

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/1562

Ward: Muswell Hill

Address: Land to Rear of 3 New Road N8 8TA

Proposal: Demolition of the existing buildings and construction of 9 new residential homes (4 x houses and 5 x flats) and 446sq.m of office (Use Class B1a) floorspace in a building extending to between 2 and 4 storeys in height and associated car parking, landscaping and infrastructure works

Applicant: Mr Dane Cummings

Ownership: Private

Case Officer Contact: Gareth Prosser

Site Visit Date: 16/03/2016

Date received: 11/05/2016 **last amended date:** 13/09/2016

Drawing number of plans: HW361 E001, HW361 E002, HW361 E300, HW361 E301, HW361 E302, HW361 E303, HW361 P001 Rev A, HW361 P002 RevA, HW361 P100 Rev A, HW361 P101 Rev A, HW361 P102 Rev A, HW361 P103 Rev A, HW361 P104 Rev A, HW361 P200 Rev A, HW361 P201 Rev A, HW361 P300 RevA, & HW361 P301 RevA.

1.1 Site is a major application.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a mixed use development is appropriate on this site and would retain existing levels of employment as well as additional housing.
- The proposed residential accommodation would be of an acceptable layout and standard
- The design and appearance of the proposal is acceptable
- The impact of the development on neighbouring residential amenity is acceptable
- A financial contribution in accordance with policy is proposed towards the provision of affordable housing.
- There would be no significant impact on parking
- There overall benefits of the proposal would outweigh any 'harm to the conservation area.

- The application is in accordance with the development plan

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 and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 15.11.2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow;
- 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; and
- 2.4 That delegated authority be granted to the Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with revised plans
- 3) Construction Management Plan (CMP) and Construction Logistics Plan (CLP)
- 4) Pollution
- 5) Contaminated Land
- 6) Pilling method statement
- 7) Construction dust
- 8) Details of Gas boilers
- 9) Renewable Energy
- 10) Refuse and recycling
- 11) Drainage surface water
- 12) SUDS
- 13) Hard and soft landscaping
- 14) Cycle parking facilities
- 15) B1 Office Use
- 16) General Permitted Development
- 17) Accessible dwellings
- 18) Energy Measures
- 19) Carbon

- 20) Green Roof
- 21) Details of louvred screens and opaque glazing
- 22) Satellite Dishes

Informatives

- 1) Co-operation
- 2) Ownership
- 3) Hours of construction
- 4) Party Wall Act
- 5) CIL liable
- 6) Street Numbering
- 7) Sprinklers
- 8) Surface water drainage
- 9) Thames water
- 10) Groundwater
- 11) Minimum pressure
- 12) Asbestos

Section 106 Heads of Terms:

- 1) Affordable housing contribution of £204,918 paid prior to occupation of the last four residential units
 - 2) Participation in Construction Training and Local Labour Initiatives
 - 3) Car Club membership (two years membership and £50 credit)
 - 4) Provision of 10% wheelchair accessible dwellings
 - 5) Section 278 Agreement for highways works
- 2.4 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.5 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) The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing or a financial contribution in lieu would have a detrimental impact on the provision of much required affordable housing stock within the Borough. As such, the proposal is contrary to policy SP2 'Housing' of the Council's Local Plan March 2013, emerging policy DM13 'Affordable Housing' of the Development Management, Development Plan Document (pre-submission version January 2016), and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.

- 2) In the absence of an agreement to work with Construction Training and Local Labour Initiatives, the proposal would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population contrary to Local Plan Policies SP8 and SP9.
- 3) In the absence of participation in car club membership, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.
- 4) In the absence of Provision of 10% wheelchair accessible dwellings the proposal would have an unacceptable impact on accessible housing provision. As such, the proposal would be contrary to Local Plan policy SP2 'Housing' of the Council's Local Plan March 2013 and saved UDP policy UD3 'General Principles'.
- 5) In the absence of Section 278 Agreement for highways works, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.

2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) 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 Assistant Director 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.

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3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 3.1 This is an application for the demolition of the existing buildings and construction of 9 new residential homes (4 x houses and 5 x flats) and 446sq.m of office (Use Class B1a) floorspace in a building extending to between 2 and 4 storeys in height and associated car parking, landscaping and infrastructure works. The general arrangement and design of the scheme has been realised into three separate elements, tied together through common materials.

These elements are:

- Mews Houses (4no. Mews Houses)
- Mixed Use (B1 Office at Ground floor and 5no. Flats on floors above)
- Commercial B1 Office

- 3.2 The 9 residential units consist of 2no. 4 bed mews houses, 2no. 3 bed mews houses and 5no. 2 bed flats. Office use would be located at the ground floor within the central, mixed use element and over three storeys (including a mezzanine level) within the solely commercial element of the proposal.

Site and Surroundings

- 3.3 The site is located on the land between New Road, Lynton Road and Park Road and is predominately surrounded by car parking. The site sits within the Crouch End Conservation Area and fronts New Road - No. 3 New Road is a locally Listed Building. The neighbouring properties on New Road consist of detached and semi-detached houses with rear gardens, and a 3 storey apartment block. Lynton Road's terrace houses with small rear gardens are located to the North of the site. Coulsden Court, a very high 4 storey apartment block accessed from Park Road is located to the West. All surrounding buildings are brick facing.
- 3.4 Park Road consists of shops, restaurants and bars, and is situated on the W7 bus route. The site is within walking distance of Crouch End which is the main high street with a large selection of stores, public houses, cafés and restaurants. Parkland and open space is close by at Priory Park, Highgate Woods and Alexandra Palace.
- 3.5 Crouch End Playing Fields which include Cricket Grounds, Tennis Courts and Park Road Leisure Centre are located within walking distance up Park Road to the North. The site falls within PTAL level 3 and therefore enjoys a good level of accessibility via public transport - served by several bus routes. Crouch Hill Overground Station is just under a mile away, Hornsey National Rail Station is 0.7 miles to the North East, and Highgate Underground Station (Northern Line) is 1 mile to the South West.

- 3.6 The entrance to the site is located to the side of the 'Locally Listed Buildings of Merit' 1 and 3 New Road, which sits just outside of the application site.

Relevant Planning and Enforcement history

- HGY/1995/0397 REF 01-08-95 1- 3 New Road London Conservation Area Consent for demolition of existing warehouse and out-building.
- HGY/1995/0486 REF 01-08-95 Land R/O 1- 3 New Road London Demolition of existing warehouse and store/sheds and erection of six two bedroom houses and associated car parking.
- HGY/1997/0634 GTD 29-07-97 Rear Of 3 New Road Hornsey London car parking, new toilet block and re-cladding of elevation. microphone and receiver production, office use with stores, Change of use from builders yard/office/stores to radio
- HGY/1997/1350 GTD 30-09-97 Land rear of 3 New Road London Approval of Details pursuant to Condition 6 (machinery) attached to planning permission HGY/52925
- HGY/2010/2288 REF 02-02-11 3 New Road London Construction of vehicle footway crossing
- HGY/2011/0700 GTD 31-05-11 Micron House 3 New Road Hornsey London London Borough of Haringey Construction of a vehicle crossover
- HGY/2015/3769 PN GRANT 11-02-16 3 New Road London Prior approval for change of use from B1(a) (office) to C3 (dwelling house) - Scheme 1 (1 dwelling)
- HGY/2015/3770 PN REFUSED 11-02-16 3 New Road London Prior approval for change of use from B1(a) (office) to C3 (dwelling house) - Scheme 2 (four dwellings)
- HGY/2016/1211 PN GRANT 14-06-16 3 New Road London Prior approval for change of use from office (B1) to dwelling house (C3) (3 dwellings)
- PRE/2016/0013 PASENT 03-05-16 Rear of 3 New Road London Demolition of existing buildings on site and redevelopment to provide 9no. residential dwellings and 480sq.m of commercial (B1) floorspace

