extensions and alterations to the building. The development would comprise of the following mix:
- 1no. 1 bedroom unit
  - 3no. 2 bedroom units
  - 4no. 3 bedroom units
  - 1no. 4 bedroom unit.
- 3.2 The existing cell block to the rear of the main building would be demolished in order to facilitate the construction of the rear extensions which would comprise of 252 square metres of net additional floor space. The front and side elevations of the existing building would be retained and enhanced with the reinstatement of original features with other alterations made to the front and side elevations in order to facilitate this residential conversion.

#### Site and Surroundings

- 3.3 The application site is the former Muswell Hill Police Station located on the southern side of Fortis Green Road on a prominent corner site at the junction with Fortis Green Avenue. The site falls within Fortis Green Conservation Area and is included in the Council's local list of buildings of architectural and historic importance. The building is a substantial three storey Edwardian building built in 1904, primarily in red brick with contrasting buff coloured stone dressings and a steeply pitched roof. Architectural features include prominent porch and decorative frieze to the main entrance, window cills and lintels and open eaves. A substantial and prominent chimney stack is also a particularly notable feature.
- 3.4 The immediate surroundings is of different building types and uses, including residential in the form of two-storey terraced and semi-detached properties, flatted development, and commercial uses. To the south of Fortis Green are streets of residential properties; substantial Edwardian terraces with good proportions and strongly consistent detailing.
- 3.5 The site is within walking distance of the main shopping thoroughfare of Muswell Hill Broadway (400m to the east). The site is also within walking distance of East Finchley High Road and is 950m to the north east of East Finchley Tube station.

#### Planning History

- 3.6 A planning application for the same scheme was resolved to be refused by Planning Committee on 25 March 2015. The decision notice was issued on 15 April 2015 with the following reason for refusal:  
'The proposed development by reason of its lack of any off street parking provision will significantly exacerbate pressure on on-street parking spaces in

surrounding streets which already suffer high car parking pressure resulting in the obstruction of the surrounding streets by vehicles waiting or looking for parking spaces, prejudicing the free flow of traffic and conditions of general safety along the neighbouring highway and would be detrimental to the amenities of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2011, Saved Policies UD3, HSG11 and M10 of the Haringey Unitary Development Plan 2006.'

- 3.7 Prior to that the most recent application for the site is a planning application in 2003 for the erection of a portable building to the rear of the building to be used by police community support officers, approved under reference HGY/2003/1516.

#### 4. **CONSULTATION RESPONSE**

Internal:

- 1) LBH Conservation Officer – Identifies that the proposals would improve the appearance of the building, would secure the buildings future and would be to the benefit of the character and appearance of the conservation area. The Officer asks for a number of conditions to be imposed.
- 2) LBH *Transportation* – Raise no objection subject to a package of mitigation measures to be secured by way of a S.106 legal agreement and a condition requiring the submission of a Construction Management Plan (CMP) and Construction Logistics Plan prior to construction on site (Full comments outlined in Appendix 2).

External:

- 3) Thames Water Utilities – Advise that with regard to sewerage infrastructure capacity they would not have any objection.
- 4) Met Police – Have no objection but urge the developer to consider the standards of the Secured by Design.
- 8) Waste Management – Adequate waste storage for domestic waste produced from the proposed dwellings should be in place so as to avoid side waste and litter accumulation within the storage area. No kerbs or steps along the route for the bins to be taken to the refuse vehicle.

#### 5. **LOCAL REPRESENTATIONS**

- 5.1 The application has been publicised by way of a site notice displayed in the vicinity of the site and 128 letters. The number of representations received from neighbours including an objection from Muswell Hill & Fortis Green Residents Association, are as follows:

No of individual responses: 9

Objecting: 9

Supporting: 0

- 5.2 The following issues were raised in the representations received:

- Identical application as to the one rejected/ not appropriate first time,
- Resubmitting the exact plans as before does not resolve problem;
- Large proportion of increased vehicle parking;
- Proposal does not include on-site parking;
- Detrimental effect on the ability of existing residents to find parking for their cars;
- Traffic movement and safety problem for pedestrians trying to cross roads caused by extreme parking pressure;
- Overspill parking from some residents in the adjacent controlled parking area avoiding payment by parking in the uncontrolled area;
- Ask that the disabled parking space at the top of Fortis Green Avenue not be removed.

5.2 Muswell Hill and Fortis Green Association – “This is essentially the same application as the previous one and with the same serious deficiency- namely the total lack of any provision for on- street parking. The Association therefore maintains its objection on this point”.

## 6. MATERIAL PLANNING CONSIDERATIONS

6.1 The application follows on from a previous application (Ref: HGY/2014/1333) being refused planning consent by the Planning Sub Committee on 25<sup>th</sup> March 2015. The application was refused on the grounds that

“The proposed development by reason of its lack of any off street parking provision will significantly exacerbate pressure on on-street parking spaces in surrounding streets which already suffer high car parking pressure resulting in the obstruction of the surrounding streets by vehicles waiting or looking for parking spaces, prejudicing the free flow of traffic and conditions of general safety along the neighbouring highway and would be detrimental to the amenities of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2011, Saved Policies UD3, HSG11 and M10 of the Haringey Unitary Development Plan 2006.”

