

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2015/3729

**Ward:** St Anns

**Address:** St Anns Road Police Station 289 St Anns Road N15 5RD

**Proposal:** Demolition of extensions and outbuildings, the conversion of the former police station, and the construction of new residential buildings to provide 28 x 1, 2, 3, and 4 bedroom dwelling units, parking provision, cycle and refuse storage.

**Applicant:** MrJoss Baker One Housing Group

**Ownership:** Private

**Case Officer Contact:** Aaron Lau

**Site Visit Date:** 23/12/2015

**Date received:** 16/12/2015 **Last amended date:**

#### **Drawing number of plans and document ref.:**

- A\_XX-00\_DR\_0001 Rev C - Existing Site Location Plan;
- A\_XX-00\_DR\_0002 Rev B - Existing Site Plan;
- A\_XX-00\_DR\_0004 Rev B - Existing Police Station Existing Ground First Second Floor Plans;
- A\_XX-00-DR\_0005 Rev B - Existing Police Station Elevations;
- A\_XX-E1-DR\_0003 Rev B - Existing Site Street Elevations;
- A\_BAB-ZZ-DR\_0200 Rev K - Proposed Buildings A and B Ground First Floor Plans;
- A\_BAB-ZZ-DR\_0201 Rev J - Proposed Buildings A and B - Second Third Floor and Roof Plans;
- A\_BC-ZZ-DR\_0203 Rev E - Proposed Building C - Ground First Second Floor and Roof Plans;
- A\_XX-00-DR\_9100 Rev H - Proposed Site Plan and Landscape Plan;
- A\_XX-E1-DR\_0204 Rev D - Street Elevations - Hermitage Road and St Anns Road;
- A\_XX-E1-DR\_0205 Rev C - Street Elevations - Building C;
- A\_XX-E1-DR\_0207 Rev F - Detailed Elevations 1;
- A\_XX-E1-DR\_0208 Rev E - Detailed Elevations 2;
- A\_XX-E1-DR\_0209 Rev D - Detailed Elevations 3;
- A\_XX-E1-DR\_0211 Rev D - Elevations - Building C;
- A\_BA-UN-DR\_0300 Rev B - Building-A 1B2P Type-A Unit P;

- A\_BA-UN-DR\_0301 Rev B - Building-A 1B2P Type-B Unit Plan;
- A\_BA-UN-DR\_0302 Rev B - Building-A 1B2P Type-D Unit Plan;
- A\_BA-UN-DR\_0303 Rev B - Building-A 1B2P Type-C Unit Plan;
- A\_BA-UN-DR\_0304 Rev B - Building-A 2B3P Type-A Unit Plan;
- A\_BA-UN-DR\_0305 Rev B - Building-A 2B3P Type-B Unit Plan;
- A\_BA-UN-DR\_0306 Rev B - Building-A 2B3P Type-C Unit Plan;
- A\_BB-UN-DR\_0310 Rev B - Building-B 1B2P Type-A Unit Plan;
- A\_BB-UN-DR\_0311 Rev B - Building-B 1B2P Type-B Unit Plan;
- A\_BB-UN-DR\_0312 Rev B - Building-B 2B3P Type-A Unit Plan;
- A\_BB-UN-DR\_0313 Rev B - Building-B 2B3P Type-B Unit Plan;
- A\_BB-UN-DR\_0314 Rev B - Building-B 2B3P Type-C Unit Plan;
- A\_BB-UN-DR\_0315 Rev B - Building-B 2B3P Type-D Unit Plan;
- A\_BB-UN-DR\_0316 Rev B - Building-B 2B3P Type-E Unit Plan;
- A\_BB-UN-DR\_0317 Rev B - Building-B 2B3P WCH Type-F Unit Plan;
- A\_BB-UN-DR\_0318 Rev B - Building-B 2B4P Type-A Unit Plan;
- A\_BC-UN-DR\_0330 Rev B - Building-C 4B6P Type-A Unit Plan;
- Arboricultural Impact Assessment Report ref. OHG/STA/AIA/01
- Arboricultural letter ref. OHG/STA/AIA /Ltr/01 and dated 27 November 2015
- Consultation Statement Addendum dated December 2015
- Daylight and Sunlight Report – St Ann’s Police Station dated 10 December 2015
- Design and Access Statement ref. OHG-MPS-RP-0001 and dated 15 December 2015
- Flood Risk Assessment and Sustainable Drainage Strategy Rev 3.0 ref. 140636/TG/AW
- Heritage Study ref. OHG-MPS-RP-0002 and dated 15 December 2015
- Planning Statement ref. OHG-MPS-RP-0004 and dated 15 December 2015
- Preliminary Ecological Appraisal ref. Version 2.0 ref. 141180 and dated 24 November 2015
- Sustainability Statement ref. OHG-MPS-RP-0003 and dated 15 December 2015
- Transport Statement ref. OHGHARINGEY.1

1.1 The proposal is a major application and is therefore presented to Committee for consideration.

## 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the change of use of the former Police Station to residential use is considered to be acceptable;
- The impact of the development on neighbouring residential amenity is acceptable;
- The design and appearance of the proposal is acceptable;

- The revised proposal overcomes the previous Members concerns regarding the impact of the proposal on the conservation area. The proposal is therefore considered to preserve the appearance of the St. Ann's Conservation Area;
- Clarification has been provided for the allocation of the car parking spaces to all the dwellings and there would be no significant impact on parking or the surrounding highway network;
- The proposal meets the minimum standards outlined in the Mayor's Housing SPG;
- The application documents confirm that the new residential units would meet a carbon reduction of 35% against Part L of the Building Regulations 2013;
- The indicative mix of residential units is considered to be acceptable and would support housing delivery within the borough;
- The s106 obligations relating to skills and training, highways/transportation, are considered to be appropriate in mitigating any effect on local infrastructure; and
- The s106 obligation to provide 21% affordable housing is considered to be acceptable and has been supported by an independently assessed viability assessment.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission subject to the conditions and informatives set out below and subject to the prior completion of a section 106 / section 278 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106/ section 278 legal agreement referred to in resolution (2.1) above is to be completed no later than 16<sup>th</sup> March 2016 or within such extended time as the Head of Development Management shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

### **Conditions**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans

- 3) Materials submitted for approval
- 4) Central satellite dish – removal of PD rights for antennas
- 5) Refuse and recycling details
- 6) Construction management statement
- 7) Dust management
- 8) NOX boilers
- 9) Communal boilers
- 10)NRMM
- 11)Carbon reduction
- 12)Removal of PD rights to 5 x mews houses
- 13)Minimum cycle parking provision and maximum on site car parking provision
- 14)Site wide landscaping
- 15)Drainage: Greenfield run-off rates to be achieved

### **Informatives**

- 1) Co-operation
- 2) CIL liable
- 3) Street Numbering
- 4) Hours of construction
- 5) Thames Water
- 6) London Fire Brigade

### **Section 106 Heads of Terms / S278 Agreement:**

- 1) Car capped;
- 2) Residential Travel Plan, Car Club, Electric Charging Points;
- 3) £3,000 per Travel Plan for monitoring;
- 4) £20,000 CPZ review;
- 5) £3,514.55 in s278 contributions;
- 6) £15,000 towards cycling and walking improvements;
- 7) 21% (by unit number) Affordable Housing;
- 8) Employment and training obligations. Notification to Council of any job vacancies during the construction phase;
- 9) Review mechanism should the development not be implemented within 18 months; and
- 10)Considerate Contractors Scheme.

2.4 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

1. In the absence of the provision of residential and work place travel plans, a travel plan co-ordinator, a financial contribution towards the monitoring of the Travel Plan, the scheme being car capped, and contributions towards CPZ review, cycling and walking improvements, traffic management studies, the proposal

would have an unacceptable impact on local traffic movement and surrounding road network and would be contrary to Local Plan Policy SP7, saved UDP Policies M8 and M10, and draft DM Policy DM32 and London Plan Policies 6.11, 6.12 and 6.13.

2. In the absence of the provision of 21% on site affordable housing and review mechanism to secure further affordable housing, the proposal would fail to contribute to the identified need for affordable housing in the area and would be contrary to Local Plan Policy SP2, London Plan Policy 3.12 and draft DM Policy DM13.
  3. In the absence of a considerate constructor's agreement, the proposal would have an unacceptable impact on the amenities of surrounding neighbours and would be contrary to saved UDP Policy UD3, and draft DM Policy DM1 and London Plan Policy 7.6.
  4. In the absence of a scheme towards Construction training / local labour initiatives and a financial contribution towards Work Placement Co-ordinators (WPCs), the proposal would have an unacceptable impact on the community and would be contrary to Local Plan Policy SP8 and London Plan Policy 4.1
- 2.5 In the event that the Planning Application is refused for the reasons set out in resolution (2.4) 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 contemplated in resolution (1) above to secure the obligations specified therein.
- 2.6 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

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## **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **3.1 Background**

3.1.1 The previous planning application - ref. HGY/2015/0034 was for the, '*demolition of extensions and outbuildings and conversion of former Police Station to erect new residential building to provide 32 dwelling units in a mixture of unit sizes, including one, two and three bedroom flats and 4 bedroom houses, parking provision, cycle and refuse storage*'.

3.1.2 The application was reported to Planning Sub-Committee on 22<sup>nd</sup> June 2015 with an Officer's recommendation for approval. Members raised a number of concerns and overturned the Officer's recommendation. Members refused the application on the following grounds:

a) The proposal by reason of its scale, height, bulk massing and extensive coverage of the site would result in an overdevelopment of the site and an over dominant and visually discordant building which would not be harmonious with the host building or surrounding existing built form, which would fail to preserve or enhance the character and appearance of the St. Ann's Conservation Area and the visual amenity of the locality generally.

b) The proposal, in the absence of any dedicated parking provision for the affordable housing units would give rise to an unacceptable level of pressure for on-street parking which would be detrimental to the free flow of traffic and give rise to highways and pedestrian safety.