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- LBH Head of Carbon Management
- LBH Housing Design & Major Projects
- LBH Housing Renewal Service Manager Housing & Health
- LBH Housing Design & Major Projects
- LBH Flood and Surface Water
- LBH Cleansing - West

- LBH Conservation Officer
- LBH Emergency Planning and Business Continuity
- LBH Building Control
- LBH Transportation Group
- London Fire & Emergency Planning Authority.
- Thames Water Utilities,
- Transport for London

The following responses were received:

Internal:

- 1) Transportation: No objections subject to condition
- 2) EH Pollution: No objections subject to condition
- 3) Carbon Management – No objection subject to condition
- 4) Conservation – Objection - proposed development which I think is quite intensive which in turn has a detrimental impact on the setting of the conservation area. The site is a back land site used for ancillary uses. Whilst there is no objection in principle to the redevelopment of the site, the proposed development would no longer be ancillary and in that context be considered harmful. I can qualify this as less than substantial as no historic fabric is being lost, but I see no heritage benefits apart from replacing the ugly building that is there at present. This, in my opinion, would not outweigh the harm.
- 5) Sustainability and Drainage: No objections subject to conditions requesting more information regarding backup system for proposed pumps, design details and specification for the green roof and a maintenance schedule outline for SuDs

External:

- 6) Thames Water – No Objection
- 7) TfL – No comment/objection

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 137 Neighbouring properties
- Hornsey CAAC
- Coulsden Court Residents Association

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:

Objecting: 22

Supporting: 0

Neither: 1

5.3 The following local groups/societies made representations:

- The Coulsden Court Residents Association

5.4 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- Increased parking pressure/disturbance (only 4 parking spaces provided)
- Insufficient parking provision
- Risk to security
- Reduction in light
- Density too high
- Refuse collection via Coulsden Court Car Park unacceptable
- Detrimental to conservation area
- Detrimental to amenity of the neighbouring properties
- Increased noise
- Loss of light to No1 New Road
- Use of alley next to No1 New Road unsuitable for bike and bin store
- Too high/overbearing in relation to surroundings
- Entry and exit routes do not work
- Access for refuse, recycling and deliveries via Coulsdon Court would increase vehicular traffic
- Loss of light to existing communal garden
- Loss of local building and employment
- No social housing included

5.5 The following issues raised are not material planning considerations:

- Construction logistics/disturbance
- Loss of private view
- Impact on property values
- Rights of access/covenants/title deeds

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Affordable Housing
3. The impact on the amenity of adjoining occupiers
4. Design and Density
5. The impact of the proposed development on the character and appearance of the conservation area

6. Impact on Locally Listed Building of Merit
7. Parking and highway safety
8. Living conditions for future occupants
9. Affordable Housing
10. Trees
11. Waste Storage
12. Sustainability
13. Drainage

Principle of the development

- 6.2 The proposal, the subject of the planning application is for the demolition of the existing commercial buildings and construction of 9 new residential homes (4 x houses and 5 x flats) and 446sq.m of office (Use Class B1a) floorspace in a building extending to between 2 and 4 storeys in height with associated car parking, landscaping and infrastructure works. Saved UDP Policy EMP4 states that planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.
- 6.3 The existing employment use is relatively low-key, being a modest sized warehouse and accompanying outbuilding of 390m² floor area combined. The site is not designated employment land. The proposal would replace this with a mixed use development providing 446m² of commercial space (B1 office use) and 9 residential units. The proposed commercial space would increase, therefore retaining and enhancing the employment provision on the site. It would redevelop an unattractive site currently underutilised with a more appropriate mixed use development which is better suited to the surrounding environment.
- 6.4 With regard to the provision of additional housing, Local Plan Policy SP1 sets out the council's strategic vision to provide up to 8,200 new homes by 2026, which aligns with the aspirations of Policy SP2 and emerging Policy DM10 of the Development Management, Development Plan Document (pre-submission version January 2016), which has a current target of providing 820 new homes a year in Haringey; which is likely to be increased to 1,502 under the London Plan (FALP) 2015'.
- 6.5 Therefore, the provision of housing and a commercial unit would in principle be supported as it would augment the Borough's housing stock and prevent the loss of employment floor space in accordance with UDP Policies HSG2 and EMP4, Local Plan Policies SP1 and SP2, emerging DMP Policies DM10, DM38 and DM40 and London Plan Policy 3.3.

Affordable Housing

- 6.6 The National Planning Policy Framework (NPPF, 2012) recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing.
- 6.7 There is provision in the Council's adopted Planning Obligations SPD (2014) to allow for an off-site contribution on sites for 1 – 9 units where it would not be practicable to provide on-site affordable housing.
- 6.8 In November 2014, a ministerial statement directed all local planning authorities in England not to apply affordable housing contributions or any other tariff style contributions for sites of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. The reason given was to support small-scale house builders. A judicial review of this decision by West Berkshire District Council and Reading Borough Council v Department for Communities and Local Government [2015] EWHC 2222 (Admin) (31 July 2015), quashed that direction and its implementation in national planning policy with the result that Local Planning Authorities could in practice return to implementing local policies setting thresholds for affordable housing requirements on proposed developments.
- 6.9 The decision referred to above was appealed by the Department of Communities and Local Government in March 2016, with the appeal allowed (May 2016) meaning that the Government was not acting unlawfully when it created the stipulation in guidance that affordable housing should not be required on sites of 10 units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. This was restored to the national policy in the National Planning Practice Guidance in May 2016. Although this proposal is for less than 10 residential units the floor space proposed is greater than 1,000m² and an affordable housing contribution is therefore required in accordance with Local Plan SP2 and the Planning Obligations SPD.
- 6.10 It is accepted that on sites of 1-9 units it is not practical to provide affordable housing on site and therefore a financial contribution will be sought in this instance. The Council's Planning Obligations SPD (October 2014) sets out the rates for the provision of off-site financial contributions on sites of 1-9 net units which for the Muswell Hill ward is £357 per m² of residential accommodation. The total contribution is 574m² x £357) = £204,918.00, which is policy compliant. This contribution has been sought by way of a section 106 agreement.

Impact on the amenity of adjoining occupiers

- 6.11 The London Plan 2011 Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect, noise, pollution and of fume and smell nuisance. Draft Policy DM1 'Delivering High Quality Design' of the Development Management DPD pre-submission version 2016 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 6.12 The proposed redevelopment is set within a central courtyard surrounded by residential properties. To the north, the proposal would face the rear gardens of the two to three storey properties facing Lynton Road and to the west Coulsden Court a four storey residential block (with commercial use at ground floor level) facing Park Road. The proposal is set back approximately 20m from each of the aforementioned properties with a distance of 21.5m to the rear of Lynton Road and a distance of 19.5-22.5m to Coulsden Court, This distance is considered acceptable, providing an adequate separation between the proposal and the existing sites in order to avoid loss of light and significant overlooking. Whilst a degree of inter-visibility is accepted, this is to be expected in an urban context and is not considered 'significant'.
- 6.13 In closer proximity are the properties to the south facing New Road, in particular, Nos 1, 3, 5 and 7. The developer has made significant efforts to 'design out' overlooking in this section of the development, paying particular attention to the rear facades of the aforementioned properties. Significantly, the mews houses are dual aspect facing east to west away from the properties in closest proximity. The View from No3 New Road is currently the existing commercial shed which has a window at ground floor level, looking directly into the rear garden. The proposed development removes this window and replaces with a solid wall at the rear of the garden space, reducing overlooking. The two south facing windows at first and second floor levels (looking towards the rear of No 3 New road) are obscured glass, remedying any additional form of overlooking to the south whilst still providing adequate daylight for the proposed residential units
- 6.14 In addition, louvred screens have been used to block / direct away any views which will look into neighbouring habitable rooms or directly overlook garden areas. They have been use in two locations; on the terrace at the rear of the mews houses (see below) and on the terraces at first and second floor within the flats facing Coulsden Court, blocking any overlooking to the gardens of Lynton Road. Opaque glazing is also proposed allowing light into rooms whilst preventing any overlooking of surrounding gardens or habitable rooms.
- 6.15 The larger windows of the proposed commercial element face east into the car park of 9-37 New Road (Crouch End Community Health Headquarters) thus removing any substantial impact. Overall the proposal is not considered to result in

material loss of amenity to neighbouring properties regarding loss of daylight/sunlight, overlooking / loss of privacy or an increased sense of enclosure.