6.2 While the Council’s Transportation Team expressed a number of concerns in respect of the previous application they no longer object subject to a package of mitigation measures to be secured by way of a S.106 legal agreement.

6.3 The main planning issues raised by the proposed development are:

- Principle of the development;
- External changes and impact on the character and appearance of the locally listed building and conservation area;
- Layout & quality of accommodation;
- Residential mix;
- Affordable housing;
- Impact on residential amenity;
- Traffic generation, parking and access;

- Waste Management;
- Sustainability;
- Planning Obligations.

### **Principle of the development**

- 6.4 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the government's policy of presumption in favour of sustainable development. Therefore, planning permission will be granted by the Council for development that is sustainable unless any benefits are significantly outweighed by demonstrable harm caused by the proposal
- 6.5 Local Plan policy SP16 protects against the loss of community facilities, but exceptions to this may be considered acceptable if the facility is relocated as part of a wider strategy by a service provider. In this case better and more accessible policing facilities are being sought and replacement facilities have already been brought forward in Haringey in the new Wood Green Police Station. There are also proposals for a replacement facility at Tottenham Police Station.
- 6.6 This Police Station is therefore identified as surplus to the Mayor of London policing requirements. A residential re-use of the building is considered to be acceptable as it provides new additional housing within an existing building, which is served well by existing services and infrastructure, and is located in a sustainable location in close proximity to a town centre. The proposal also conforms with surrounding land uses.
- 6.7 While the site is located on the border of the Muswell Hill Restricted Conversion area, an area identified by the Council's saved UDP Policy HSG 11 as suffering from High Parking pressures, the site falls outside this area and as such its conversion could not be refused on such grounds. Notwithstanding this the policy as written here is to control the number of single family dwelling conversions as opposed to the conversion of non-residential buildings.
- 6.8 The proposal optimises the potential of the site providing 9 residential units contributing to meeting the Borough's housing needs. The proposal is supported by London Plan Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Supply' and local plan policy SP2 'Housing', which has a current target of providing 820 new homes a year in Haringey; which is to be increased to 1,502 under the Further Alterations to the London Plan (FALP) 2014.
- 6.9 The proposal is therefore considered acceptable in land use terms subject to an assessment against all other material considerations with special regard being given to preserving the architectural merit and features of this locally listed building and the character and appearance of the conservation area.

### **External changes and impact on the character and appearance of the locally listed building and conservation area**

6.10 The Legal Position on impacts on heritage assets is as follows, and Section 72(1) of the Listed Buildings Act 1990 provides:

“In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”.

6.11 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”

6.12 The Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority’s assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

6.13 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.



- 6.14 Policy 7.8 of the London Plan (LP) (2015) requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Haringey Local Plan (HLP) (2013) requires the conservation of the historic significance of Haringey's heritage assets. Saved policy CSV5 of the Haringey Unitary Development Plan (UDP) (2006) requires that alterations or extensions preserve or enhance the character of the Conservation Area.
- 6.15 The building's position, substantial scale and design make the building prominent within the conservation area and as such the building is a landmark building within the streetscene. There are various remnant elements of the building's former use which are important to its character, such as the 'POLICE' engraving over the entrance porch, a flagpole at first floor level, and a metal bracket fixed to the base of the chimney stack, which would most likely have held a police lantern. There is also a stone pediment with engraved date '1904'.
- 6.15 The proposal will retain the appearance of the front and side elevations with only minor alterations. The proposal will result in more significant changes to the inner elevations. The inner/ rear elevations facing the yard have a functional, utilitarian appearance and are assessed as being of low significance both to the character of the building and to the wider Conservation Area. The proposed development does not affect the height of the existing building with the existing roof profile retained. The height of the ridge will only be raised by the thickness of the insulation needed to bring the performance of the building fabric to current standards. In more detail the alterations to the fabric of the buildings will consist of the following:

#### Fortis Green / Front Elevation

- Reinststate original windows that are now lost;
- Repair of all of the stone detailing to the windows, cills front door portico etc;
- Retain the elements of the Police Station that remind of its original use;
- Subtle lighting introduced to illuminate discretely parts of the elevation;
- A new illuminated 115 light to be installed in existing wrought iron support frame on the corner of Fortis Green and Fortis Green Avenue;

#### Fortis Green Avenue Elevation

- Insertion of new windows, doors and new roof lights (new front door openings to house 9, new pair of sash windows to house 9 and new doors to bin store);
- Existing low-level steel fencing with mesh infill panels will be removed and replaced with a true period replication of a steel / iron fencing style in keeping with the age of the building;

#### Rear Elevation

- Removing the cell block, remodelling the rear of the main buildings;
- Erection of new small extension to the rear part of the building;
- Simple materials palette for the inner elevations – buff coloured London stock;
- Windows and doors will be either powder coated aluminium frames or painted hardwood frames;
- Glass balustrades to roof terrace edges and lead cappings to walls and other weathering details in this area;
- Dormer windows at roof level will have metal cladding detailed and the appearance of lead to the roofs.

