

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/2081

Ward: Crouch End

Address: 70-72 Shepherds Hill N6 5RH

Proposal: Demolition of existing building and redevelopment to provide 16 residential dwellings within a 5 storey building with associated landscaping, car parking and other associated works

Applicant: Mr K Nagendran KTN Highgate Limited

Ownership: Private

Case Officer Contact: Gareth Prosser

Site Visit Date: 02/08/2017

Date received: 30/06/2016 **Last amended date:** 07/07/2017

Drawing number of plans: Sustainability Statement, Arboricultural Impact Assessment Report, Design and Access Statement, Energy Assessment, Flood Risk Assessment, Heritage Statement, Supporting Planning Statement, Statement of Community Involvement, GA001, GA002, GA002, GA003, GA 100, GA 101, GA 102, GA 103, GA 104, GA 110, GA 111, GA 120, GA 121, GA 122, GA 123, GA 124, GA 200, GA 201, GA 202, GA 203, GA 204, GA 205, GA 206, GA 300, GA 400, GA 401, GA 402, GA 403, GA 404, GA 500, GA 501, GA 502, GA 503, GA 504 & GA 505

1.1 This is a major application.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a residential development is appropriate on this site and would provide additional housing.
- The design and appearance of the proposal would be of a high standard to justify both the demolition and the replacement of the existing building on the site.
- The proposed residential accommodation would be of an acceptable layout and standard.
- The existing building is considered a 'neutral' contributor within the conservation area in which the site is located.

- The design and appearance of the proposal is acceptable and supported by the Quality Review Panel.
- The development would not have a material adverse impact on the amenity of occupiers of neighbouring residential properties.
- There would be no significant impact on parking.
- There overall benefits of the proposal would outweigh any 'harm' to the conservation area.
- Although the viability report provided evidence to illustrate that the proposed development would not be viable the applicant has provided £300,000 contribution towards affordable housing provision in the Borough.
- The proposed development 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 delegated authority be granted to the Head of Development Management or the Assistant Director Planning 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.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 15/12/2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.4 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 (the full text of recommended conditions is contained in Section 8 of this report)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Conservation
- 4) Details of materials
- 5) Landscaping
- 6) Construction Management and logistics plan
- 7) Cycle Parking

- 8) Refuse
- 9) Piling Method Statement
- 10) Carbon Management
- 11) Carbon Management
- 12) Gas Boilers
- 13) Carbon Management
- 14) Carbon Management
- 15) Carbon Management
- 16) Tree Protection Method Statement
- 17) Arboriculturist
- 18) Drainage
- 19) Retention of Architect.

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of Construction
- 4) Party Wall Act
- 5) Numbering
- 6) London Fire Brigade
- 7) surface water drainage
- 8) Thames Water
- 9) Asbestos Survey
- 10) Reinstatement of redundant crossovers
- 11) Licensing
- 12) Hours of construction
- 13) Party Wall Act
- 14) Street Numbering
- 15) S106 Agreement

Section 106 Heads of Terms:

- 1) An **affordable housing contribution** of £300,000
- 2) **Highway** - A S.278 to be agreed and secured with the council for works related to the construction of proposed changes to public highway, vehicle and pedestrian.
- 3) **A residential travel plan** - As part of the detailed travel plan the following measures must be included in order to maximise the use of public transport:
 - A) The developer must appoint a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.

- b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents.
 - c) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per travel plan for monitoring of the travel plan initiatives.
- 4) **Establishment or operation of a car club scheme** - The developer must offer free membership to all residents of the development for at least the first 2 years, and provide £50 (fifty pounds in credit for each member of the car club), per year for two years evidence of which must be submitted to the Transportation planning team.
 - 5) **On-street parking permits** - Residents restricted from purchasing the on-street parking permits.
 - 6) **Carbon Reduction** - A sum of £37,233.00 (upon commencement) to deliver carbon reduction projects across the borough of Haringey.
 - 7) **Construction training / local labour initiatives** Participation in Construction Training and Local Labour Initiatives.
 - 8) **Viability review mechanism** should the proposal not be implemented within 18 months of the date of decision.

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. 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 and London Plan policies 6.9, 6.11 and 6.13.
2. In the absence of the provision of a residential travel plan, 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 and London Plan policies 6.9, 6.11 and 6.13.
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, and London Plan policies 6.9, 6.11 and 6.13.