Design

- 6.16 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6 and Policy DM1 'Delivering High Quality Design' of the Development Management DPD pre-submission version 2016 continues this approach and requires development proposals to relate positively to their locality.

Density

- 6.17 The density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location taking account of the guidance set out in the Density Matrix of the London Plan.
- 6.18 The site red line site area is 0.0926 hectares, the surrounding area is considered to be urban, and the site has a PTAL of 3. The density proposed is 97 units per hectare (9 units /0.0926 Ha) and 443 (41/ 0.0926) habitable rooms per hectare which complies with the 45–120 u/ha and 200–450 hr/ha set out in the London Plan. Therefore, it is considered that the scheme does not constitute an overdevelopment on the site and the quantum of units proposed is acceptable in its local setting, subject to all other material planning considerations being met.

Design

- 6.19 SPG1a 'Design guidance' in accordance with the expectations of the NPPF, saved UDP Policy UD3, emerging policy DM1 'Delivering High Quality Design' of the Development Management DPD pre-submission version 2016 and London Plan Policies 7.4 and 7.6, Local Plan Policy SP11, states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character, to contribute to the creation and enhancement of Haringey's sense of place and identity.

- 6.20 The proposal was presented to Haringey's Quality Review Panel (QRP) on 16th March 2016. The proposal was positively received by both the Panel and the Borough's Design Officer, with a few elements highlighted for further design development/amendment.
- 6.21 The Quality Review Panel warmly supports the proposals, and feels that the scheme holds great promise as a potential exemplar backland development. The Panel comments that the scheme 'establishes a positive relationship with the houses to the north and south of the site, and will create a significantly improved rear outlook for all adjacent buildings. The panel supports the proposed scale and massing, residential typology, and architectural expression'.
- 6.22 A number of changes have taken place in response to comments from the Panel and Design Officer. The size of the south facing window to Flats B and D has been increased to full height to improve light levels internally. The windows are obscure glazed below 1.7m above finished floor level with only the top pane opening to prevent overlooking. A north east facing window has also been introduced to Flat D. The balconies to Flats B and D have been reduced in size to increase light levels to the units and increase the sizes of the lounges.
- 6.23 In addition Green roofs have been added to the majority of the roofs to adhere to the proposed drainage strategy and the front elevation to the houses has been revised. The windows are now evenly sized and the projection increased in height to improve its verticality, whilst the windows have been handed to provide interest and less regularity. The amended scheme is considered to be high quality design which is sympathetic to its setting and the existing surrounding development and the visual amenity of the locality and streetscene generally.

Character and appearance of the conservation area

- 6.24 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."
- 6.25 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 emphasised 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 irrefutable. 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.

- 6.26 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.
- 6.27 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. Draft DM Policy DM9 continues this approach. The policy tests above concern development within a conservation area but also covers development that affects the setting of a conservation area, including significant views into or out of the area.
- 6.28 The site sits inside Crouch End Conservation Area. It is located in Sub Area 2: New Road / Elder Avenue. The site is accessed to the left of No. 3 through an existing access route. The existing warehouse and porta-cabin extension which are proposed for demolition are of no architectural merit, and do not complement the surrounding buildings.
- 6.29 Planning Officers consider that the proposed contemporary scheme is considered to both enhance and respect the Crouch End Conservation Area. The Conservation Area itself has a variety of building scales and masses, styles and materials, allowing for a broad pallet of solutions. The development will not be visible from any area of the wider public realm with the exception of the gap between 64 and 68 Park Road. This means it will not only have no impact on the

views of Locally Listed 1 and 3 New Road but this also ensures there is no adverse impact on views in and out of the conservation area.

- 6.30 The public views of the site are extremely limited. There are only two locations where the proposed building can be seen. The first is through the gated entrance under 3 New Road and the second is between Coulsden Court and 68 Park Road. Both views provide only partial glimpses of the proposal.
- 6.31 An objection has been received from the Borough's Conservation Officer, stating that the scale of the proposed development would have a detrimental impact on the setting of the conservation area. The officer states that, 'The site is a back land site used for ancillary uses. Whilst there is no objection in principle to the redevelopment of the site, the proposed development would no longer be ancillary and in that context be considered harmful'. The Officer quantifies this as 'less than substantial as no historic fabric is being lost'; however she continues that there are no heritage benefits apart from replacing the unattractive building which would 'not outweigh the harm'.
- 6.32 This objection states that the 'scale of the proposed development would have a detrimental impact on the setting of the conservation area'. This is in conflict with the advice of the Quality Review Panel who stated that they support 'the proposed scale and massing, residential typology, and architectural expression'. National Planning Policy Framework paragraph 134 states that '*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use*'. The harm has been given great weight however given the Panels support and given that the Conservation Officer quantifies the harm as 'less than substantial as no historic fabric is being lost' and supports in principle the redevelopment of the site, then there is a strong case that the proposed development is a more beneficial use of the site than the existing. Indeed, given that the proposed development is in excess of 1000m² floorspace, an affordable housing contribution is payable on top of the additional 9 residential units provided on site. This would contribute to the provision of housing in the borough which is a strategic objective.
- 6.33 Given the very limited views of the proposal and the clear benefits of redevelopment of an architecturally poor site with increased housing and employment provision, on balance the proposal and subsequent benefits is considered to outweigh the 'less than substantial' harm to the character and appearance of the conservation area. The proposal brought forward is considered to optimise the viability and use of the site in accordance with the NPPF (para 134)
- 6.34 The primary material for the mews houses would be Timber cladding (second and third storey on the west elevation and second storey on the east) above a brick facade ground floor. The recessed third floor would be zinc when viewed from the west encompassing the second storey to the east elevations. The ground floor of

the central 'mixed uses element would also be brick with the first and second floor residential element faced with a quality render. The recessed third floor would continue the use of zinc as per the remainder of this level. The commercial element differs from the above being finished with timber shingle with a green roof above. The ground floor brickwork matches that of the rest of the proposal unifying the three distinct elements of the proposal.

- 6.35 The choice of material is considered to compliment the character of the surroundings, being visually soft with a high quality appearance as well as visually breaking down the massing of the building and contributing to a more interesting and domestic appearance, fitting of this section of the conservation area. Whilst clearly contemporary in appearance, the proposal seeks to compliment, rather than emulate the character and appearance of the conservation area, an approach which is supported by officers and the conservation officer.

Parking and highway safety

- 6.36 Policy SP7 of the Local Plan 2013 – Transport - states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Draft DM Policies DM31 and DM32.
- 6.37 The Council's Transportation Team has been consulted on this planning application and has advised as follows~

The site is located to the rear of No. 3 New Road, it is also to the eastern side of Park Road and south of Lynton Road. It has a PTAL value of 3, which is considered to have 'moderate' access to public transport services, 5 bus services are available within a 3 to 5 minute walk. The nearest railway stations are Hornsey and Crouch Hill, both of these are located outside of the PTAL assessment distances however they are both in walking distance - a 15 to 20 minutes walk. It is noted that the site is close to shops, goods and services and a short walk from Crouch End Broadway. The site is within the Crouch End 'A' CPZ which has operating hours of 10.00 - 12.00 Monday to Friday. This does provide a degree of on street parking controls in the locality.