6.16 The degree of alteration to the front and side elevations are minor preserving the special interest of this locally listed building and the significance of its contribution to the character and appearance of this part of the conservation area. The alterations to the inner elevations are also considered acceptable and while more significant these elevations have been modified over time and have limited architectural merit. The proposed extensions/ alterations to these inner elevations would be contemporary in nature and would add interest to these elevations. The design approach here has been carefully considered in the context of the conversion of a historic building. The demolition of the existing cell block to facilitate the extensions would not give rise to the loss of a part of this building of historic/ architectural significance.

6.17 Overall, the proposals will not cause harm to the conservation area and would improve the appearance of the building thereby enhancing the character and appearance of the conservation area. The alterations would secure the building's future use thus providing wider public benefits in terms of cherishing the building's past for the enjoyment of future generations. In this case the proposal would serve to enhance the character and appearance of the conservation area as such complying with the relevant legal tests and planning policies outlined above.

### **Layout & Quality of Accommodation**

6.18 London Plan 2015 Policy 3.5 'Quality and Design of Housing Developments' requires all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor's Housing SPG 2012.

6.19 While the conversion of the building here to residential use is affected by the fabric, scale and configurations of the building the resulting flats meet or exceed the minimum standards set out in The Mayor's London Housing Design Guide 2011 in terms of overall floor area. The proposed residential accommodation has been designed/ laid out sensitively to respect the existing character of the building and will provide good quality accommodation.

6.20 The proposal seeks to use the existing layout of principal rooms and circulation spaces in order to maintain the primacy of the historic main entrance. The

original staircase, lobby and other elements of the original plan form would be retained in the interest of creating an attractive internal environment to the building. In terms of access 7 of the units will gain access from the existing main entrance from Fortis Green while two-units (houses) will have their own dedicated entrances onto Fortis Green Avenue. The various rooms in the development will have generous windows and all units are dual aspect thereby providing cross ventilation.

- 6.21 The two new housing units will benefit from their own garden space. Unit 1 a 3-bedroom duplex unit will have a south facing garden of 54 square metres. Unit 3 a 2-bedroom unit which is constrained by it's location in the corner of the building will have a courtyard garden of 11 square. Unit 4 will have a south facing roof terrace of 9 square metres. Both units 6 and 7 will benefit from a roof terrace of 6 square metres.
- 6.22 The location of this site will mean that future residents will also benefits from its proximity to good quality open spaces (Highgate Wood, Cherry Tree Wood, Coldfall Wood and Muswell Hill Playing Fields).
- 6.23 The proposal will provide an acceptable standard and layout of accommodation for its future occupants in line with Policy 3.5 of the London Plan 2015 and the Mayor's Housing SPG.

### **Residential Mix**

- 6.24 Policy 3.8 of the London Plan highlights that new developments should offer a range of housing choices in terms of the mix of housing sizes and types. The proposed mix comprises 1 x one-bedroom, 3 x two-bedroom, 3 x three-bedroom and 1 x four-bedroom unit. The mix of units proposed here is considered to be acceptable adding to the local housing stock in accordance with national and local planning policies.
- 6.25 The proposal will provide an acceptable residential mix and will make a financial contribution to the delivery of affordable housing in the Borough. The proposal would therefore meet the aims and objectives as set out in the NPPF, London Plan Policies 7.4, 7.5 and 7.6, saved UDP Policy UD3, Local Plan Policies SP11 and SP12.

### **Affordable housing**

- 6.26 Policy SP2 of the Local Plan requires developments of less than 10 units to provide 20% of the scheme as affordable housing or to make an equivalent financial contribution.
- 6.27 There is an uplift of 252 square metres of floorspace and this generates an off-site affordable housing contribution of £89,964.00 based on the £357 per square metre charge set out in the October 2014 Planning Obligations SPD.

## **Impact on the amenity of adjoining occupiers**

- 6.28 London Plan 2015 Policies 7.6 and 7.15 and saved UDP 2006 Policies UD3 and ENV6 require that development must not cause unacceptable harm to the amenity of surrounding land and buildings and the residential amenity of adjoining occupants in terms of loss of daylight, sunlight, privacy and overlooking.
- 6.29 The conversion of the building to residential use does not present issues in terms of privacy and overlooking. The front and side elevations (street elevations) are unchanged and as such do not present new issues of overlooking.
- 6.30 The massing of the new extensions to the rear and siting of the private terraces have been carefully considered so that no material harm will be caused to the occupants of neighbouring properties by way of loss of light or privacy. In respect of the flats in the adjoining building (111-113 Fortis Green) and the pair of semi-detached houses located to the rear of this building (111a & 111b) the roof terraces will have timber louvred privacy screens on the side closest to these properties so as to minimise overlooking. The properties on Annington Road are positioned sufficiently far away so as not to be overlooked by the proposed terraces in question. In fact given the position of 111a & 111b the line of vision from such roof terraces will be restricted by the height/ roof form of these dwellings.
- 6.31 The privacy and amenity of neighbouring occupiers will not be adversely affected and as such the proposal is in accordance with London Plan 2015 Policy 7.6 policy UD3 of the UDP.