3.1.3 Following the refusal of planning permission for application reference HGY/2015/0034, the applicant has appealed the council's decision – Planning Inspectorate's (PINs) reference: APP/Y5420/W/15/3137516 under a hearing procedure.

3.1.4 The hearing date has been set by the Planning Inspectorate and is due to take place on 12<sup>th</sup> April 2016.

### **3.2 Proposed development**

3.2.1 This planning application seeks to address the Members' concerns and reasons for refusal under the previous application reference HGY/2015/0034. The revised planning application has been submitted to address the reasons to refuse the previous scheme (reference HGY/2015/0034. The applicant has also made a number of additional revisions in order to improve on the refused scheme generally. The notable differences between the current proposal, subject to this planning application and the previously refused planning application – reference - HGY/2015/0034, are listed below:

- Reduction in the number of residential units from 32 to 28;
- Reduction in the overall density of the development from 480 habitable rooms per hectare to 438 habitable rooms per hectare;
- Increase in the number of on-site affordable housing units from 4 (13%) to 6 (21%);
- The introduction of a visual and physical gap between the retained police station and the proposed new building;
- Reduction in the width of the new building from 11.7metres to 9.6metres. This reduction means that the new building is now positioned 1m behind the building line of the police station building in Hermitage Road;
- Increase in the size of ground floor amenity spaces;
- The introduction of 3 wheelchair accessible units located on the ground floor of the new apartment block;
- All homes have now been designed to be dual aspect; and
- Clarification has been provided by the applicant with regard to the allocation of the car parking spaces to all the dwellings.

3.2.2 The (revised) planning application seeks consent for extensions and outbuildings, the conversion of the former police station, and the construction of new residential buildings to provide 28 dwelling units comprising 10 x 1 bedroom, 12 x 2 bedroom, 1 x 3 bedroom, and 5 x 4 bedroom, and parking provision, cycle and refuse storage.

### **3.3 Site and Surroundings**

3.3.1 The application site comprises the old St Ann's Police Station site located on the northern side of St Ann's Road on it's junction with Hermitage Road. The site is irregular in shape and consists of the original late Victorian Police Station building, a side extension to the building and several recent additions to the police station facilities and a church – all the buildings occupying the site are redundant and vacant.

3.3.2 The site is currently serviced by two vehicular accesses from Hermitage Road and two pedestrian accesses, one from Hermitage Road and the other from St Ann's Road (the main entrance).

3.3.3 The site is partially located within the St Ann's Conservation Area. The Conservation Area extends along the northern strip of the site and runs parallel to St Ann's Road. The site is also identified as part of the wider St Ann's Hospital Site within the Site Allocation DPD which envisages residential uses being introduced to the site. St Ann's police station is a locally listed building. There are no other statutorily or locally listed buildings on, or surrounding the site.

3.3.4 The site is relatively flat in topography.



3.3.5 The surrounding area is predominantly residential in land use with the residential neighbourhoods surrounding the site varying in age and character. The majority of the terraced housing is from the inter-war period. There are more recent flatted blocks abutting the north-west and south-west corners of the site. Turners Court is located on the corner of St Ann's Road and Cornwall Road it partially overlooks the site and is eight storeys in height. On the opposite side of the site are Chestnuts Park and Community Centre and the Chestnuts Park GP Surgery. Adjacent to the site on all its western and southern boundaries is the St Ann's Hospital.

3.3.6 The site itself was sold by the Metropolitan Police as part of its initiative to consolidate their service and release equity on underutilised or surplus sites.

### **3.4 Relevant Planning History**

3.4.1 HGY/2015/0034 - Demolition of extensions and outbuildings and conversion of former Police Station to erect new residential building to provide 32 dwelling units in a mixture of unit sizes, including one, two and three bedroom flats and 4 bedroom houses, parking provision, cycle and refuse storage – refused 30/06/2015

## **4. CONSULTATION RESPONSE**

4.1 The scheme was presented to the **Haringey Quality Review Panel** on 18<sup>th</sup> November 2015.

4.1.1 A summary of their response in paragraph 6.4.12 of this report. set out as follows:

*“The panel are delighted that the project team have confidently and successfully addressed the concerns that arose at the previous panel meeting in September.*

*The revised proposals now respond positively to the neighbouring locally listed police station (retained within the scheme), resulting in a very ‘calm’ proposal.*

*The creation of a gap between the old and new parts of the development serves to break the overall massing down whilst enhancing the visual setting and character of the locally listed building. Glimpsed views (through the gap to the greenery of St Ann's Hospital) improve the quality of the streetscape.*

*The reduction in development density, achieved through a reduction of plan-depth in tandem with a reduction in the overall length of the new block is warmly welcomed, resulting in good flats with improved layouts and enhanced amenity spaces.*

*The level of articulation in the architectural detailing will help to enhance the local character of the area, whilst also introducing a more modern architectural language. Quality should underpin the specification and design of the architectural details.*

*The panel commend the increase in proportion of affordable housing, helping to make the scheme more inclusive.*

*Overall, the panel think that this scheme is successful in responding to the Haringey Quality Charter (Haringey Development Management Policy DM1). More detailed comments are provided below on the massing, development density, scheme layout and architecture.”*

4.2 The following were consulted regarding the application:

- LBH Housing Renewal;
- LBH Arboricultural;
- LBH Cleansing;
- LBH Housing Design and Major Projects;
- LBH Conservation Officer;
- LBH Building Control;
- LBH Transportation;
- LBH Environmental Health;
- London Fire Brigade;
- Design Out Crime Officer;
- Friends of Chestnut Park;;
- TfL;
- Thames Water;
- Arriva London;
- St Ann’s CAAC;
- Tottenham CAAC.

The following responses were received:

Internal:

1) Conservation: No objection:

*“I consider that by introducing some minor alterations to the previous scheme, the applicants have managed to overcome several design issues raised by the committee, and in fact by officers. The retention of a considerable gap between the locally listed police station and the new development breaks the overall massing and ensures that the police station remains iconic on the street elevation, hence enhancing its setting. In addition, the architectural detailing of the terrace is such that it would further break the mass of the new development*

*and enhance the local character of the area, enhancing the setting of the conservation area.*

*Further design improvements such as reducing the depth of the flats allows usable defensible space to the front as well as reduces the number of single aspect units, further enhancing the quality of accommodation provided by the new development.*

*Overall, I consider this to be a vast improvement to the previously refused scheme, and feel that the current proposal would enhance the setting of the conservation area as well as the setting of the locally listed building as per statutory duty and national and local plan policies.”*

- 2) LBH Environmental Health: No objection subject to the imposition of conditions relating to combustion and energy plant, control of dust, considerate constructors scheme and plant machinery.

## **5. LOCAL REPRESENTATIONS**

- 5.1 The following were consulted:

227 Neighbouring properties  
2 Residents Associations (Chestnuts Northside Residents Association & The Gardens Residents Association)  
1 site notice was erected close to the site

- 5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 2  
Objecting: 0  
Supporting: 2  
Others: 0

- 5.3 The following local groups/societies made representations:

- Tottenham CAAC (support)

## **6 MATERIAL PLANNING CONSIDERATIONS**

- 6.1 The main planning issues raised by the proposed development are:

1. Land use and principle of development;
2. Density and Layout;
3. Impact on Conservation Area;
4. Design and Appearance;

5. Neighbouring amenity;
6. Residential Mix and quality of accommodation;
7. Affordable Housing;
8. Trees and Biodiversity;
9. Transportation;
10. Climate Change and Sustainability;
11. Flood Risk and Drainage;
12. Waste;
13. Accessibility; and
14. S106 Contributions

## **6.2 Land use and principle of the development**

- 6.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development.
- 6.2.2 The Council recently published for consultation the pre-submission site allocations DPD January 2016. The site falls within and forms part of the wider St. Ann's Hospital Site (SA28). The site allocation DPD encourages residential development to rationalise and improve the existing hospital and police station site.
- 6.2.3 The proposal involves refurbishment of the vacant Police Station Building together with the conversion of the building into flats (Block A – 8 units), the construction of four storey buildings to house new flats (Block B – 15 units), and the erection of five mews houses (Block C).
- 6.2.4 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. Haringey's annual housing target, set out in table 3.1 in the London Plan, is 820 units with this target increased to 1,502 per annum for the period 2015 to 2025 in the Further Alteration to the London Plan 2015.
- 6.2.5 The proposal would result in the creation of 28 new residential units. These units will be provided through the refurbishment, extension (fronting St. Ann's Road) and conversion of the existing Police Station building on site and the construction of new units within the new build four storey apartment buildings and terraced dwellinghouses.
- 6.2.6 The principle of introducing residential units on the site is supported by relevant planning policies and the site allocations SPD. Overall, the proposal would provide much needed housing within the Borough and would be in general accordance with the NPPF, London Plan 2015 (FALP) Policies 3.2, 3.3, 3.17, 3.18 and 7.3, Saved UDP 2006 Policy UD3, Local Plan 2013 Policies SP0, SP1

and SP2 and Policy SA28 of the Council's Site Allocation DPD (Pre-Submission Version January 2016)

### **6.3 Density**

6.3.1 London Plan Policy 3.4 and draft DM Policy DM10 seek to optimise housing potential on sites.

6.3.2 The site is considered to be urban in character with a Public Transport Accessibility Level (PTAL) of 3, which represents medium public transport accessibility. Table 3.2 of the London Plan indicates that, in line with London Plan Policy, a density of 250-450 habitable rooms per hectare or 45-170 units per hectare is appropriate.

6.3.3 The proposed development proposes 28 residential units, which, when compared with the original scheme which was refused planning permission – reference HGY/2015/0035, is a reduction of 4 residential units (originally 32 units). This in turn has reduced the overall density of the scheme, which would now be 438 habitable rooms per hectare (as opposed to the previously refused scheme which would have been 480 habitable rooms per hectare) The density would therefore falling within the density guidance set out in table 3.2 of the London Plan for this type of location.

### **6.4 Impact on St Ann's Conservation Area**

#### *Statutory duty*

6.4.1 There is a legal requirement for the protection of the Conservation Area. The Legal Position on the impact on these heritage assets is as follows, and Section 72(1) of the Listed Buildings Act 1990 provide:

6.4.2 "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".