- 6.38 The existing site is accessed through the Coulsden Court Car Park, which currently contains 35 spaces, of which 4 are allocated to the existing light industrial usage. It is proposed that these access arrangements remain for the proposed development, and that the 4 parking spaces are retained for the new residential development use. There is a pedestrian and cycle access from New Road as well. The parking area within which the four spaces are retained has a gated access, it is assumed that the rights for the four spaces and access to the parking area is to be retained.

- 6.39 18 cycle parking spaces are proposed, these will be for the residential element of the development and meet the numbers required by the London Plan (two spaces per residential unit). There are also 6 spaces proposed for the B1 office use. The residential and commercial cycle parking spaces are shown within the site, however there is little detail and it is not confirmed how these cycle parking spaces will be both secure and weatherproof. Fully dimensioned details showing the system intending to be used, the layout, space around the cycle parking and the means of keeping the cycles protected from the weather and secure need to be provided. This can be by condition prior to commencement of the works to ensure appropriate and suitable cycle parking is provided.
- 6.40 In terms of Transport considerations for this proposal, potential parking impacts is one of them. 2011 Census figures for the (Muswell Hill) ward and postcode for this development detail an average car ownership of 0.85 (postcode) to 0.9 (ward) cars per residence. The TA makes reference to the adjacent Crouch End Ward and this has an average of 0.75 cars per residence. Based on 9 residential units, a worst case scenario for car parking demand that could be realised is 8 cars based on Muswell Hill 2011 census data. The onsite provision is for 4 cars. A parking stress survey was carried out and is included in the Transport Assessment accompanying the application. This was carried out in accordance with the 'Lambeth' methodology, both for the standard overnight mid week survey time and surveys were also carried out mid morning and mid afternoon to ascertain parking conditions during the working day with reference to the office/commercial floorspace parking demand.
- 6.41 The Parking Stress Surveys recorded higher stresses during the working day rather than overnight, for the survey area the 2.30pm surveys recorded an average of 89% stress, with 35 spaces available within the study area (200 metre/2.5 minute walk of the site). Therefore whilst levels of parking are relatively high, the likely demand from the office floor space will only be low and perhaps no more than one or two cars a day, not for the whole day. The site does have moderate public transport accessibility so visitors or employees to the office space will have that option. Considering the parking stress overnight, the stresses recorded in the survey area averaged 71%, with 90 spaces available within the 200m walk area. As commented above, the potential shortfall in car parking provision on the 1 demand arising from the site either during the day or overnight.
- 6.42 With regards to servicing and waste collection arrangements, it is proposed that refuse and recycling collections take place in the same manner as for the existing development at Coulsden Court - which is on the basis of the refuse collection vehicles entering the car parking area and making collections. There is reference to the Mews House refuse and recycling being picked up from New Road, there is a hard standing off the highway there but full details will need to be approved by our colleagues in Waste.

- 6.43 For other servicing trips such as home deliveries and the like, there is no detail provided. Nor are the existing arrangements for Coulsden Court. There does not appear to be a dedicated service bay within the car park however it is assumed that the existing residential units are serviced from here. A Delivery and Servicing Plan should be provided that details the arrangements for deliveries and servicing, including the number of trips predicted on a weekly basis, the vehicles that will visit, and the arrangements for stopping and waiting. This may need to confirm permitted arrangements for access to and from the Coulsden Court parking area, and the proposed arrangements should there be any restrictions.
- 6.44 A Travel Plan Statement has been included in the application. Although the site is below the threshold for requiring a Travel Plan, this is welcomed as it does propose measures that should encourage residents and employees to utilise sustainable transport modes. Included are a sustainable travel notice board, welcome packs and information on local cycle routes and safe cycling, and local car club facilities.
- 6.45 Finally, a construction logistics plan/method statement should be provided and approved prior to commencement of the works, to detail how the development will be build out, and demonstrate how impacts on the highway will be minimised. It is particularly important to understand if there will be any impacts on the existing car park during construction that may result in a loss of car park capacity with implications for the highway and local parking conditions.
- 6.46 Summarising, this application is for demolition of the existing buildings and construction of 9 new houses and flats plus 447 sqm of office space. From the transportation perspective this should not result in any adverse capacity or network implications for the highway or public transport services, and although there may be some resultant on street parking demand arising from the proposal, there is sufficient on street parking capacity in the locality to accommodate it. More details are needed however in relation to the following;
- Cycle parking
 - Delivery and Servicing arrangements
 - Refuse and Recycling arrangements
 - Construction Logistics
- 6.47 These can be covered by condition prior to commencement of the works. Subject to satisfactory submissions for these Transportation does not object to the application.

Layout and standard of accommodation

- 6.48 London Plan 2015 Policy 3.5 'Quality and Design of Housing Developments' requires the design of 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 Standards Minor Alterations to the London Plan March 2016. The greater emphasis on securing high quality housing across London has been translated into Haringey Local Plan Policies SP2 and SP11 and Emerging Policy DM12 of the Development Management, Development Plan Document (pre-submission version Jan 2016).
- 6.49 The proposal would comprise 2 x 4 bed mews houses, 2 x 3 bed mews houses and 5 x 2 bed flats. All of the proposed units (including individual room sizes) would meet the minimum standards set in the London Plan SPG with floor to ceiling heights of all habitable rooms a minimum of 2.5m. The five self-contained flats are located above the proposed commercial unit at ground floor and will have an appropriate vertical arrangement. A minimum amenity space of 5m² per 1-2 person dwelling with 1m² per each additional occupant is proposed with all balconies having a minimum depth of 1.5m². The proposal is therefore considered to result in acceptable living conditions for future occupiers of the new development
- 6.50 The mews houses all have access to private gardens to the rear (in addition to first floor balconies) with access from the existing entrance from New Road, through a newly created mews and through to the existing parking courtyard to the rear. The 5 x 2 bed flats each have private balconies in accordance with the aforementioned standards. It is considered that all habitable rooms proposed have acceptable levels of daylight with dual aspect designs and suitable outlook in accordance with the above policies.
- 6.51 The commercial accommodation offers a large amount of flexibility allowing for internal subdivision if required. Flexible ground floor access systems can be easily adapted for goods delivery. High standards of insulation to mitigate any noise overspill from future alternative uses in the buildings are included. Features such as super-fast broadband connections, flexible desk arrangements and flexible spaces for meetings are proposed. Overall, the proposal offers high quality employment space, significantly improving the current facilities on the site.
- 6.52 All the units will meet the Lifetime Homes standards; and will be easily adaptable for wheelchair users. A noise report has been provided which demonstrates that the noise levels at the dwellings would not exceed acceptable levels. Overall the proposal provides reasonable living conditions for prospective occupiers in accordance with London Plan Policy 3.5, Local Plan Policy SP2 and DMP emerging Policy DM12.