## **Traffic generation, parking and access**

- 6.32 London Plan policy 6.13 seeks an appropriate balance to be struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use, hence maximum car parking standards are set out within the plan. Local Plan policy SP7 seeks to locate development in locations with good access to public transport so as to better integrate transport and land use planning, in addition to adopting maximum car parking standards and securing “car-free” housing where feasible.
- 6.33 Saved policy M10 ‘Parking for development’ seeks to ensure that proposed development does not adversely affect the free flow of traffic around a site and that development does not result in a material impact on existing parking levels. UDP policy M10 refers to parking standards contained within Appendix 1, which are stated as maximum standards. There are no minimum standards within policy M10. Whilst policy M10 states that proposals that do not meet these standards will not normally be permitted, the policy continues by stating that parking requirement will be assessed on an individual basis as part of a Transport Assessment. This is particularly relevant in respect of proposal for the conversion of existing buildings as opposed to new build scheme.

- 6.34 The application site has a PTAL rating of 3 (medium accessibility) being within walking distance of East Finchley underground station (10-12 minutes) and being served by the 102, 234 and 603 bus routes. The site is located on the border of the Muswell Hill Restricted Conversion area which is immediately to the east of the site. The site is also located on the edge of the Fortis Green Controlled Parking Zone (CPZ) which is to the west of the site. The Fortis Green CPZ operates Monday to Friday between the hours of 11am and 1pm with the primary purpose of the CPZ to restrict commuter parking.
- 6.35 As per the previously refused scheme the scheme continues to provide no off street car parking spaces. The land to the rear of the site via Fortis Green Avenue was previously used for the parking of vehicles in connection with the Police station use (approximately 10 spaces, principally used for the parking of police patrol vehicles). This land however does not form part of the application site being considered here but rather is being proposed to be developed to provide 3 terraced houses (1 x 3 bed and 2 x 4 bed units/ ref: HGY/2015/1696). Officers would point out that the cumulative impacts of both schemes on the highways network have been considered.
- 6.36 The application is supported by a Transport Assessment in addition to further information following the previous refusal. Specifically parking survey information in respect of Hornsey Police station has been provided to give a better understanding of the parking generated by the previous police station use. While it would have been better to have surveyed Muswell Hill police station itself, as it is now closed this is not possible; however in transportation planning terms surveying a similar police station is a common industry approach to predicting trip rates and parking demand.
- 6.37 As recognised in the previous Officer's report and highlighted in the objections received the area surrounding the site is heavily parked with limited on street car parking spaces. As also set out in the previous report this is attributed to three factors: 1) high car ownership levels - 0.9 car parking spaces per household; 2) displaced parking from the Fortis Green CPZ and 3) parking as a result of commuter parking to access the nearby East Finchley station.
- 6.38 While mindful of the parking pressures here the proposal needs to be considered in the context of whether the removal of the former Police Station operation and its associated conversion into residential use, in addition to the other development of 3 houses, would exacerbate on-street parking conditions as such as to unduly harm the amenity of nearby residents.
- 6.39 As noted above the applicant's transport consultant VECTOS have now conducted an additional assessment of the parking demand that is likely to have been generated by the previous use as a police station, based on surveys conducted of the nearby Hornsey police station. The survey information suggests that the parking demand generated by the previous use as a police station would have been greater and lasted longer than previously forecasted, generating a parking demand of up to 8 on-street car parking spaces. The applicant's transport consultant has also calculated the number of trips that are

likely to be generated by the two proposed developments (12 units) using TRAVL and TRICS database. There is expected to be a total of 4 in/out movements during the critical am peak hour with such trips generation not viewed to impact the free flow of traffic on Fortis Green and likely to be fewer when compared to the previous use as a police station.