6.4.3 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 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."

6.4.4 The Court in the case of 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 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 or a Historic Park, 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.

- 6.4.5 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 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.
- 6.4.6 The NPPF should be considered alongside with Policies 3.5 and 7.6 of the London Plan (FALP 2015), draft DM Policy DM1 and Local Plan Policy SP11, which identify that all development proposals should respect their surroundings by being sympathetic to their form, scale, materials and architectural detail.
- 6.4.7 London Plan Policy 7.8 requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 and draft DM Policy DM9 require the conservation of the historic significance of Haringey's heritage assets. Saved Haringey Unitary Development Plan Policy CSV5 requires that alterations or extensions preserve or enhance the character of the Conservation Area.

*Proposal*

- 6.4.8 The front and middle portions of the site are located within the St Ann's Conservation Area. This area includes the retained Police Station building, and the block of flats that is proposed to run down Hermitage Road.
- 6.4.9 The previous 32 unit planning application (HGY/2015/0035) was refused by Members of the planning sub-committee as they considered the scale, height, bulk, and massing and site coverage to amount to an overdevelopment of the site and was wholly unacceptable in the conservation area and locality generally. The current planning application which proposes 28 units incorporates several key physical changes in order to overcome the previous design concerns – which are listed under paragraph 3.2.1 of this report.
- 6.4.10 In support of the planning application, the applicant has submitted a suite of documents which consider the heritage and conservation considerations of the development.
- 6.4.11 The revised proposal has been reviewed by the Council's Conservation Officer who raises no objections and is of the opinion that the retention of a considerable gap between the locally listed police station and the new development breaks the overall massing and ensures that the police station remains iconic on the street elevation, hence enhancing its setting. The Conservation Officer continue to say that the architectural detailing of the terrace is such that it would further break the mass of the new development and enhance the local character of the area, enhancing the setting of the conservation area.
- 6.4.12 The amended proposal was presented to the Quality Review Panel on 18<sup>th</sup> November 2015.

QRP comments	Comments
<i>Massing and development density</i>	
The panel welcomed the reduction in plan footprint on the site, resulting in the loss of all single aspect units, and a reduction in total number of units of accommodation.	Noted.
Pulling back the building line at Hermitage Rd also serves to make the new blocks 'subservient' to the old police station, thereby enhancing the setting for the locally listed building.	Noted.
It was noted that the single storey later addition to the police station was to be removed within the final proposals.	This part has been omitted under the current proposal.
It was acknowledged that this would enable access to bin stores and cycle storage at the rear, between the old and new parts of the development.	This has been designed into the revised proposal.

The panel welcomed the decision to separate the new blocks of accommodation from the existing police station, allowing the locally listed 3-storey police station building to visually have some 'breathing space'.	Noted.
The gap created will also allow glimpsed views to the greenery of St. Ann's Hospital site.	Noted.
It was felt that previously the new block was too long and 'slab-like'; the reduction in length due to the creation of a gap adjacent to the police station improves the perception of the building significantly.	Noted.
The panel felt that the increase in proportion of affordable accommodation was commendable.	Noted.
<i>Scheme layout</i>	
The panel welcomes the increased provision of dual-aspect living/kitchen flats, resulting from the reduced plan depth.	Noted.
It was noted that the revised plan-depth allows for increased gardens/amenity space to the front and rear of the new blocks.	Noted.
The panel felt that moving the upper-level balconies to the west façade of the new blocks was a positive change, which would give a slimmer profile to the roof from Hermitage Rd, whilst providing enhanced views and amenity for the residents.	Noted.
<i>Architecture</i>	
The height of the parapet on the new blocks is higher than the roofline of the police station (due to required floor-to-ceiling heights), but the panel felt that as the new blocks are now seen as a separate visual entity, this is not a material issue.	Noted.
The panel suggested that a brick parapet (on the new blocks) would be the preferred solution at roofline, as it would conceal the inevitable clutter usually found on urban balconies, and would enhance privacy for the occupants.	Noted and incorporated in the revised proposal.
The brick parapet would also serve to obscure the roof level accommodation from street view, as it is slightly set back.	Noted.
The panel welcomed the window proportions of the new blocks.	Noted.
The panel also welcomed the architectural detailing; deep reveals and vertical recesses that evolve from each storey to the one above, in addition to string courses in the brickwork that reference neighbouring buildings.	Noted.
It was felt that the architectural language/detailing proposed was modern, but also sympathetic to the	Noted.



older buildings in the neighbourhood.	
It was highlighted that the success of such detailing depends upon the quality of the materials specified.	Condition 3 requires details of the materials to be submitted.
For example, the specified brick would need to be a quality brick with a texture and an ability to weather well.	As above.
The panel welcomed the relocation of the communal heat/power plant flue to the middle of the new blocks where it will not be seen from the street, and where it will not detract from the views of the Victorian chimney of the old police station.	Noted.
<i>Summary</i>	
<p>The panel are delighted that the project team have confidently and successfully addressed the concerns that arose at the previous panel meeting in September. The revised proposals now respond positively to the neighbouring locally listed police station (retained within the scheme), resulting in a very 'calm' proposal. The creation of a gap between the old and new parts of the development serves to break the overall massing down whilst enhancing the visual setting and character of the locally listed building. Glimpsed views (through the gap to the greenery of St Ann's Hospital) improve the quality of the streetscape. The reduction in development density, achieved through a reduction of plan-depth in tandem with a reduction in the overall length of the new block is warmly welcomed, resulting in good flats with improved layouts and enhanced amenity spaces. The level of articulation in the architectural detailing will help to enhance the local character of the area, whilst also introducing a more modern architectural language. Quality should underpin the specification and design of the architectural details. The panel commend the increase in proportion of affordable housing, helping to make the scheme more inclusive. Overall, the panel think that this scheme is successful in responding to the Haringey Quality Charter (Haringey Development Management Policy DM1). More detailed comments are provided below on the massing, development density, scheme layout and architecture.</p>	

### *Summary*

6.4.13 Overall, Officers consider that the design approach to the proposed buildings and the retention of the historic building to be an acceptable and high quality approach, which successfully addresses the previous reason for refusal (planning application reference HGY/2015/0035) with regards to scale, bulk, density and site coverage. Although the physical height has not been reduced, the amendments proposed including the clear separation between the police station and new apartment building and the apartment building being set back 1m from the building line of the existing police station means that the perceived height from short and long distance views within Hermitage Road would be less than the previous refused scheme. The current proposal therefore, in turn, resolves the design issues in terms of visual dominance and amounting to a visually discordant form of development which would have adversely impacted on the character and appearance of the conservation area. The variations in

building types, massing and heights, when comparing the retained police station building and the proposed contemporary new build, together with the use of quality materials, would provide visual interest in the streetscape and would preserve the important heritage asset on site this being the locally listed Police Station building. The proposed development would also enhance the setting of the St. Ann's conservation area and would safeguard and improve the visual amenity of the streetscene and locality generally.

6.4.14 Overall, the proposed development on this site is supported and considered acceptable as it would be an enhancement to the character and appearance of the St Ann's Conservation Area. There is no harm to the conservation area, and the proposal would therefore satisfy the statutory duties set out in Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and accord to the design and conservation aims and objectives as set out in Chapter 12 of the NPPF, saved UDP Policies UD3 and CSV5, draft DM Policy DM9, London Plan Policy 7.8, Local Plan Policies SP11 and SP12 and SPG2 'Conservation and archaeology'

## **6.5 Design and appearance**

6.5.1 Expanding on the points discussed above, the actual design of the residential portion of the site is acceptable. The design approach incorporates four storey flatted development, three storey mews houses to the rear of the site, and the conversion and refurbishment of the St. Ann' Police Station building. This design approach provides a varying townscape which in turn creates visual interest in the streetscape that is considered to contribute to the wider built form and would reflect a pattern of development common in the area in the form of terraced dwellinghouses whilst introducing a more contemporary element in the form of the proposed new build four storey buildings for the flatted accommodation.

6.5.2 What is paramount to the scheme being successful is the use of high quality materials. The imposition of planning conditions are recommended on any grant of planning permission to ensure all materials of external surfaces are submitted to, and approved by the Council to ensure this high quality and finish is achieved. Conditions are also recommended to be imposed on any grant of planning permission for details of hard and landscaping details to be submitted for consideration and approval in order to ensure that the overall visual appearance of the whole of the site and its setting are acceptable.

6.5.3 Overall, Officers consider that the revised design approach and architectural vernacular of the proposed buildings and the retention of the historic building on site to be an acceptable and high quality approach. The variations in building types, massing, heights, retention of a historic building contrasting against contemporary buildings and use of quality materials, will provide visual interest and positively add to the surrounding townscape and is considered to be

complementary to the visual amenity of the immediately surrounding environment.

- 6.5.4 The scale, bulk, perceived height, site coverage and density of the proposed scheme have now addressed the Member's reason to refuse the previous planning application reference HGY/2015/0035. The proposed development and the changes as listed in paragraph 6.4.13 will enhance the character and appearance of the St. Ann's Conservation Area and safeguard / improve the visual amenity of the streetscape and locality generally.

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

- 6.6.1 Saved UDP Policy UD3 and draft DM Policy DM1 state that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.
- 6.6.2 The subject site is isolated and adjoins the St. Ann's Hospital site on all common boundaries. The proposal would not have any amenity impact on the St. Ann's Hospital site as the residential units on the application site would be located adjacent to the new healthcare buildings approved on this land.
- 6.6.3 There are no directly adjacent residential neighbours to the proposal with any habitable windows separated sufficiently by way of the highway to those flats opposite on St Ann's Road. Again, the proposed buildings are set sufficiently back from these neighbours to protect the amenities of any future residential neighbour on site.
- 6.6.4 The Council's Pollution Officer has recommended that there be site management, air quality, and dust management conditions placed on any decision to grant the scheme, in order to protect the amenities of surrounding residents.