Waste Storage

- 6.53 Saved UDP Policy UD7 'Waste Storage', requires 'appropriate' provision for waste and recycling storage and collection. The Council's waste management team have advised that there are no objections to the residential waste and recycling proposed ensuring the standard kerbside collection is provided, that collection is from Cline Rd and that the residential waste is kept separate from the commercial waste.
- 6.54 The residential bin chamber must be able to store sufficient waste and recycling bins to hold waste produced from the proposed development without any build up of side waste. The "pull line" from the chamber to the refuse vehicle must be free from kerbs and drops, with minimum slopes that would hinder the safe collection by the refuse crews. Waste storage for the mews houses is located near the front doors and near the proposed pedestrian entrance from New Road.
- 6.55 Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system. A separate storage for commercial waste is shown to the west of the site. This would be accessed via Park Road.
- 6.56 Waste must be properly contained to avoid spillage, side waste and windblown litter. Waste collection arrangements must be frequent enough to avoid spillage and waste accumulations around the bin area and surrounding land both private and public.
- 6.57 The project is compliant with Haringey's Waste Management Requirements for refuse and recycling; there is no objection to the proposed development from the Council's waste department.

Sustainability

- 6.58 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 set out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015).
- 6.59 The applicant's revised energy statement outlines how the development has been designed to achieve a total reduction in CO2 emissions of 37.01% over the TER

ADL 2013 through Be Lean and Be Green measures. It delivers the target of a 35% reduction in CO2 over Approved Document Part L (ADL) 2013. In addition the applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a "Very Good" standard. . The proposal will incorporate energy efficiency measures and meets the 35% London Plan of target reduction. Subject to condition LBH have no objections.

Drainage

- 6.60 London Plan (2015) Policy 5.13 'Sustainable drainage', Development Management, Development Plan Document (pre-submission version January 2016) emerging Policy DM25 'Sustainable Drainage Systems', Local Plan (2013) Policy SP5 'Water Management and Flooding'
- 6.61 They also require drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Major's Sustainable Design and Construction SPG (2014) including how to design a suitable SUDS scheme for a site. The SPG advises that if Greenfield runoff rates are not proposed, developers will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to Greenfield rate as practical, have been taken. This should be done using calculations and drawings appropriate to the scale of the application. On previously developed sites, runoff rates should not be more than three times the calculated Greenfield rate. The SPG also advises that drainage designs incorporating SuDS measures should include details of how each SUDS feature, and the scheme as a whole, will be managed and maintained throughout its lifetime.
- 6.62 The applicant has provided a drainage strategy which states that the proposal will utilise SUDS and conform to the London Plan hierarchy. Haringey SUDS have been consulted and are satisfied with the drainage strategy presented by the developer. However, the department has commented that they would prefer not to see pumps being used unless they can be satisfactorily justified. Wherever possible gravity feed is the preferred method to dispose of the water. If there are no options other than the use of pumps then details of a backup system should the pumps fail and the site become overwhelmed must be supported with a maintenance schedule.
- 6.63 In addition, final design details for the green roof and a maintenance schedule for the SUDS are requested. These additional details are to be provided as a condition of planning permission. The proposal will therefore provide sustainable drainage and will not increase floor risk in accordance with London Plan (2015) Policy 5.13, Development Management, Development Plan Document (pre-submission version January 2016) emerging Policy DM25, and Local Plan (2013) Policy SP5.

6.64 Planning obligations

6.65 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority to seek planning obligations to mitigate the impacts of a development. Below are the agreed Heads of Terms:

- 1) Affordable Housing Contribution of £204,918 paid prior to occupation of the last residential unit
- 2) Participation in Construction Training and Local Labour Initiatives
- 3) Car Club membership (two years membership and £50 credit)
- 4) Provision of 10% wheelchair accessible dwellings
- 5) Section 278 Agreement for highways works

6.66 Conclusion 6.67 The proposal is a high quality, sustainable design that respects the surrounding development and will not have a significant impact on the amenity of neighbouring properties or result in overdevelopment. The proposal would retain current levels of employment provision and assist with the provision of additional housing. The proposal would not impact on parking, highway safety or drainage. The proposal, whilst increasing the presence, massing and scale of development on site is considered to cause some harm to the conservation area, although this is considered 'less than substantial.'

6.68 National Planning Policy Framework paragraph 134 states that '*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use*'. Whilst the harm has been given great weight given the Design Panels support and given that the Conservation Officer quantifies the harm as 'less than substantial as no historic fabric is being lost' and supports in principle the redevelopment of the site, then there is a strong case that the proposed development is a more beneficial use of the site than the existing.

6.33 Given the very limited views of the proposal and the clear benefits of redevelopment of an architecturally poor site with increased housing (including affordable housing contributions) and employment provision, on balance the proposal and subsequent benefits are considered to outweigh the 'less than substantial' harm to the character and appearance of the conservation area. The proposal brought forward is considered to optimise the viability and use of the site in accordance with the NPPF (para 134).

6.68 Therefore, subject to the imposition of conditions and the signing of a section 106 legal agreement securing financial contributions and other relevant clauses, the planning application for the proposed development is recommended for approval.

6.69 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. CIL

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £41,380.43 (962sqm x £35 x 1.229) and the Haringey CIL charge will be £268,696.22 (962sqm x £265 x 1.054). This will be collected by Haringey after/should the scheme is/be 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.

Applicant's drawing No.(s) HW361 E001, HW361 E002, HW361 E300, HW361 E301, HW361 E302, HW361 E303, HW361 P001 Rev A, HW361 P002 RevA, HW361 P100 Rev A, HW361 P101 Rev A, HW361 P102 Rev A, HW361 P103 Rev A, HW361 P104 Rev A, HW361 P200 Rev A, HW361 P201 Rev A, HW361 P300 RevA, & HW361 P301 RevA.

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 s91 TCPA and to prevent the accumulation of unimplemented planning permissions.

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans:

HW361 E001, HW361 E002, HW361 E300, HW361 E301, HW361 E302, HW361 E303, HW361 P001 Rev A, HW361 P002 RevA, HW361 P100 Rev A, HW361 P101 Rev A, HW361 P102 Rev A, HW361 P103 Rev A, HW361 P104 Rev A, HW361 P200 Rev A, HW361 P201 Rev A, HW361 P300 RevA, & HW361 P301 RevA.

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

3. The applicant/developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 1 month (one month) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. Demolition) would be undertaken taken in a manner that disruption to traffic and pedestrians in and surrounding the site is minimised. The construction management plan must include details on the construction of the development and of the development in a way such that the Councils depot will always have unrestricted access. 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.

4. Before development commences other than for investigative work:

a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site as per approval. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for written approval.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site as per

approval.

5. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP.

6. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

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 LPA. This shall be with reference to the GLA's SPG "The Control of Dust and Emissions During Construction and Demolition". In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: In order to protect amenity of surrounding residents and the wider locality and to comply with the London Plan 2015 Policy 7.14.

8. Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

9. The development hereby permitted shall be built in accordance with the approved renewable energy statement and the energy provision shall be

thereafter retained in perpetuity.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2015, emerging Policy DM21 of the DM,DMP (pre-submission version January 2016), and Policies SP0 and SP4 of the Local Plan 2013.

10. Details of a scheme for the storage and collection of refuse and recycling from the hereby approved commercial unit as well as delivery and servicing arrangements shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey UDP 2006 and Policy 5.17 of the London Plan 2015.

11. No development shall take place until a detailed surface water drainage scheme for the site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 40% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion and shall subsequently be implemented in accordance with the approved details before the development on Site is occupied and retained thereafter for the lifetime of the development.

Reason: In order to ensure that the mechanism for the detailed drainage proposals to be approved as the scheme is developed.

12. No construction works (excluding demolition) shall commence until further details of the design methodology, implementation, maintenance and management of the sustainable drainage scheme have been submitted & approved in writing by the Local planning Authority. Details shall include:-

(a) Further details of the proposed pumps and backup system.

(b) Management and maintenance plan for the lifetime of the development, management by Residents Management Company or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013 and emerging Policy DM25 of the DM,DMP (pre-submission version January 2016).