- 6.40 The Council's Transportation Team accept that the predicted trips generated would not impact on the free flow of traffic on Fortis Green. While they expressed a number of concerns in respect of the previous application they no longer object subject to a package of mitigation measures to be secured by way of a S.106 legal agreement. As per their comments outlined in Appendix 2 they go onto say that the proposed scheme will have a "nil detriment impact" on parking demand and the highway network; and indicate that they would not be able to defend a refusal on any subsequent planning appeal.
- 6.41 The Transportation Team has recommended that both developments are 'car-capped' to 7 spaces (0.6 spaces per unit), meaning that only some of units will be entitled to apply for a residents permit in the event that a CPZ is introduced. Given the specific breakdown of the units within the schemes in question (namely the family sized unit versus non family sized) it is viewed as pragmatic to allow all of the family sized units (8 units) to apply for one permit; as such 'car capping' this development to 5 units being eligible to apply for an on-street car parking permit. The Transportation Team do not object to this approach in the circumstances.
- 6.42 As referred to within the previous Officers Report the Council is in the process of consulting on the implementation of a new CPZ in the area surrounding the site, following the approval of planning permission to redevelop the nearby St Luke's hospital site (Ref: HGY/2013/0061). The area of the new CPZ will include the roads bounded by Fortis Green Road to the north and Woodside Avenue to the south, Parkland Walk and Muswell Hill Broadway to the east, and the existing Fortis Green CPZ to the west. In addition the Council are consulting residents to the north of Fortis Green Road on the possibility of expanding the CPZ to cover their area in the future. A contribution of £12,000.00 is required from this development towards the cost of the review the existing parking control's on Fortis Green Avenue and investigate the possibility of converting some of the existing double yellow lines into single yellow lines to alleviate overnight parking pressure.
- 6.43 It will also be necessary to secure a travel plan and monitoring costs to ensure sustainable methods of travel are used. The applicant will be required in conjunction with the neighbouring applicant to establishment a car club scheme, which includes at least 1 car and offer free membership to all residents of the development for at least the first 3 years, with £50 (fifty pounds) car club credit for each unit.
- 6.44 In respect of the development on the adjoining site funding will be secured to remove the existing crossover to provide additional on street car parking spaces. The removal/ re-siting of an on-street space for disabled users and removal of the police station access will effectively reinstate 3 on-street bays.

- 6.45 It is also recognised that the site has good sustainable transport choices other than use by private car. There is good provision of public transport along Fortis Green with the site being within walking distance of East Finchley underground station (10-12 minutes). Cycle parking is being provided and is considered to be safe, secure, covered and convenient.
- 6.46 Whilst account is taken of the concerns of local residents and the effect of parking arising out of the scheme, it is considered to be difficult in planning terms to sustain the previous refusal or any subsequent planning appeal that may arise as there is no substantial evidence to contest the conclusion that the proposals would worsen parking conditions. As outlined above the removal of the Police Station operation and its replacement with the proposed residential use is viewed to have “nil detriment” in terms of parking demand and traffic generation. Officers would also again highlight that a decision here needs to be balanced against the benefit of finding a viable and suitable long term use for this building.

### **Waste Management**

- 6.47 Saved policy UD7 Waste Storage of the UDP (2006) states that the Council will require all development to include appropriate provision for the storage of waste and recyclable material.
- 6.48 The siting of the bin store will be in a new opening in the building which would be accessed from Fortis Green Avenue. This is considered to be an acceptable solution recognising the constraints of the building and the site and will be convenient in terms of collection.

### **Sustainability**

- 6.49 London Plan 2015 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. This approach is continued in Local Plan 2013 Policy SP4, which requires residential developments to achieve Code for Sustainable Homes Level 4
- 6.50 As the building is an historic building located within a conservation area it is understandable that the need for energy efficiency needs to be balanced with building conservation. The refurbishment of the building here however will include the following energy saving measures:
- Replacing the windows with high performance double glazing;
  - Enhanced air tightness to reduce heat loss with additional insulation to walls;
  - New additions to rear will provide a highly enhanced thermal envelope coupled with generous glazing to provide good daylight penetration;
  - All units are dual aspect thereby providing cross ventilation;
  - Energy efficient boilers and heating appliance;

- Energy efficient, washing machines and dryers, fridges freezers and ovens.

### **Planning Obligation**

6.51 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. Below are the agreed Heads of Terms:

1. A contribution of £12,000 towards the cost of relocating an existing disable car parking space from Fortis Green Avenue to Fortis Green Road; the review of existing parking control's on Fortis Green Avenue and towards the feasibility of expanding the CPZ to the north of Fortis Green Road.
2. Car capping the development so that only 5 units will be eligible to apply for an on-street car parking permit.
3. Implementation/ monitoring of an approved Travel Plan, to include:
  - Appointing a travel plan co-ordinator for the development to monitor the travel plan initiatives annually.
  - Provision of welcome residential induction packs containing public transport and cycling/walking information.
  - Establishment or operation of a car club scheme which includes free membership to all residents for at least the first 3 years with and £50 (fifty pounds) car club credit for each unit evidence of which must be submitted to the Transportation Planning Team.
4. An affordable housing contribution of £89,964.00.

6.52 Based on the information given in the plans, the Mayor's CIL charge will be £8,820.00 (252 sq.m x £35) and Haringey CIL charge will be £66,780.00 (252 sqm x £265). 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. An informative will be attached advising the applicant of this charge.

### **Conclusions**

6.53 The principle of converting this current vacant building is considered acceptable and will optimise the potential of the existing building, providing 9 residential units, contributing to meeting the housing needs of the Borough. The proposed development will not cause harm to the special interest of this locally listed building or the conservation area and will enhance the character and appearance of this part of the conservation area.