## **6.7 Residential mix and quality of accommodation**

- 6.7.1 London Plan Policy 3.5, the Mayor's Housing SPG and draft DM Policy DM12 set out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered for future occupiers.
- 6.7.2 In assessing the 28 proposed units against these requirements, all the flats would accord with the minimum unit size requirements with some of the larger sized units exceeding the standards.

- 6.7.3 The minimum standards prescribed for individual rooms are set out within the Mayor's Housing SPG and the proposed rooms conform to these standards.
- 6.7.4 On site amenity space for the proposed units is provided in the form of balconies within the flatted development and gardens for the proposed terraced housing. The reduction of the depth of the ground and first floors under this current application from 11.7m to 9.6m, means that the depth of the rear gardens has been increased from 3.6m to 4.6m (27% increase) and the front amenity areas from 1.2m to 2.2m (83% increase). The private amenity provided represents a significant improvement over the previous proposal in terms of its quantity and quality, and would therefore provide an acceptable level of amenity provision for future occupiers of the new development.
- 6.7.5 Following the revisions made to the current proposal, all the proposed flats and dwellinghouses have now been designed to be dual aspect, and are considered to have acceptable outlook over the highway and gardens.
- 6.7.6 The housing mix of 3 x 1 bedroom and 3 x 2 bedroom (shared ownership) and 7 x 1 bedroom, 9 x 2 bedroom, 1 x 3 bedroom and 5 x 4 bedroom (private market) units shows a variety of housing types and tenures. London Plan Policy 3.8 encourages a choice of housing based on local needs. Haringey has demand for all forms of housing, not just family sized accommodation. Therefore, the proposed housing mix is considered to be acceptable.

## **6.8 Affordable housing**

- 6.8.1 Policy 3.12 of the London Plan 2013 seeks to maximise affordable housing provision and ensure an average of at least 13,200 more affordable homes per year in London over the 20-25 year term of the London Plan
- 6.8.2 Local Plan Policy SP2 and draft DMP Policy DM 13 requires residential developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 40%.
- 6.8.3 The applicant is seeking to increase the number of on-site affordable housing from 4 (13%) to 6 (21%) under this planning application.
- 6.8.4 The application includes a toolkit viability appraisal which has been independently assessed. The independent assessment concludes the scheme cannot provide any more than the 6 units of Shared Ownership tenure units the Applicant is proposing.
- 6.8.5 Officers are of the view that the values in the submitted toolkit by the applicant be accepted, but only on the basis that a review mechanism is in place to ensure, should the sales value of the units be higher than anticipated, a percentage of

any additional profits can then be redistributed for affordable housing in the Borough.

- 6.8.6 The above approach would secure 21% (3 x 1 bedroom and 3 x 2 bedroom (shared ownership) affordable housing on site and give the Council the ability to obtain further contributions, up to an equivalent 50% affordable housing contribution, should the sales values being higher than initially anticipated.
- 6.8.7 This affordable housing provision and review mechanism would be secured by way of a Section 106 Legal Agreement should the application be granted.
- 6.8.8 The above approach and affordable housing provision is considered to be acceptable and ensures the maximum reasonable amount of affordable housing is provided for in accordance with London Plan Policy 3.12, Local Plan Policy SP2 and draft DMP Policy DM 13.

## **6.9 Trees**

- 6.9.1 London Plan 2013 Policy 7.21 and Saved Policy OS17 of the Unitary Development Plan 2006 seek to protect and improve the contribution of trees, tree masses and spines to local landscape character.
- 6.9.2 The application site displays little by way of landscaping or trees given the majority of the site is hardstanding or buildings. The proposal is therefore not considered to cause harm to the treescape of the immediate area. Landscaping conditions are proposed to ensure that there is a net gain in green space on site and planting.

## **6.10 Transportation**

- 6.10.1 The NPPF states that planning decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. This approach is continued in Local Plan Policy SP7. UDP Policy UD3 requires development to not significantly affect private and public transport networks. Draft DM Policy DM32 require Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.
- 6.10.2 The site is located to the east of Green Lanes (A105) and is accessed via St Ann's Road (B152) which runs parallel to the northern boundary of the site, St Ann's Road links the site to the A105 Green Lanes to the west and the A503 Seven Sisters Road to the east. The site is bounded by Hermitage Road to the east.
- 6.10.3 The submitted transport assessment includes surveys of the number of trips that are generated by the existing health care facility. These assumptions and the

impact on the highway have been considered by the Council's Transportation Officer.

6.10.4 The proposal provides 12 car parking spaces for the 28 residential units and is in line with saved UDP Policy M10 as outlined in Appendix 1 of the UDP. This level of parking provision is the same as the previous 32 unit scheme – HGY/2015/0035.

6.10.5 The previous planning application was incorrectly reported at Planning Sub-Committee that no parking spaces would be available for the affordable dwellings and that some spaces would be sold to local residents. For avoidance of doubt, the applicant has confirmed that this was not the case and the 12 car parking spaces provided would be allocated to all dwellings subject to requirements. This being the case, the 12 car parking spaces provided under this application will be allocated for the whole development.

6.10.6 The proposal provides 46 cycle parking spaces for the 28 residential units which are considered to be acceptable. A Travel Plan and electric charging points are secured via a Section 106 Legal Agreement as is a condition setting the maximum number of car parking spaces and the minimum amount of secured and sheltered cycle spaces that are to be provided on site.

6.10.7 Overall, the proposal has been reviewed by the Council's Highways and Transportation Team who raise no objection to the proposal, subject to conditions, s106 contributions and a Section 278 highways agreement being signed to mitigate any affect the proposal may have on the highway network. The proposal is therefore considered to be acceptable from a highways and transportation perspective and in accordance with the NPPF, Local Plan Policy SP1 SP4 and SP7, UDP Policies M10 and UD3 and draft DM Policy DM32

## **6.11 Designing out crime**

6.11.1 The NPPF, London Plan Policies 7.1, 7.3 and 7.4, saved UDP Policy UD3 and draft DM Policy DM2 seek to ensure that policies and decisions should aim to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and create safe and accessible developments, containing clear and legible pedestrian routes and high quality public space, which encourages the active and continual use of public areas.

6.16.2 The proposal has been previously viewed by the Metropolitan Police's Designing Out Crime Officer who raised no objection to the design and layout of the scheme. No comments have been received to the current revised proposal.

6.16.3 The current scheme which is similar to the previous application is considered to provide good surveillance to the street and a layout that would provide a secure environment for future occupiers.

6.16.4 Overall, it is considered that through appropriate design, pedestrian accesses and car parking areas within the scheme can be improved to ensure that the scheme incorporates designing out crime principles and is in accordance with the aspirations of the NPPF, London Plan Policies 7.1, 7.3 and 7.4, saved UDP Policy UD3 and draft DM Policy DM2.

## **6.12 Climate Change and Sustainability**

6.12.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan, draft DM Policy DM21 and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change.

6.12.2 The NPPF emphasises the planning system's key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. Chapter 5 of the London Plan 2015 (FALP) sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy which prioritises in descending order: reducing demand for energy, supplying energy efficiently and generating renewable energy.

6.12.3 London Plan Policy 5.2 requires major developments to achieve at least a 35% reduction in CO<sub>2</sub> emissions over the Building Regulations 2013 Part L standard. The submitted energy statement indicates that the proposal would achieve a 40.1% energy saving per annum over the Building Regulations 2010 which is an acceptable level based on the previous London Plan requirement (40% reduction over the Building Regulation 2010 standard). The proposed carbon reduction for the residential units achieves the minimum required. Policy SP4 of Haringey's Local Plan 2013, which require all residential development proposals to incorporate energy technologies to reduce carbon emissions.

6.12.4 The proposed development will be served by a high efficiency gas-fired communal boiler with low NO<sub>x</sub> emissions. The applicant is committed to provide the infrastructure to connect to the neighbouring health estate (St. Ann's Hospital Site) where there are future plans to install a large heat network. Connecting to the larger heat network would provide greater efficiencies and savings in CO<sub>2</sub> emissions in the future.

6.12.5 Overall, the development, subject to conditions should the application be approved, is considered to adequately reduce its greenhouse gas emissions and

mitigate its impact on climate change in accordance with the NPPF and London Plan Policies 5.2 and 5.9.

6.12.6 A condition is included to ensure that there be a 35% carbon reduction (Part L Building Regulations 2013) is recommended should the application be approved and would ensure the proposal accord with the NPPF 2012 and to London Plan 2011 Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan 2013 and draft DM Policy DM21, which require all residential development proposals to incorporate energy technologies to reduce carbon emissions has been included.

### **6.13 Flood risk and drainage**

6.13.1 The FRA sets out that as the site is in Flood Zone 1, the main issue to address on the site is surface water drainage. Currently, the water runoff drains to the public Thames Water sewage system via seven connections, and it is proposed that the entire residential scheme drains into the system via the northern connection at a rate of 64 l/s, to be confirmed following detailed design.

6.13.2 The proposal will address water run-off through the use of water storage tanks, rainwater harvesting, and green roofs.

6.13.3 The Mayor's Sustainable Design and Construction SPG states that the majority of applications referred to the Mayor have been able to achieve at least 50% attenuation on the site (prior to development) surface water runoff at peak times. This is the minimum expectation from the development. No separate attenuation measures have been provided with regards to the healthcare campus.

6.13.4 London Plan Policy 5.13 expects developments to achieve green field run off rates with Local Plan Policy SP5 and draft DM Policy DM25 promoting sustainable drainage systems to improve the water environment.

6.13.5 The Environment Agency has commented on the previous scheme and having received additional information from the applicants, raised no objection. A condition has been included requiring the submission of a detailed surface water drainage scheme for the site based on the agreed FRA for St Ann's (Ref: 25232/009) produced by Peter Brett. Further to this FRA, details as to how the proposal, both residential and healthcare, will achieve green field run off rates, in line with London Plan Policy 5.13 is included on the decision notice should the application be approved.

6.13.6 These measures and conditions ensure that flood risk is minimised and water drainage systems, quality and environment are improved in accordance with London Plan Policies 5.13, 5.14, 5.15, Local Plan Policy SP5 and draft DM Policy DM25.