13. Details of a scheme depicting those areas to be treated by of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details and retained thereafter. Any trees which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

14. Details of the cycle parking facilities, as shown on the approved plans, shall be submitted to and approved by the Local Planning Authority prior to implementation of above ground works. These cycle parking facilities shall be provided prior to first occupation of the dwellings hereby approved and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2015 and Policy SP7 of the Haringey Local Plan 2013.

15. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any statutory instrument revoking and re-enacting that Order, the premises shall be used as a B1 business use only and shall not be used for any other purpose unless approval is obtained from the local planning authority.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Saved Policy UD3 of the Haringey UDP 2006.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking or re-enacting that Order, no roof extensions, rear extensions, etc. shall be carried out 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

consistent with Policy 7.4 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP 2006.

17. All residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes and to comply with Haringey Local Plan 2013 Policy SP2 and the London Plan 2015 Policy 3.8.

18. The development must deliver the Energy measures as set out in the document entitled - The Energy Strategy for Land to the Rear of 3 New Road, London N8 8TA (Version C) dated 18th July 2016, by Energist.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP04

19. You must deliver the Energy measures as set out in the document entitled - The Energy Strategy for Land to the Rear of 3 New Road, London N8 8TA (Version C) dated 18th July 2016, by Energist, unless alternative energy measures are proposed which shall have first been submitted to and approved in writing by the Local Planning Authority.

The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 35% beyond Building Regulations 2013. The equipment and materials related to energy shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.

Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04

20. Details of the proposed Green Roof(s) shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced.

Reason:

In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed roof and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

21. Full detail of proposed louvred screens and opaque glazing hereby approved shall be submitted and approved by the local planning authority prior to occupation of all units.

Reason: To ensure no significant impact to the amenity of neighbouring properties in accordance with saved Unitary Development Plan Policy UD3 General Principles.

22. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all 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 protect the visual amenities of the neighbourhood

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

INFORMATIVE: 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.

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: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

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 : Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL charge will be £41,380.43 (962m² x £35 as up-rated for inflation x 1.229) and the Haringey CIL charge will be £268,696.22 (962m² x £265 as up-rated for inflation x 1.054). 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: The new development will require numbering. The applicant should contact the Local Land Charges team 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 :With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, 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: Legal changes under The Water Industry (Scheme for the Adoption of

private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk

INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

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

INFORMATIVE: 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
INTERNAL		
Carbon Management	<p>Additional information provided. Condition below recommended:</p> <p>You must deliver the Energy measures as set out in the document entitled - The Energy Strategy for Land to the Rear of 3 New Road, London N8 8TA (Version C) dated 18th July 2016, by Energist.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 35% beyond Building Regulations 2013. The equipment and materials related to energy shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP04</p>	Condition added.
Transportation	<p>Summarising, this application is for demolition of the existing buildings and construction of 9 new houses and flats plus 447 sqm of office space. From the transportation perspective this should not result in any adverse capacity or network implications for the highway or public transport services, and although there may be some resultant on street parking demand arising from the proposal, there is sufficient on street</p>	<ul style="list-style-type: none"> • Cycle parking – Condition Added • Delivery and Servicing arrangements – Condition Added • Refuse and Recycling arrangements – Condition added

Stakeholder	Question/Comment	Response
	<p>parking capacity in the locality to accommodate it. More details are needed however in relation to the following;</p> <ul style="list-style-type: none"> • Cycle parking • Delivery and Servicing arrangements • Refuse and Recycling arrangements • Construction Logistics <p>These can be covered by condition prior to commencement of the works. Subject to satisfactory submissions for these Transportation does not object to the application.</p>	<p>Construction Logistics – Condition Added</p>
<p>Pollution</p>	<p>Before development commences other than for investigative work:</p> <p>a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>Contaminated land – Part A:</p> <p>Before development commences other than for investigative work:</p> <p>a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be</p>	<p>Conditions and informative added.</p>

Stakeholder	Question/Comment	Response
	<p>submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> • a risk assessment to be undertaken, • refinement of the Conceptual Model, and • the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>Contaminated Land – Part B: Before development is occupied:</p> <p>d) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local</p>	

Stakeholder	Question/Comment	Response
	<p>Planning Authority before the development is occupied.</p> <p>Reason To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Control of Construction Dust: No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. This shall be with reference to the GLA's SPG "The Control of Dust and Emissions During Construction and Demolition". In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.</p> <p>Combustion and Energy Plant: Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh (0%).</p> <p><i>Reason: As required by The London Plan Policy 7.14.</i></p> <p>As an informative: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
SUDS Officer	We are satisfied with the drainage strategy for this and it meets Haringey's criteria. We would however prefer not to see	Drainage Report submitted and accepted.

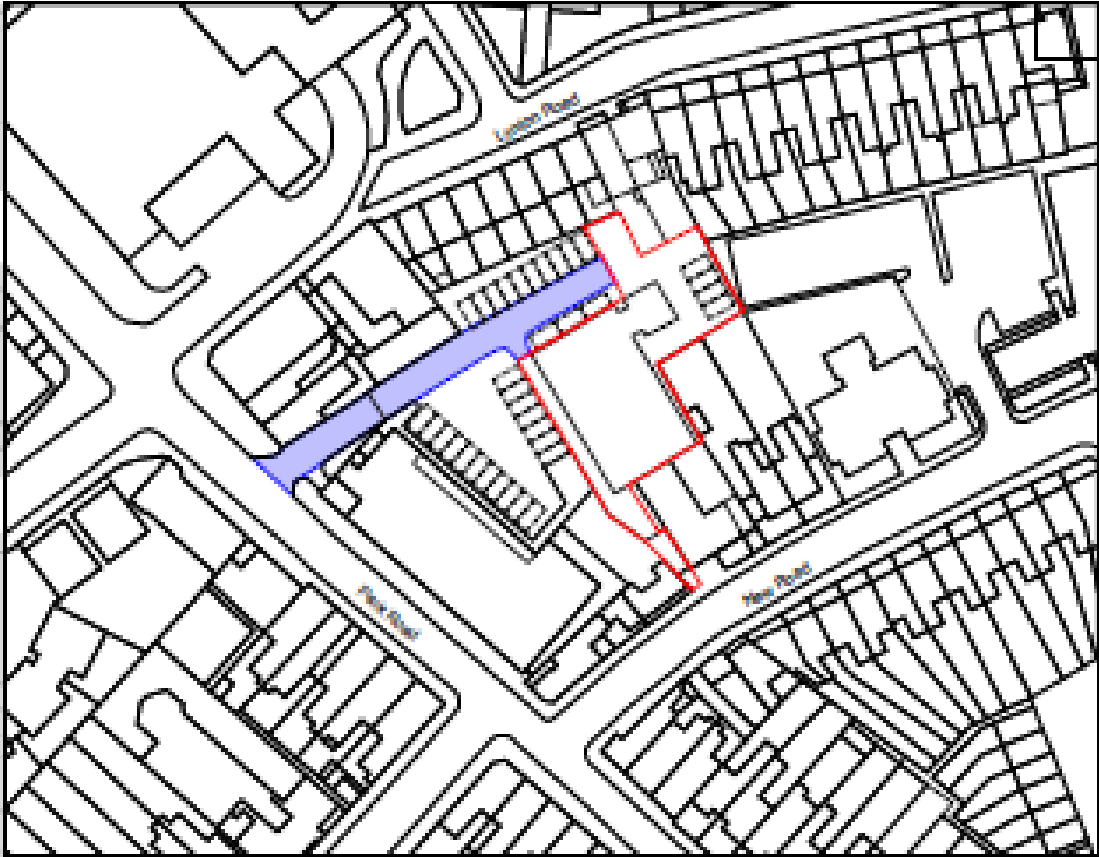
Stakeholder	Question/Comment	Response
	<p>pumps being used unless they can be satisfactorily justified, wherever possible gravity feed is our preferred method to dispose of the water. If there are no options other than the use of pumps we would need to see details of a backup system should the pumps fail and the site becomes overwhelmed this must be supported with a maintenance schedule.</p> <p>We would also like to see the final detail design for the green roof and a detailed specification for this. We also require a maintenance schedule for the SuDS that are proposed for this site and confirmation who will be responsible for the maintenance for the lifetime of the development.</p> <p>If there is a standard condition that could be applied to include the above detail that would be ideal.</p>	<p>Conditions added.</p> <ul style="list-style-type: none"> • Details of backup system – condition added • Details of green roof – Condition Added • Maintenance schedule for SUDS – Condition Added
EXTERNAL		
Thames Water	<p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p>	<p>Informative added.</p>
NEIGHBOURING PROPERTIES	<ul style="list-style-type: none"> • Increased parking pressure/disturbance (only 4 parking spaces provided) • Insufficient parking provision 	<ul style="list-style-type: none"> • No objection from LBH Transportation