6.54 Given the associated operations of the former Police Station it is considered that the use of this building for residential purposes will not exacerbate on-street parking conditions and as such will not unduly harm the amenity of nearby residents.



6.55 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

## 7. RECOMMENDATION

GRANT PERMISSION subject to conditions and S106 Agreement

Registered No. HGY/2015/1576

Applicant's drawing No.(s) 1309\_01, 1309\_02, 1309\_05, 1309\_06, 1309\_07, 1309\_08, 1309\_09, 1309\_10, 1309\_11, 1309\_12, 1309\_13, 1309\_15, 1309\_16, 1309\_20, 1309\_21, 1309\_22, 1309\_23C, 309\_24B, 1309\_25B, 1309\_26C, 1309\_27B, 1309\_28B, 1309\_29B, 1309\_30B & 1309\_31A.

Subject to the following condition(s)

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

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

2. The development hereby authorised shall be carried out in accordance with the plans (1309\_01, 1309\_02, 1309\_05, 1309\_06, 1309\_07, 1309\_08, 1309\_09, 1309\_10, 1309\_11, 1309\_12, 1309\_13, 1309\_15, 1309\_16, 1309\_20, 1309\_21, 1309\_22, 1309\_23C, 309\_24B, 1309\_25B, 1309\_26C, 1309\_27B, 1309\_28B, 1309\_29B, 1309\_30B & 1309\_31A) 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.

3. No development shall have taken place until samples of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority in writing prior to the commencement of the development. The development shall be implemented in accordance with such approved details. For the purpose of this condition, the samples shall only be made available for inspection by the Local Planning Authority at the planning application site itself.

Reason: In order to retain control over the external appearance of the development and in the interest of the visual amenity of the area.

4. All new external works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture, including mortar.

Reason: To safeguard the historic fabric and the architectural character and appearance of the building.

5. Any hidden historic features (internal or external) which are revealed during the course of the works shall be retained in situ, work suspended in the relevant area of the building with the Local Planning Authority notified immediately. Thereafter where considered necessary provision shall be made for the retention and/or proper recording, as required by the Local Planning Authority.

Reason: To safeguard the historic fabric and the architectural character and appearance of the building.

6. The development hereby permitted shall not commenced until a drawing at a scale of 1:5 is submitted to and approved by the Local Planning Authority showing details of proposed new windows, doors, rooflights along with cills and lintils.

Reason: To safeguard the historic fabric and the architectural character and appearance of the building.

7. Notwithstanding the provision of Article 3, Schedule 2, Part 1, Class H of the Town and Country Planning General Permitted Development Order 2015 [or any Order revoking or re-enacting that Order], no satellite antenna shall be erected or installed on any building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: To safeguard the historic fabric and the architectural character and appearance of the building.

8. No occupation of the flats hereby approved shall be occupied until details for the cycle facilities (17 spaces) have been submitted approved by the Local Planning Authority and thereafter provided in accordance with such detail.

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

9. No development shall take place until details of a scheme for installing external lighting within the site, including night-time security lighting and its means of actuation, light spread and average illuminance, have be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out entirely in accordance with the approved details.

Reason: In order to retain control over the external appearance of the development and in the interest of the visual amenity of the area.

10. Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing out Crime Officers, the development shall be carried out in accordance with the agreed details.

Reason: In the interest of creating safer and sustainable communities.

11. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement 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 constructing the development; iv) the erection and maintenance of any security hoarding including decorative displays and facilities for public viewing, where appropriate; v) wheel washing facilities; vi) measures to control the emission of dust and dirt during construction.

Reason: To safeguard pedestrians, reduce congestion and mitigate any obstruction to the flow of traffic on the local Highways network.

**INFORMATIVE:**

The applicant is advised that the proposed development will be liable for the Mayor of London's CIL. Based on the Mayor's CIL and the information given on the plans charge will be £8,820.00 (252 sq.m X £35) and Haringey CIL charge will be £66,780.00 (252 sqm x £265). 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.

**INFORMATIVE: Hours of Construction Work**

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:- 8.00am - 6.00pm Monday to Friday 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

**INFORMATIVE: Party Wall Act**

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

**INFORMATIVE:**

The new development will require numbering. 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.

#### INFORMATIVE:

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 groundwater. 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.

#### INFORMATIVE:

Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality). Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

## 8.0 APPENDICES

### Appendix 1: Plans and images



**Site Location Plan**



**Aerial View**



**Front Elevation**



**Side Elevation/ Fortis Green Avenue**



**Rear Elevation**



**Proposed Ground Floor Plan**



**Proposed Front Elevation/ Fortis Green**



**Proposed Side Elevation/ Fortis Green Avenue**





**Proposed Rear Elevation**



**Proposed Side/ Rear Elevation**

## **Appendix 2: Comments by LBH Transportation**

The proposal site is located in an area with a medium public transport accessibility level (PTAL 3) on Fortis Green (the A504) which links Fortis Green to Muswell Hill. The site is located on the border of the Muswell Hill Restricted Conversion area which is immediately to the east of the site. The Muswell Hill Restricted conversion area is an area which has been identified by the Councils saved UDP Policy HSG 11 as suffering from high parking pressures. Site visits were conducted on the 14th July where it was observed that the area surrounding the site is heavily parked with very few on street car parking spaces available.