## **6.14 Waste**

6.14.1 UDP Policy UD7 requires development proposal make adequate provision for waste and recycling storage.

6.14.2 A condition has been included requiring the submission of an appropriate waste strategy which encompasses not only the proposed residential but also the proposed commercial units on site.

## **6.15 Accessibility**

6.15.1 Saved policy HSG1 of the UDP, Local Plan SP2 and London Plan Policy 3.6 require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. All the residential units have been designed to meet Lifetime Homes standards.

6.15.2 The previous planning application failed to provide any wheelchair accessible units as local and London Plan policies required 10% of the proposed residential units to be wheelchair accessible. A condition was therefore recommended. Under the current planning application, the applicant has offered to provide 3 ground floor wheelchair accessible units within the new apartment (Block B). The quantum of WHC units meets the 10% requirement and as such the proposed development has been inclusively designed for wheelchair users in accordance to saved Policy HSG1 of the UDP, Local Plan SP2 and London Plan Policy 3.6.

## **6.16 Section 106**

6.16.1 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.

6.16.2 The following obligations are considered to be appropriate should the application be approved:

- Car capped;
- Residential Travel Plan, Car Club, Electric Charging Points;
- £3,000 per Travel Plan for monitoring;
- £20,000 CPZ review;
- £3,514.55 in s278 contributions;
- £15,000 towards cycling and walking improvements;
- 21% (by unit number) Affordable Housing;

- Employment and training obligations. Notification to Council of any job vacancies during the construction phase;
- Review mechanism should the development not be implemented within 18 months; and
- Considerate Contractors Scheme.

## **6.17 Conclusion**

6.17.1 The proposal involves the demolition of extensions and outbuildings, the conversion of the former police station, and the construction of new residential buildings to provide 28 x 1, 2, 3, and 4 bedroom dwelling units, parking provision, cycle and reuse storage.

6.17.2 The proposal is considered to be acceptable for the following reasons:

- The principle of the change of use of the former Police Station to residential use is considered to be acceptable;
- The impact of the development on neighbouring residential amenity is acceptable;
- The design and appearance of the proposal is acceptable;
- The revised proposal overcomes the previous Members concerns regarding the impact of the proposal on the conservation area. The proposal is therefore considered to preserve the appearance of the St. Ann's Conservation Area.
- Clarification has been provided for the allocation of the car parking spaces to all the dwellings and there would be no significant impact on parking or the surrounding highway network;
- The proposal meets the minimum standards outlined in the Mayor's Housing SPG;
- The application documents confirm that the new residential units would meet a carbon reduction of 35% against Part L of the Building Regulations 2013;
- The indicative mix of residential units is considered to be acceptable and would support housing delivery within the borough;
- The s106 obligations relating to skills and training, highways/transportation, are considered to be appropriate in mitigating any effect on local infrastructure; and
- The s106 obligation to provide 21% affordable housing is considered to be acceptable and has been supported by an independently assessed viability assessment.

6.17.3 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

## **7.0 CIL**

7.1 Based on the information given on the plans, the Mayor's CIL charge will be £38,255 (1,093 sqm of residential floor space x £35) and the Haringey CIL

charge will be £16,395 (1,093 sqm of residential floorspace x £15). 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.

## **8.0 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s)

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 following approved plans and specifications:

- A\_XX-00\_DR\_0001 Rev C - Existing Site Location Plan;
- A\_XX-00\_DR\_0002 Rev B - Existing Site Plan;
- A\_XX-00\_DR\_0004 Rev B - Existing Police Station Existing Ground First Second Floor Plans;
- A\_XX-00-DR\_0005 Rev B - Existing Police Station Elevations;
- A\_XX-E1-DR\_0003 Rev B - Existing Site Street Elevations;
- A\_BAB-ZZ-DR\_0200 Rev K - Proposed Buildings A and B Ground First Floor Plans;
- A\_BAB-ZZ-DR\_0201 Rev J - Proposed Buildings A and B - Second Third Floor and Roof Plans;
- A\_BC-ZZ-DR\_0203 Rev E - Proposed Building C - Ground First Second Floor and Roof Plans;
- A\_XX-00-DR\_9100 Rev H - Proposed Site Plan and Landscape Plan;
- A\_XX-E1-DR\_0204 Rev D - Street Elevations - Hermitage Road and St Anns Road;
- A\_XX-E1-DR\_0205 Rev C - Street Elevations - Building C;
- A\_XX-E1-DR\_0207 Rev F - Detailed Elevations 1;
- A\_XX-E1-DR\_0208 Rev E - Detailed Elevations 2;
- A\_XX-E1-DR\_0209 Rev D - Detailed Elevations 3;
- A\_XX-E1-DR\_0211 Rev D - Elevations - Building C;

- A\_BA-UN-DR\_0300 Rev B - Building-A 1B2P Type-A Unit P;
- A\_BA-UN-DR\_0301 Rev B - Building-A 1B2P Type-B Unit Plan;
- A\_BA-UN-DR\_0302 Rev B - Building-A 1B2P Type-D Unit Plan;
- A\_BA-UN-DR\_0303 Rev B - Building-A 1B2P Type-C Unit Plan;
- A\_BA-UN-DR\_0304 Rev B - Building-A 2B3P Type-A Unit Plan;
- A\_BA-UN-DR\_0305 Rev B - Building-A 2B3P Type-B Unit Plan;
- A\_BA-UN-DR\_0306 Rev B - Building-A 2B3P Type-C Unit Plan;
- A\_BB-UN-DR\_0310 Rev B - Building-B 1B2P Type-A Unit Plan;
- A\_BB-UN-DR\_0311 Rev B - Building-B 1B2P Type-B Unit Plan;
- A\_BB-UN-DR\_0312 Rev B - Building-B 2B3P Type-A Unit Plan;
- A\_BB-UN-DR\_0313 Rev B - Building-B 2B3P Type-B Unit Plan;
- A\_BB-UN-DR\_0314 Rev B - Building-B 2B3P Type-C Unit Plan;
- A\_BB-UN-DR\_0315 Rev B - Building-B 2B3P Type-D Unit Plan;
- A\_BB-UN-DR\_0316 Rev B - Building-B 2B3P Type-E Unit Plan;
- A\_BB-UN-DR\_0317 Rev B - Building-B 2B3P WCH Type-F Unit Plan;
- A\_BB-UN-DR\_0318 Rev B - Building-B 2B4P Type-A Unit Plan;
- A\_BC-UN-DR\_0330 Rev B - Building-C 4B6P Type-A Unit Plan;
- Arboricultural Impact Assessment Report ref. OHG/STA/AIA/01
- Arboricultural letter ref. OHG/STA/AIA /Ltr/01 and dated 27 November 2015
- Consultation Statement Addendum dated December 2015
- Daylight and Sunlight Report – St Ann’s Police Station dated 10 December 2015
- Design and Access Statement ref. OHG-MPS-RP-0001 and dated 15 December 2015
- Flood Risk Assessment and Sustainable Drainage Strategy Rev 3.0 ref. 140636/TG/AW
- Heritage Study ref. OHG-MPS-RP-0002 and dated 15 December 2015
- Planning Statement ref. OHG-MPS-RP-0004 and dated 15 December 2015
- Preliminary Ecological Appraisal ref. Version 2.0 ref. 141180 and dated 24 November 2015
- Sustainability Statement ref. OHG-MPS-RP-0003 and dated 15 December 2015
- Transport Statement ref. OHGHARINGEY.1

Reason: In order to avoid doubt and in the interests of good planning.

3. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

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

Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

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

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

5. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities and waste collections have 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

6. No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
  - a) parking and management of vehicles of site personnel, operatives and visitors
  - b) loading and unloading of plant and materials
  - c) storage of plant and materials
  - d) programme of works (including measures for traffic management)
  - e) provision of boundary hoarding behind any visibility zones
  - f) wheel washing facilities:

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area

7. 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 Local Planning Authority (reference to the London Code of Construction Practice) and that the site of contractor company be registered with the considerate constructors scheme. Proof of registration

must be sent to the Local Planning Authority prior to any works being carried out on site.

Reason: To safeguard the amenities of the area.

8. Prior to the first occupation of the hereby approved twenty eight (28no) residential units, installation details of the boiler to be provided for space heating and domestic hot water are to be submitted to and approved in writing by the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40mg/kWh (0%). The boilers are to be installed and permanently retained thereafter, or until such time as more efficient technology can replace those previously approved.

Reason: To ensure that the development achieves a high level of sustainability

9. Prior to commencement of the development hereby approved, details of the single communal boiler serving the apartments must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B.

Reason: To ensure that the development achieves a high level of sustainability.

10. All plant and machinery to be used at the demolition and construction phases are required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/> Proof of registration must be submitted prior to the commencement of any works on site.

An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To safeguard the amenities of the area.

11. The dwellings hereby approved shall achieve a carbon reduction in CO2 emissions of at least 35% against Part L of the Building Regulations 2013. No dwelling shall be occupied until a final Certificate has been issued by a suitably qualified expert for it certifying that this reduction has been achieved.

Reason: To ensure that the development achieves a high level of sustainability.

12. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 or any Order revoking or re-enacting that Order, no:

- a) roof extensions;
- b) rear extensions;
- c) side extensions;
- d) front extensions;

shall be carried out to any dwellinghouse hereby approved without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations.

13. Notwithstanding the information submitted with this application, no development shall take place until precise details depicting 46 secure and sheltered cycle spaces and no more than 12 car parking spaces are provided for on site in connection with the development hereby permitted, are submitted to, and approved in writing by the Local Planning Authority. The development will then be retained as such in perpetuity in accordance with these details.

Reason: To promote sustainable modes of transport and protect the free flow of traffic on local roads area.

14. Prior to the commencement of any works on site, a site wide landscaping plan shall be submitted to, and approved in writing, by the Local Planning Authority. The details shall include (but not limited to):

- a) Details of Hardstanding;
- b) Details of all soft landscaping and planting to include species, size, and type of planting.