Stakeholder	Question/Comment	Response
<p>8 Coulsden Court 9 Coulsden Court 12 Coulsden Court 13 Coulsden Court 15 Coulsden Court 19 Coulsden Court 23 Coulsden Court Coulsden Court Residents Association</p> <p>4 New Road 6 New Road 12 New Road 14 New Road</p> <p>13 Lynton Road 25 Lynton Road 33 Lynton Road 37 Lynton Road</p> <p>64 Park Road Metropolitan</p>	<ul style="list-style-type: none"> • Risk to security • Reduction in light • Density too high • Refuse collection via Coulsden Court Car Park unacceptable • Detrimental to conservation area • Detrimental to amenity of the neighbouring properties • Increased noise • Use of alley next to No1 New Road unsuitable for bike and bin store • Too high/overbearing in relation to surroundings • Entry and exit routes do not work • Access for refuse, recycling and deliveries via Coulsdon Court would increase vehicular traffic 	<ul style="list-style-type: none"> • Proposal increases natural surveillance • Any loss of light not considered 'substantial' • Density in accordance with The London Plan (2015) standards • Noted. Condition added • Harm is considered 'less than substantial' and public benefit outweighs harm • Not considered significant • Noise Assessment requested via condition • Not considered significant in urban context • No objection from LBH Waste and LBH Transportation • Design Panel and LBH Design Officer consider scale and massing acceptable • Reasons unclear. No objection from LBH Transportation. • No objection from LBH Transportation.

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Loss of light to existing communal garden • Loss of local building and employment • No social housing included 	<ul style="list-style-type: none"> • Not considered significant • Employment provision retained onsite • Developer to provided off-site affordable housing contribution in accordance with Local Plan Policy

Appendix 2 Plans and Images

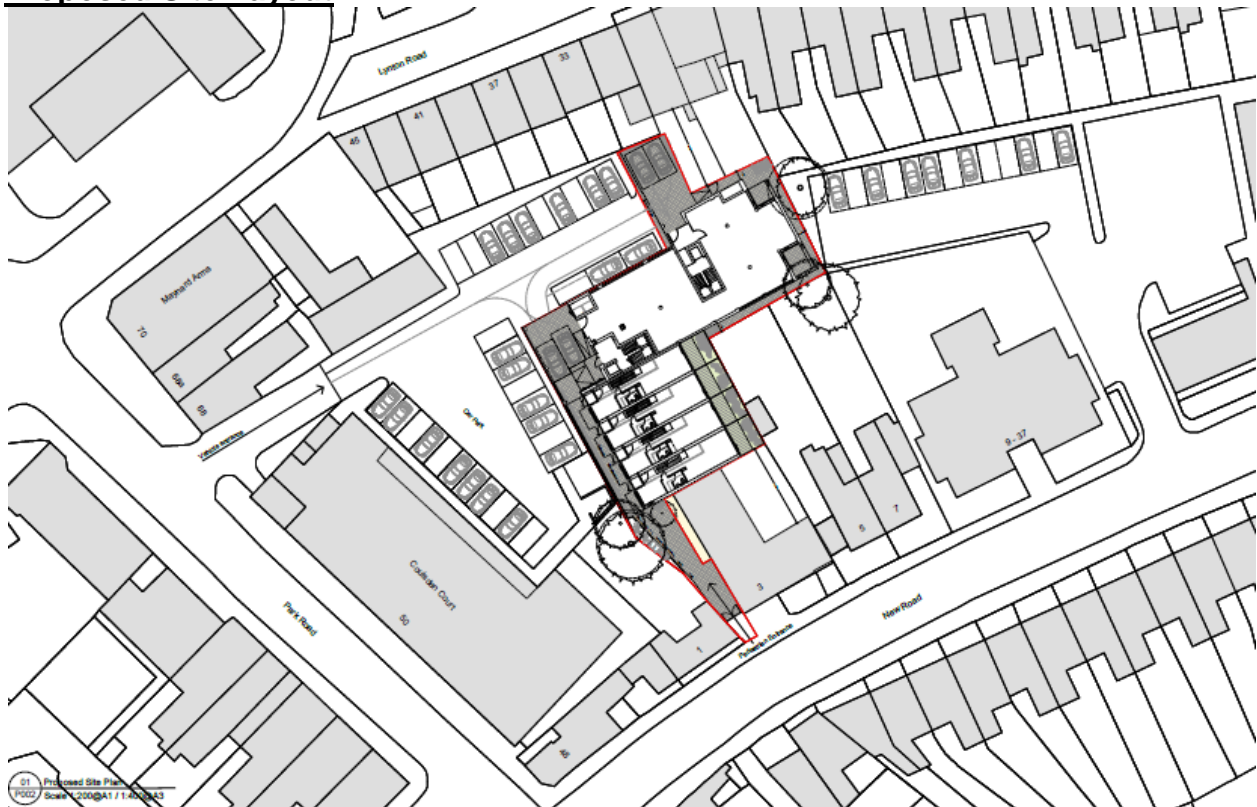
Location Plan



Existing Site Plan.