The site is also located on the edge of the Fortis Green Controlled Parking Zone (CPZ) which is to the west of the site. The Fortis Green CPZ operates Monday to Friday between the hours of 11am and 1pm, the primary purpose of the CPZ is to restrict commuter parking. The area to the east of the Fortis Green CPZ including the immediate area surrounding the site suffers from displaced commuter parking which has increased the on street car parking pressure.

In assessing the impact of this development we have considered that the following regional and local policies apply:

### **London Plan 2015 POLICY 6.13 PARKING**

The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use, hence maximum car parking standards as set out in Table 6.2 in the Parking Addendum to this chapter should be the basis for considering planning applications.

6.42 Parking policy, whether in terms of levels of provision or regulation of on- or off-street parking, can have significant effects in influencing transport choices and addressing congestion. 6.42 also states “Transport assessments and travel plans for major developments should give details of proposed measures to improve non-car based access, reduce parking and mitigate adverse transport impacts. They will be a key factor in helping boroughs assess development proposals and resultant levels of car parking.

Table 6.1 also states “Sustainable residential travel should be encouraged through the promotion of car free development, the use of car clubs, flexible working and active travel (walking and cycling).

### **Local Plan**

SP1 sets out the Councils aspiration for growth in the Borough to meet and exceed the target of providing 8,200 homes by 2011-2021 (820 homes per annum), “SP1 states the Council will focus growth in the most suitable location, and manage it to make sure that the Council deliver the opportunities and benefits and achieve strong, healthy and sustainable communities for the whole of the Borough.

SP4 Sets out Haringey’s aspiration for environmentally sustainable development and elaborates on the Council’s overall strategy for managing growth in Haringey with respect to Transport which includes “encourage development to use sustainable modes of travel by minimising car parking provision in new development; to increase

cycle parking and encourage modal shift through travel planning and designing public realm to support non-car use.

SP7 Transport (Delivering Regeneration and Access) seeks to locate development in locations with good access to public transport and so better integrate transport and land use planning. Adopting maximum car parking standards and “car-free” housing where feasible. 4.4.18 Making Private car more sustainable “for journeys where more sustainable travel option are not practical, car clubs and car share offer a alternative to privately owned cars.

Saved UDP Policy M9, Car-Free Residential developments: This policy sets out the requirements for a car-free development, this is a development where the entire development will not have access to on street or off street car parking with the exception of disabled car parking spaces which are normally required to be provided off street and is only for the use of wheel chair units within the proposed development.

The site was previously used as a police station with 10 off street car parking provided to the rear of the site accessed via Fortis Green Avenue. As Muswell Hill police station is now closed and no data is available on the previous uses, the applicant’s transport consultant surveyed Hornsey Police station on Tottenham Lane which is the closest comparable site. Based on the applicants transport consultant observations of Hornsey Police Station, the applicants transport consultant has forecasted that Hornsey police station generates a parking demand of some 18 car parking spaces for police operational use only not including visitors. This is a residual on street parking demand of some 8 car parking spaces. It is to be noted that the parking demand on Hornsey Police station is constrained by the controlled parking zone where as in the case of the previous situation in Muswell Hill this would have been unconstrained parking demand as there was no parking control mechanism in place to constrain parking demand.

There are two applications submitted for the redevelopment of the site which includes: redeveloping the existing car park to provide 3 terraced houses (containing 1x3 bed and 2x4 bed) and conversion of the police station building to provide 9 residential units including (1x1 bed, flat, 3x2 bed flat, 3x3 bed flat, 1x3 bed house and 1x4 bed house); these applications do not include the provision of any off street car parking spaces; we have assessed the cumulative impact of both applications on the highways network.

The applicants transport consultant has calculated the number of trips that are likely to be generated by the proposed development using the sites form the TRAVL and TRICS database, based on a development of 12 units, the entire development would generate a total of 4 in/out movements during the critical am peak hour. We have considered that the proposed trips generated by the proposed development would not impact on the free flow of traffic on Fortis Green and is likely to generate fewer trips when compared to the previous use as a police station.