Reason: In the interests of improving the visual amenity and biodiversity in the area.

15. Prior to any works commencing on site, a detailed sustainable drainage scheme shall be submitted to, and approved in writing by the Local Planning Authority. Any approved scheme shall be implemented wholly in accordance with the approval and before any above ground works commence.

Reason: In order to ensure that a sustainable drainage system has been incorporated as part of the scheme in the interests of sustainability.

**Informatives:**

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE: The application is advised that the proposed development will be liable for the Mayor of London's CIL and Haringey's Local CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £38,255 (1,093 sqm of residential floor space x £35) and the Haringey CIL charge will be £16,395 (1,093 sqm of residential floorspace x £15). 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: 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: The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

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 [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed online 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.

INFORMATIVE: Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

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

INFORMATIVE: The applicant is advised that 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.



## Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
Conservation	No objection	Noted.
Environmental Health	No objection subject to NOx boilers, community heat boiler, considerate constructors scheme, demolition and NRMM conditions	Noted and imposed under Conditions 7, 8, 9 and 10
<b>NEIGHBOURING PROPERTIES &amp; AMENITY GROUPS</b>		
1 local resident (41 Turners Court)	Support	Noted.
Tottenham CAAC	Support	Noted.

**Appendix 2 Plans and Images**



1  
View of St. Ann's Police Station from St. Ann's Road, looking down Hermitage Road



2  
View looking down Hermitage Road from the southern end of the site



3  
Photo of high brick wall that forms the boundary between the site and St. Ann's Hospital



4  
View looking up Hermitage Road from the southern end of the site, towards St. Ann's Road

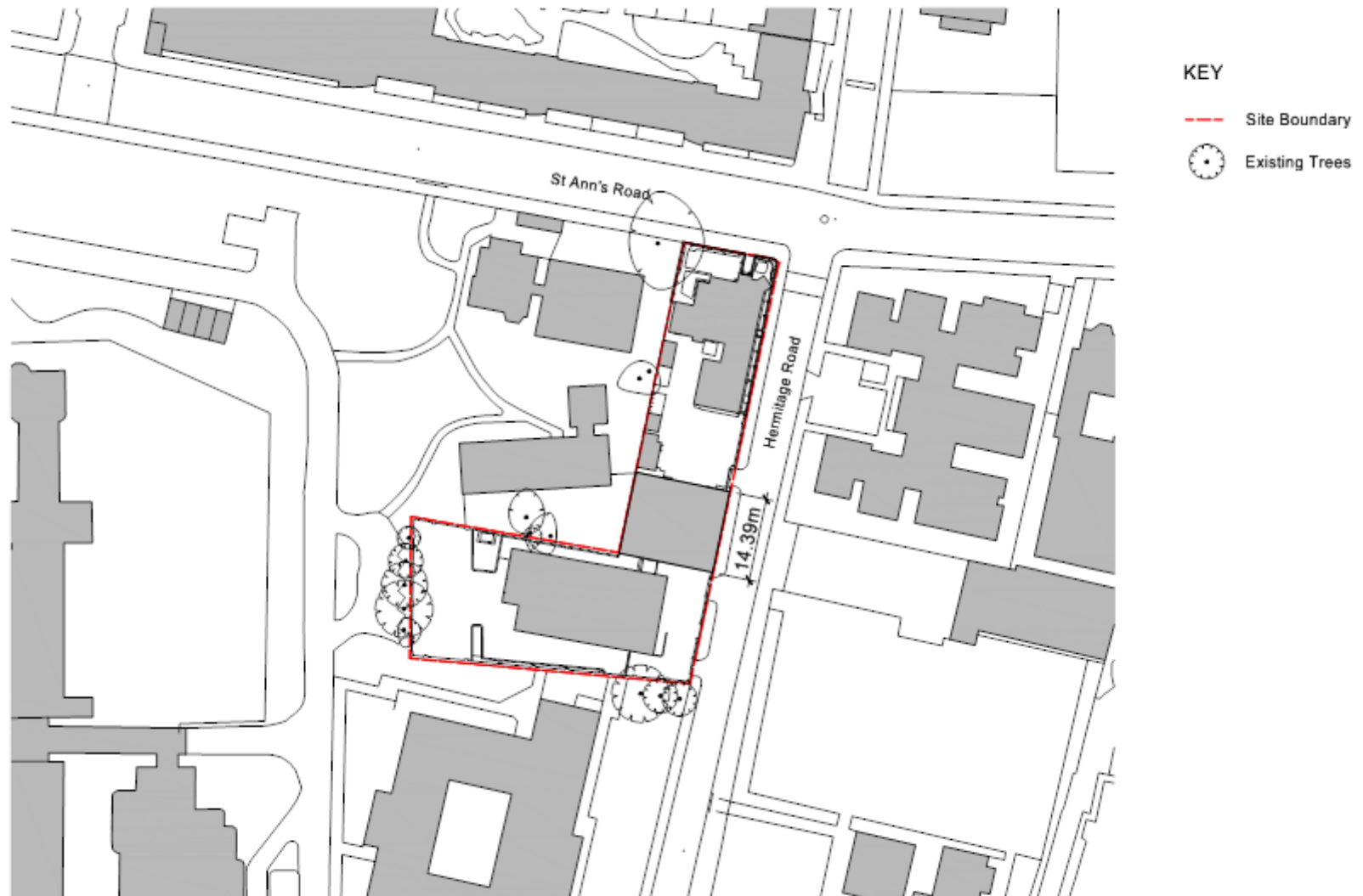


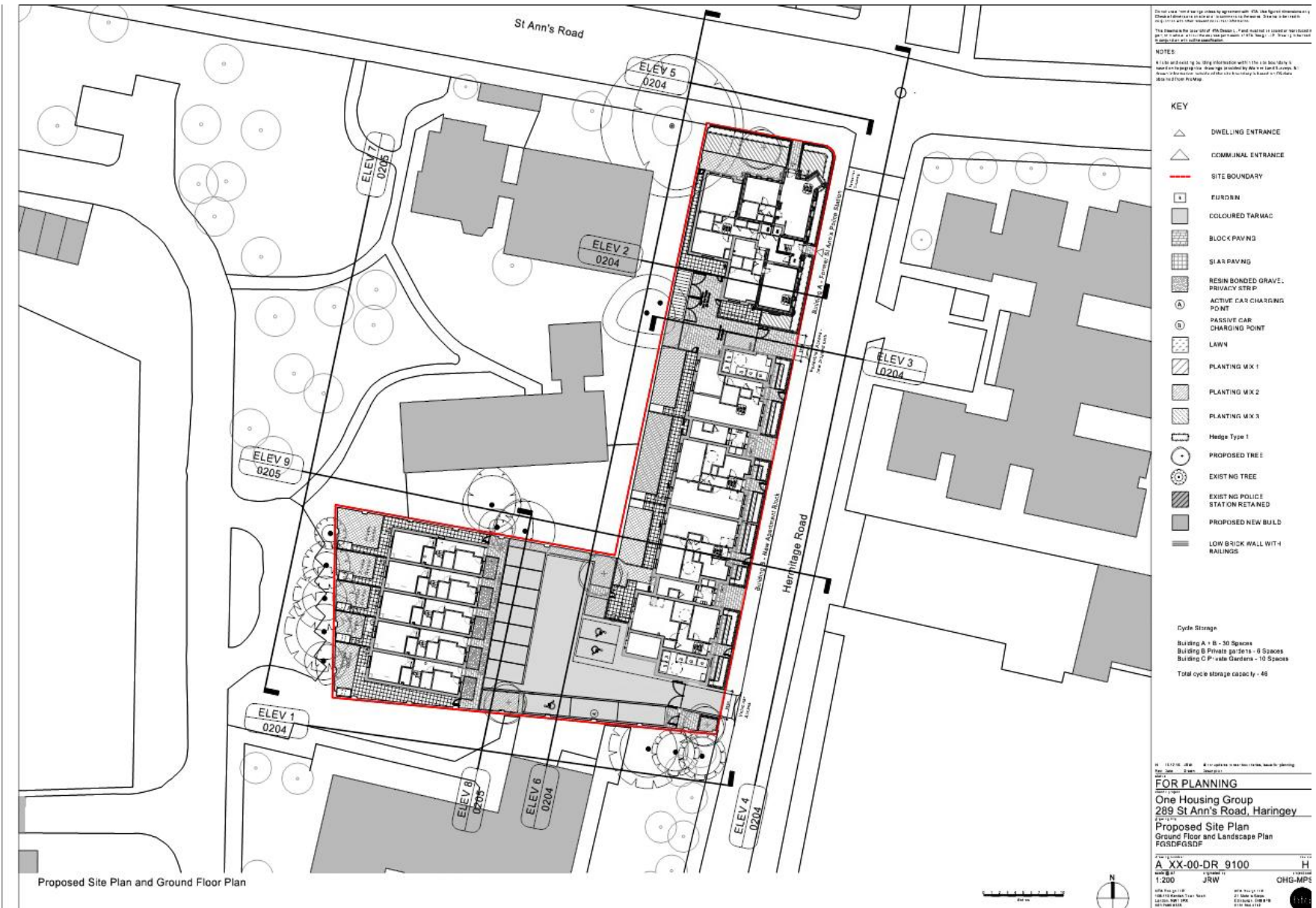
5  
Photo of high brick wall from within St. Ann's Hospital