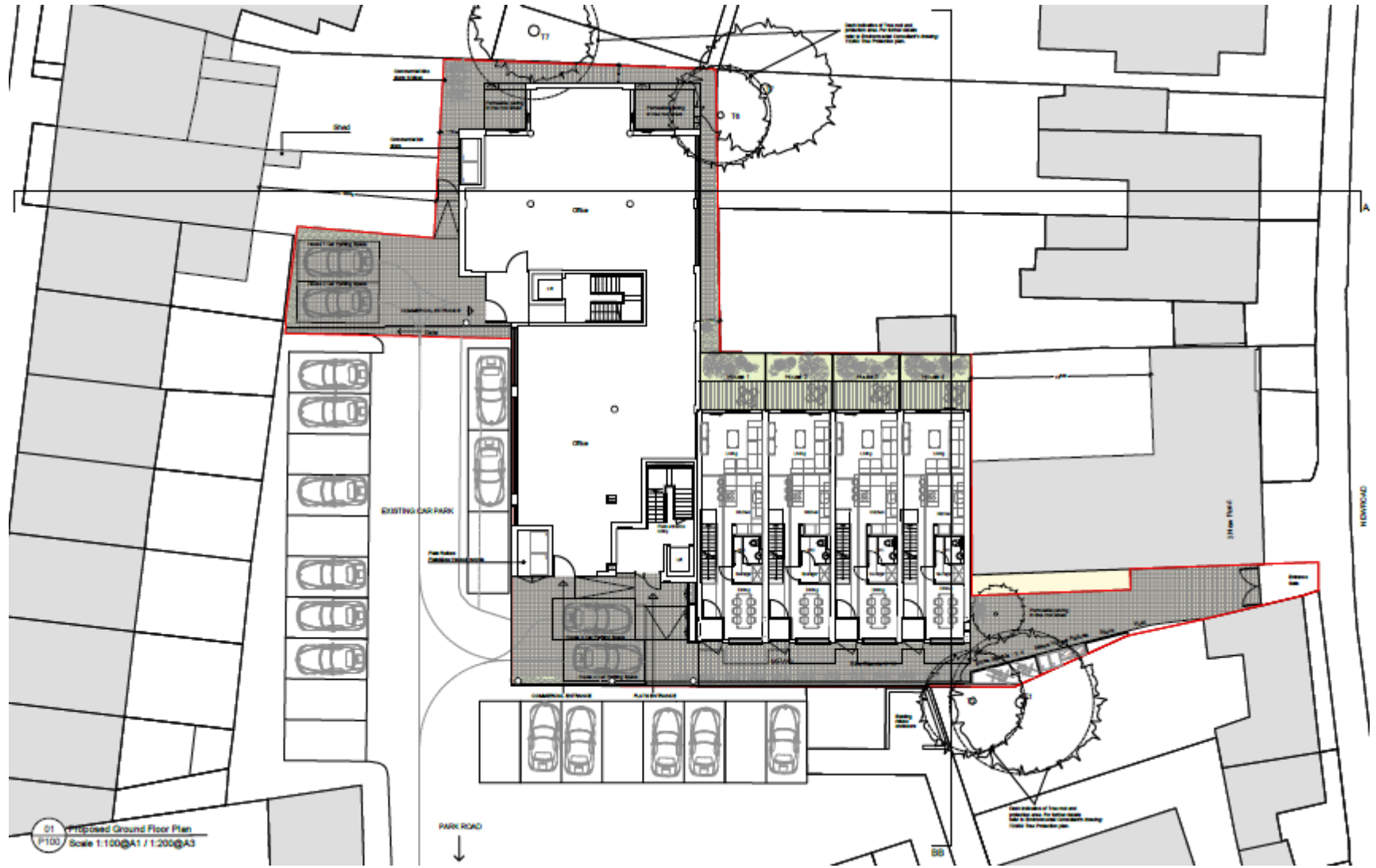


Proposed Site Layout



21 Proposed Site Plan
10022
2024/02/08/21 / 1.0/2024

Proposed Ground Floor Plan



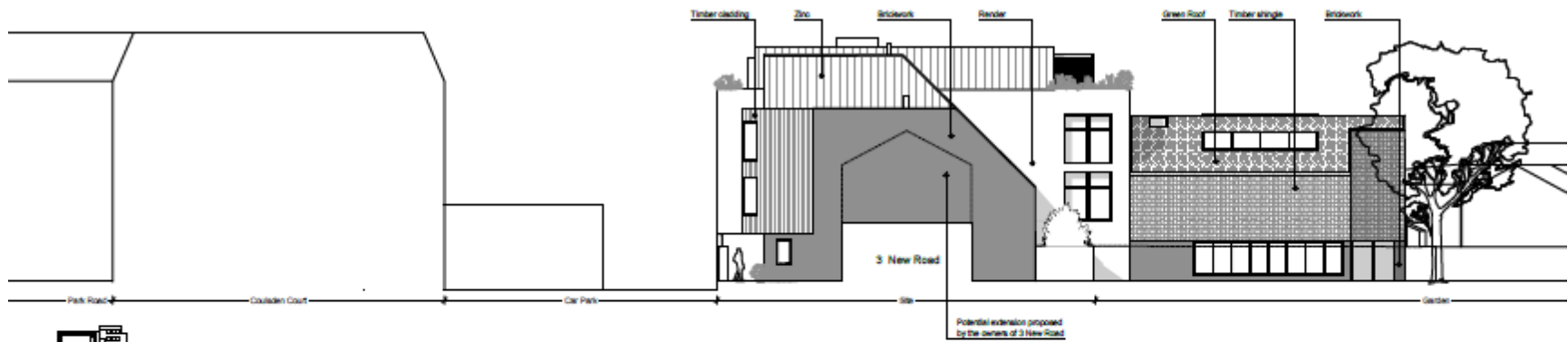
Proposed Sections and Elevations



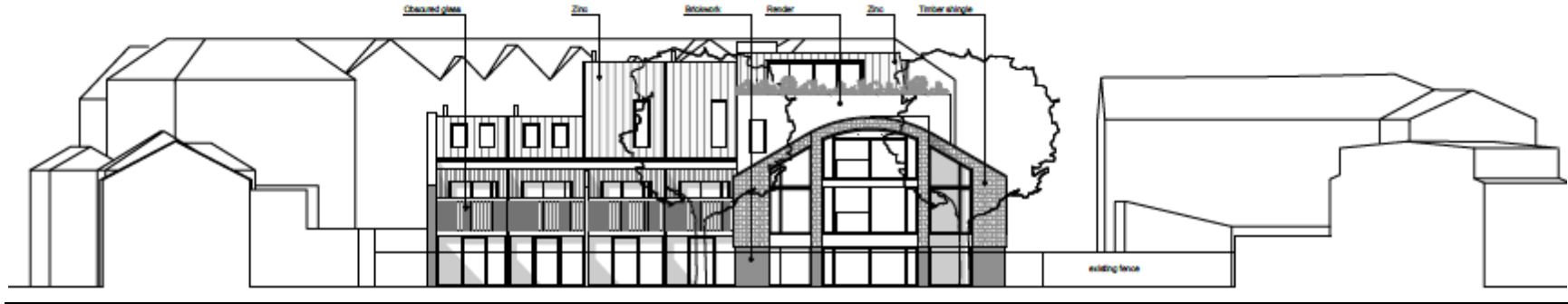
01 Proposed South-West elevation
P200 Scale 1:100@A1 / 1:200@A3

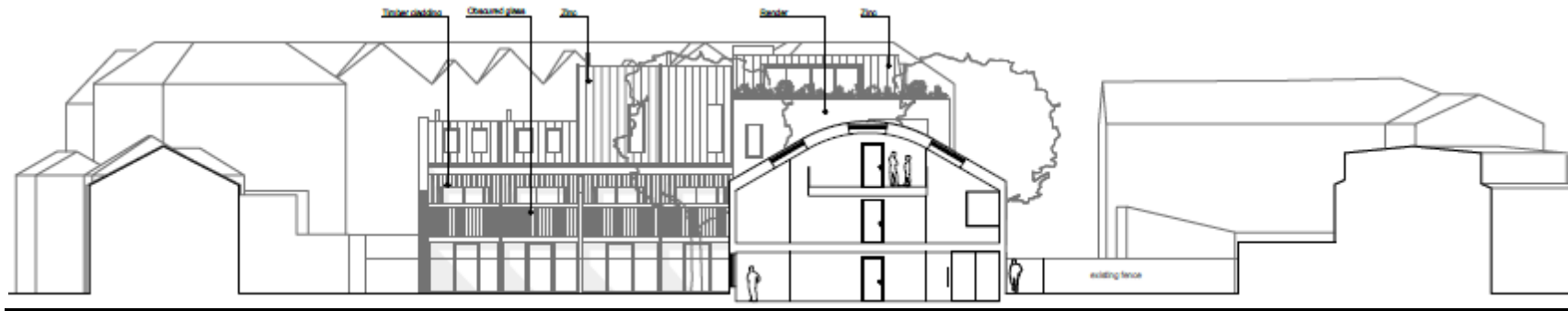


Proposed Sections and Elevations



01 Proposed South-East elevation
 P201 Scale 1:100@A1 / 1:200@A3





Appendix 3: Quality Review Panel Notes