We had a number of concerns in relation to the parking demand generated by the proposed development; however since the previous application these have been addressed as a result of:

- 1) The Council is in the process of consulting on the implementation of a new controlled parking zone (CPZ) in the area surrounding the site, in relation to the nearby St Luke's hospital development. The area of the new CPZ will include the roads bounded by Fortis Green Road to the north and Woodside Avenue to the south, Parkland Walk and Muswell Hill Broadway to the east, and the existing Fortis Green CPZ to the west. In addition, we have consulted the residents to the north of Fortis Green Road on the possibility of expanding the CPZ to cover their area in the future.
- 2) The applicant's transport consultant VECTOS have conducted an additional assessment of the parking demand that is likely to have been generated by the previous use as a police station; based on the surveys conducted of the nearby Hornsey police station. The surveys suggest that the parking demand generated by the previous use as a police station would be greater and last longer than previously forecasted, and would have generated a parking demand of up to 8 on-street car parking spaces.
- 3) The applicant is proposing to fund a scheme by way of a S.106 agreement to remove the existing crossover, re-arrange and formalise the existing on street car parking spaces to create an additional 3 on street car parking spaces.

Based on the surveys and capping the parking demand generated by the proposed residential development, we can form a view on the basis of a "nil detriment" or better that the parking demand generated by the proposed development plus existing parking demand from local residents will not be greater than the parking demand of the previous use plus existing parking demand from local residents.

It is to be noted, it is not possible to dedicate the entire development as a car-free development given the PTAL of the site which is 3. However we have considered the parking requirement based on the evidence submitted and mitigation in the form of the creation of additional on street car parking spaces. It is suggested that prospective residents of the development will be allowed to apply for on street car parking permits in the region of 0.5-0.6 car parking spaces per unit in line with Policy M10 7.22 which states "the Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, give priority to essential users and people with disabilities, to improve the environment, to improve accessibility and to encourage sustainable regeneration.

We have therefore considered that subject to the following S.106 obligations, which will ensure that this development as a whole has a "nil-detriment" impact on parking in the area surrounding the site to support this application.

### **S.106 obligation and conditions**

- 1) As a CPZ is planned for the local area, the applicant will be required to enter into a S.106 agreement to dedicate the development as a "car-capped development", this will mean no more than 7 (seven) of the proposed residential units of the entire development will be eligible to apply for on-street car parking permits, in any future controlled parking zone.

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.

- 2) The applicant will contribute by-way of a S.106/ S.278 agreement of Sum of £16, 000 (sixteen thousand pounds for:
  - a) The removal of the existing crossover to the site, reinstate the footways, relocation of the existing disable car parking spaces, from Fortis Green Avenue to Fortis Green Road closer to the town centre and commercial activities as per (Drawing 141216/A/03)
  - b) To review the existing parking control's on Fortis Green Avenue, and investigate the possibility of converting some of the existing double yellow lines into single yellow lines, to elevate overnight parking pressures.
  - c) To conduct a study on expanding the CPZ to the north of Fortis Green Road.
  
- 3) A residential plan must be secured by the S.106 agreement, as part of the travel plans, the following measures must be included in order to maximise the use of public transport.
  - a) The applicant submits a Travel Plan for each aspect of the Development and appoints a travel plan co-ordinator for the development 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 1 cars. The developer must offer free membership to all residents of the development for at least the first 3 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) To provide Cycle parking in line with the 2015 London Plan (23 secure sheltered cycle parking spaces in total).

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

### **Condition**

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 on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Fortis Green Road, Fortis Green Avenue and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

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

**Informative**

The new development will require numbering. The applicant should contact Local Land Charges at least six weeks before the development is occupied to arrange for the allocation of a suitable address.

### **Appendix 3: Comment on objections**

<b>Objection</b>	<b>Response</b>
<p>Identical application as to the one rejected/ not appropriate first time</p> <p>Resubmitting the exact plans as before does not resolve problem</p>	<p>While the application is the same as before the Local Planning Authority are obliged to assess the application. The application is supported by further information following the previous refusal.</p>
<p>Large proportion of increased vehicle parking</p> <p>Proposal does not include on-site parking</p> <p>Detrimental effect on the ability of existing residents to find parking for their cars.</p>	<p>The survey information suggests that the parking demand generated by the previous use as a police station would have been greater and lasted longer than previously forecasted, generating a parking demand of up to 8 on-street car parking spaces.</p> <p>The scheme is viewed as having “nil detriment” on parking demand.</p> <p>A number of measures are being secured to mitigate transportation/ parking impacts.</p>
<p>Traffic movement and safety problem for pedestrians trying to cross roads caused by extreme parking pressure.</p>	<p>The Council’s Transportation Team accept that the predicted trips generated would not impact on the free flow of traffic on Fortis Green.</p>
<p>Overspill parking from some residents in the adjacent controlled parking area avoiding payment by parking in the uncontrolled area</p>	<p>The problems of overspill parking are known. The Councils is in the process of consulting on the implementation of a new controlled parking zone (CPZ) in the area surrounding the site,</p>
<p>Ask that the disabled parking space at the top of Fortis Green Avenue not be removed.</p>	<p>Given the police station is no longer in use the provision of such a space is not viewed to be necessary here. The cost of relocating this space from Fortis Green Avenue to Fortis Green Road will be secured.</p>
<p>This is essentially the same application as the previous one and with the same serious deficiency- namely the total lack of any provision for on- street parking.</p>	<p>As above</p>