6  
Photo of high brick wall and one storey buildings between the site and St. Ann's Hospital

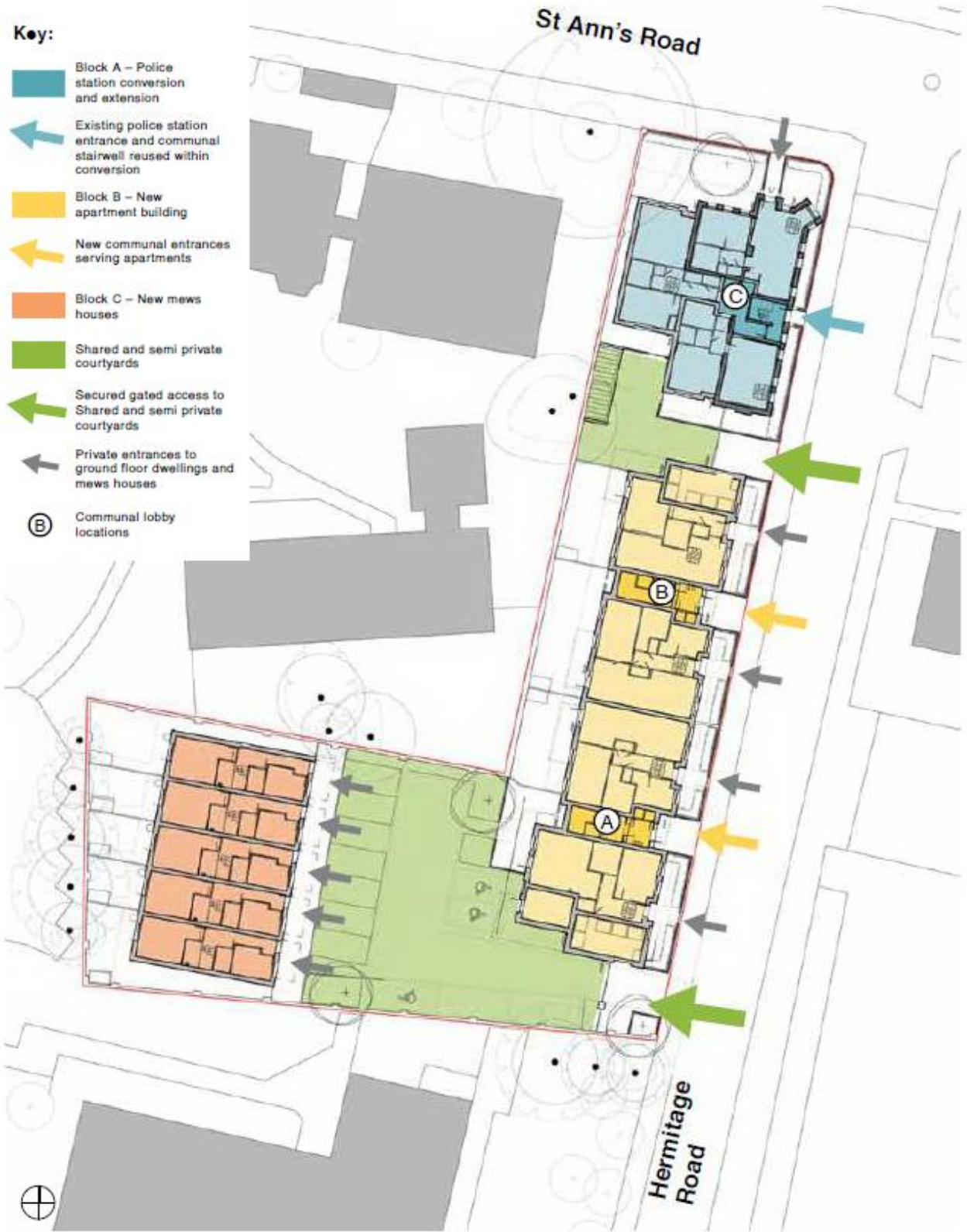
## Location Plan





**Key:**

-  Block A – Police station conversion and extension
-  Existing police station entrance and communal stairwell reused within conversion
-  Block B – New apartment building
-  New communal entrances serving apartments
-  Block C – New mews houses
-  Shared and semi private courtyards
-  Secured gated access to Shared and semi private courtyards
-  Private entrances to ground floor dwellings and mews houses
-  Communal lobby locations



Proposed Layout Diagram (NTS)



Parking and cycle storage diagram





Refuse and recycling storage diagram



Ground floor amenity space diagram



Block identification diagram (refer also to adjacent schedule)

Block A - Conversion of St. Ann's Police Station									
Plot Number	Unit Type	Block	Core	Level	Unit Size	Unit Area	Part M	Tenure	Amenity Space
						GFA (m <sup>2</sup> )	Compliance		
Plot 1	Flat	A	C	Ground	1B2P	52.9	M4(1)	Private	0
Plot 2	Flat	A	C	Ground	1B2P	53	M4(1)	Private	11
Plot 3	Flat	A	C	Ground	1B2P	53.3	M4(1)	Shared Ownership	11
Plot 4	Flat	A	C	First	1B2P	50.3	M4(1)	Private	0
Plot 5	Flat	A	C	First	1B2P	53.1	M4(1)	Private	0 (Juliet Balcony)
Plot 6	Flat	A	C	First	1B2P	58.9	M4(1)	Private	0 (Juliet Balcony)
Plot 7	Flat	A	C	Second	1B2P	49	M4(1)	Private	0
Plot 8	Flat	A	C	Second	2B3P	54	M4(1)	Private	0 (Juliet Balcony)

\*Sub Total 434.5

Block B - New Build Apartment (Core B)									
Plot Number	Unit Type	Block	Core	Level	Unit Size	Unit Area	Part M	Tenure	Amenity Space
						GFA (m <sup>2</sup> )	Compliance		
Plot 1	Flat	B	B	Ground	1B2P	56.1	M4(2)	Shared Ownership	38
Plot 2 (WCH)	Flat (WCH)	B	B	Ground	2B3P	71.3	M4(3) Adaptable	Shared Ownership	52
Plot 5	Flat	B	B	First	2B4P (En-suite)	78	M4(1)	Shared Ownership	12
Plot 6	Flat	B	B	First	2B4P (En-suite)	73	M4(1)	Private	8
Plot 9	Flat	B	B	Second	2B4P (En-suite)	78	M4(1)	Private	12
Plot 10	Flat	B	B	Second	2B4P (En-suite)	73	M4(1)	Private	8
Plot 13	Flat	B	B	Third	1B2P	51.9	M4(1)	Private	21.9

\*Sub Total 461.3

Block B - New Build Apartment (Core A)									
Plot Number	Unit Type	Block	Core	Level	Unit Size	Unit Area	Part M	Tenure	Amenity Space
						GFA (m <sup>2</sup> )	Compliance		
Plot 3 (WCH)	Flat (WCH)	B	A	Ground	1B2P	71.3	M4(3) Adaptable	Shared Ownership	37
Plot 4 (WCH)	Flat (WCH)	B	A	Ground	2B3P	56	M4(3) Adaptable	Shared Ownership	27
Plot 7	Flat	B	A	First	2B4P (En-suite)	73	M4(1)	Private	8
Plot 8	Flat	B	A	First	2B4P (En-suite)	89	M4(1)	Private	13.4
Plot 11	Flat	B	A	Second	2B4P (En-suite)	73	M4(1)	Private	8
Plot 12	Flat	B	A	Second	2B4P (En-suite)	89	M4(1)	Private	13.4
Plot 14	Flat	B	A	Third	3B5P	109.7	M4(1)	Private	27
Plot 15	Flat	B	A	Third	2B3P	62.9	M4(1)	Private	21.6

\*Sub Total 623.9

Block C - New Houses									
Plot Number	Unit Type	Block	Core	Level	Unit Size	Unit Area	Part M	Tenure	Amenity Space
						GFA (m <sup>2</sup> )	Compliance		
Plot 1	House	C	N/A	N/A	4B6P	117	M4(2)	Private	55.6
Plot 2	House	C	N/A	N/A	4B6P	117	M4(2)	Private	26.8
Plot 3	House	C	N/A	N/A	4B6P	117	M4(2)	Private	29
Plot 4	House	C	N/A	N/A	4B6P	117	M4(2)	Private	31.7
Plot 5	House	C	N/A	N/A	4B6P	117	M4(2)	Private	58

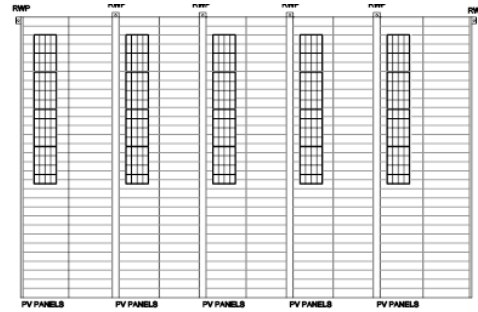
\*Sub Total 585

Block A, B and C Summary Excluding Party Walls			
	Total Ancillary (m <sup>2</sup> )	Total Circulation (m <sup>2</sup> )	*Total Net GFA Residential Area (m <sup>2</sup> )
Block A	0	39	434.5
Block B	44	114	1105.2
Block C	0	0	585
Sub-total	44	153	2124.7

Total Block GiA Including Party Walls (m <sup>2</sup> )	
Block A	507.4
Block B	1343.7
Block C	623.4
Total Circulation and Ancillary	197
Total Residential GiA (including Party Walls)	2277.5
Total GiA (All blocks)	2474.5



Proposed First Floor Plan



Proposed Roof Plan



Proposed Site Plan and Ground Floor Plan



Proposed Second Floor Plan

- KEY**
- △ DWELLING ENTRANCE
  - RWP RAINWATER PIPE
  - ⊕ SWP
  - (RD) Rainwater Duct
  - WM Washing Machine
  - DW Dishwasher
  - FP Fridge Freezer
  - PS Privacy screen 1500mm high

E 30/10/16 JCR 16/07/16 Planning  
 No. 16/16 01/06/16 16/07/16  
**FOR PLANNING**  
 One Housing Group  
 289 St Ann's Road, Haringey  
 L20 0JH  
 Proposed Building C  
 Courtyard Townhouses 486P  
 Detailed Floor Plans  
 4 00 33 00 0000



DETAILED ELEVATION A - Hermitage Road



DETAILED ELEVATION B - Hermitage Road



DETAILED ELEVATION C - St Ann's Road







ELEVATION 1 - South Elevation of Building B and Building C



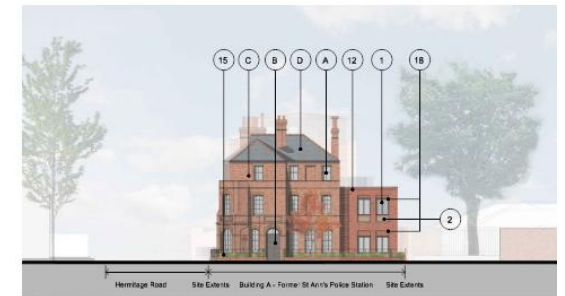
ELEVATION 2 - South Elevation of Building A



ELEVATION 3 - North Elevation of Building B



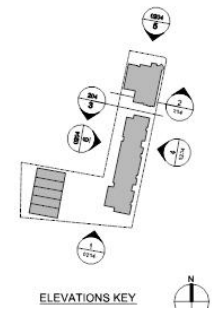
ELEVATION 4 - Hermitage Road



ELEVATION 5 - St Ann's Road



ELEVATION 6 - West Elevation of Building A and Building B



ELEVATIONS KEY

**MATERIALS KEY - New Apartments**

1 Windows and patio doors - Composite metal framed windows

7 Brickwork over communal entrances - Pembroke Handmade Colour - Red Blend

14 Door entrance soffits - Polyester powder coated - Colour - RAL 7024 - Graphite Grey - Rigid

**MATERIALS KEY - Former Police Station**

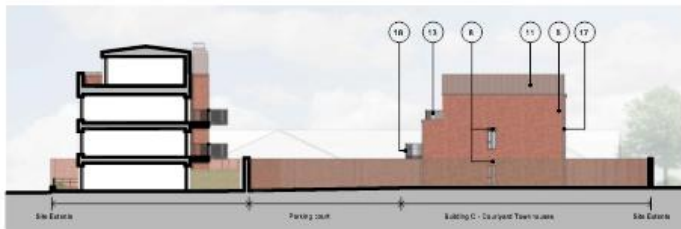
A Windows - Existing timber windows to be overhauled and repaired (Colour - RAL 7035 -



ELEVATION 7 - West Elevation of Building C



ELEVATION 8 - East Elevation of Building C



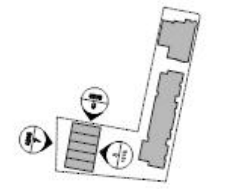
ELEVATION 9 - North Elevation of Building C

**MATERIALS KEY**

- 1 Windows and patio doors - Composite metal framed windows  
Colour -RAL 7030 - Graphite Grey  
Frameless back to back doors. All window and patio door reveals minimum 100mm from face of brickwork
- 2 Architectural panel - Sandstone or similar. Colour to match existing police station sandstone stone
- 3 Porcelain Front Doors - 100mm solid doors. Frame Colour -RAL 7030 - Graphite Grey  
Door lead to suit -RAL 7030 - Graphite Grey. Including sandblasted aluminium numbers. Glassed door panels integrated into door rail
- 4 Commercial Doors - Metal doors Colour -RAL 7030 - Graphite Grey with integrated sand glassed side panels. Glazing must feature to be in a glass panel frame. Clear composite to be double glazing unless otherwise specified. PVC and Poly Ethylene Glycol
- 5 Commercial Entrance Canopies - Canopies to be made with sandstone masonry and aluminium. High to include down lighting to illuminate canopy
- 6 Brickwork - Freestone sandstone Colour - Reddish  
Flushed mortar. Jacket handle mortar joints. Sulf color wet mortar

- 7 Brickwork over canopy and entrance - Freestone sand stone Colour - Reddish  
Flushed mortar. Jacket handle mortar joints. Red coloured mortar. Adhesive courses around doors
- 8 Second and First Floor Windows and patio door head details - Increased to head detail on Freestone sandstone to be flush. Ground to follow to be Sandstone courses and first floor windows to be flush course
- 9 Second Floor Windows and patio door head details - To reduce to be flush detail. Colour to match existing police station sandstone stone. Depth to be 75mm
- 10 Window Cill Details - Sandstone or similar. Colour to match existing police station sandstone stone. 75mm deep and to suit to match ground and coping details. Integrated to ground to detail
- 11 Cast iron roof and roof panels between roof slabs - 100mm standing seam metal cladding and roof tiles. Colour -Aggregato Red. Panels to be at 400mm centres. Copings to be flush windows. Window frame colour to match roof. Reduced to fit head detail over window
- 12 Rampart and balcony copings - Sandstone copings or similar. Colour to match existing police station sandstone stone. Depth of coping stone to be 75mm. Brick soldier detail to be as per signposting
- 13 Roof terrace Be structure - Freestone Freestone coated metal Colour -RAL 7034 - Graphite Grey. Freestone frame sign and signposting

- 14 Door entrance walls - Freestone powder coated Colour -RAL 7030 - Graphite Grey. Light metal panels with integrated lighting
- 15 Beyond Rampart parapet boundary - Aggregate Suburban stone flat concrete street panels and cast in place brick wall with sandstone coping. Building to suit -RAL 7030 - Graphite Grey. Brickwork to be double glazed and double doors. Panels to be flush to ground level to be flush to ground level
- 16 Concrete of gates (to suit in stone stone) - Metal bronze gates Colour -RAL 7034 - Graphite Grey. Flat top vertical lines and cast iron
- 17 Balustrade - Zinc plated powder coated or similar metal. Colour -Aggregato Red
- 18 Balustrade - Zinc plated powder coated or similar metal. Colour -RAL 7034 - Graphite Grey. Balustrade to be flat bars at 50mm spacing



ELEVATIONS KEY





Artist impression of the site from St Ann's Road



Artist's impression of the proposal from Hermitage Road



Proposed street view from Hermitage Road

**Appendix 3: QRP Note**

## CONFIDENTIAL

### 1. Project name and site address

St Ann's Police Station, Hermitage Road, Haringey

### 2. Presenting team

Aziz Gani	One Housing Group
Paul Maddock	HTA Design
Jonathan Rees	HTA Design
Simon Owen	HTA Design

### 3. Planning authority's views

The original planning application for the site was refused at Planning Committee, due to concerns over bulk, massing and design of the development, in addition to concerns over parking provision. Following the previous design review (16 September 2015), the scheme has been amended further in an attempt to address the issues raised by the panel. Officers are generally supportive of the revised scheme.

### 4. Quality Review Panel's views

#### *Summary*

The panel are delighted that the project team have confidently and successfully addressed the concerns that arose at the previous panel meeting in September. The revised proposals now respond positively to the neighbouring locally listed police station (retained within the scheme), resulting in a very 'calm' proposal. The creation of a gap between the old and new parts of the development serves to break the overall massing down whilst enhancing the visual setting and character of the locally listed building. Glimpsed views (through the gap to the greenery of St Ann's Hospital) improve the quality of the streetscape. The reduction in development density, achieved through a reduction of plan-depth in tandem with a reduction in the overall length of the new block is warmly welcomed, resulting in good flats with improved layouts and enhanced amenity spaces. The level of articulation in the architectural detailing will help to enhance the local character of the area, whilst also introducing a more modern architectural language. Quality should underpin the specification and design of the architectural details. The panel commend the increase in proportion of affordable housing, helping to make the scheme more inclusive. Overall, the panel think that this scheme is successful in responding to the Haringey Quality Charter (Haringey Development Management Policy DM1). More detailed comments are provided below on the massing, development density, scheme layout and architecture.

#### *Massing and development density*

- The panel welcomed the reduction in plan footprint on the site, resulting in the loss of all single aspect units, and a reduction in total number of units of accommodation.

Report of Chair's Review Meeting  
18 November 2015  
HQR13\_St Ann's Police Station



## CONFIDENTIAL

- Pulling back the building line at Hermitage Rd also serves to make the new blocks 'subservient' to the old police station, thereby enhancing the setting for the locally listed building.
- It was noted that the single storey later addition to the police station was to be removed within the final proposals.
- It was acknowledged that this would enable access to bin stores and cycle storage at the rear, between the old and new parts of the development.
- The panel welcomed the decision to separate the new blocks of accommodation from the existing police station, allowing the locally listed 3-storey police station building to visually have some 'breathing space'.
- The gap created will also allow glimpsed views to the greenery of St Ann's Hospital site.
- It was felt that previously the new block was too long and 'slab-like'; the reduction in length due to the creation of a gap adjacent to the police station improves the perception of the building significantly.
- The panel felt that the increase in proportion of affordable accommodation was commendable.

### *Scheme layout*

- The panel welcomes the increased provision of dual-aspect living/kitchen flats, resulting from the reduced plan depth. .
- It was noted that the revised plan-depth allows for increased gardens/amenity space to the front and rear of the new blocks.
- The panel felt that moving the upper-level balconies to the west façade of the new blocks was a positive change, which would give a slimmer profile to the roof from Hermitage Rd, whilst providing enhanced views and amenity for the residents.

### *Architecture*

- The height of the parapet on the new blocks is higher than the roofline of the police station (due to required floor-to-ceiling heights), but the panel felt that as the new blocks are now seen as a separate visual entity, this is not a material issue.
- The panel suggested that a brick parapet (on the new blocks) would be the preferred solution at roofline, as it would conceal the inevitable clutter usually found on urban balconies, and would enhance privacy for the occupants.



## CONFIDENTIAL

- The brick parapet would also serve to obscure the roof level accommodation from street view, as it is slightly set back.
- The panel welcomed the window proportions of the new blocks.
- The panel also welcomed the architectural detailing; deep reveals and vertical recesses that evolve from each storey to the one above, in addition to string courses in the brickwork that reference neighbouring buildings.
- It was felt that the architectural language/detailing proposed was modern, but also sympathetic to the older buildings in the neighbourhood.
- It was highlighted that the success of such detailing depends upon the quality of the materials specified.
- For example, the specified brick would need to be a quality brick with a texture and an ability to weather well.
- The panel welcomed the relocation of the communal heat/power plant flue to the middle of the new blocks where it will not be seen from the street, and where it will not detract from the views of the Victorian chimney of the old police station.

### *Next steps*

- The panel is pleased to support the planning application for St Ann's Police station, and looks forward to seeing it built.