4. In the absence of on-street parking permit restrictions, 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 and London Plan policies 6.9, 6.11 and 6.13.
 5. In the absence of a financial contribution towards carbon management, the proposal would fail to address climate change and secure a sustainable development. As such, the proposal would be contrary to Local Plan policies SP4, London Plan policies 5.1, 5.2, 5.3 and 5.7 and DM policy DM21.
 6. 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.
- 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.

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATION
- 9.0 PLANNING CONDITIONS & INFORMATIVES

APPENDICES:

- Appendix 1: Consultation Responses
- Appendix 2: Plans and images
- Appendix 3: Quality Review Panel Notes
- Appendix 4: DM Forum Notes

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1 The proposal seeks consent to demolish the existing building and create a new five storey residential block with the fifth floor being a set-back. The description of development is as follows:

3.1.2 'Demolition of existing building and redevelopment to provide 16 residential dwellings with associated landscaping, basement car parking and other associated works.' The proposals comprise 16 residential dwellings. The dwelling mix comprises:

- 12 x 2 bedroom units (75%); and
- 4 x 3 bedroom units (25%).

3.1.3 The proposal provides 10 car parking spaces on-site at the basement level. Two of these car parking spaces have been designed to be 'blue badge' disabled spaces to correspond with the two units (located on the ground floor) which have been designed to be 'easily adaptable for residents who are wheelchair users'. Furthermore, 32 secure cycle parking spaces are provided in the basement (2 per unit) in accordance with cycle parking minimum standards within the London Plan.

3.2 Site and Surroundings

3.2.1 The site is located at 70-72 Shepherd's Hill a residential block within the Crouch End Conservation Area.

3.2.2 It is approximately 5-10 minutes' walk from Highgate Underground Station (Northern Line), which lies to the west. Crouch End is a few minutes' walk to the east. The site is also well served by a number of bus routes from Crouch End and Highgate Underground Station.

3.2.3 Archway Road (A1) lies to the west and provides road transport links via the North Circular, M1 and M25. The area is well served by the amenities of Crouch End and there is numerous sport, leisure and open space facilities within the vicinity of the site, including Queen's Wood, which lies to the north west.

3.2.4 Shepherd's Hill itself is a wide tree lined street with numerous residential apartment blocks of 4-6 storeys as well as large family homes. The area is residential in character. The site fronts onto the southern side of Shepherd's Hill and Coolhurst Road lies to the east of this urban block.

3.2.5 To the rear lies a series of small private gardens allocated to each of the flats. The southern boundary is characterised by some mature trees which are covered by Tree Preservation Orders (TPO's). A large garden from the adjacent Hurst Avenue

residence backs onto the rear of the plot and Stanhope Road lies further to the west.

3.2.6 Immediately to the east lies Altior Court (Nos. 74 & 76 Shepherd's Hill which is a large functional mid to late 20th Century six storey block of flats with an unadorned façade and flat roof. Immediately to the west lies Dale Lodge (No. 68 Shepherd's Hill) which is a four storey mid-20th Century red brick block of flats with a flat roof and wide metal casement windows in an unadorned façade. The Crouch End Conservation Area Character Appraisal notes that both properties detract from the character and appearance of the Conservation Area.

3.2.7 The existing properties currently occupying the site comprise a pair of Victorian Villas which total three storeys (including the attic floor) of grey brick with red brick lintels and prominent full-height canted bay windows. The buildings retain their original sash windows, but two large dormer windows have been introduced into the steeply sloping slate roof. The Crouch End Conservation Area character appraisal notes that the building has a 'neutral' effect on this part of the Conservation Area.

3.3 Relevant Planning and Enforcement history

- HGY/2016/2081 70-72 Shepherds Hill London N6 5RH Crouch End Mr K Nagendran KTN Highgate Limited Berkley Square, London, W1J 5AW Matt Humphreys Planning Ltd, 7, Ridgmount Street, London, WC1E 7AE Demolition of existing building and redevelopment to provide 16 residential dwellings with associated landscaping, car parking and other associated works Pending Decision
- HGY/2016/1755 70-72 Shepherds Hill London N6 5RH Crouch End Mr Krishnan Nagendran Berkeley Square, London, W1J 5AW Mr Matthew HumphreysH Planning Ltd, 7, Ridgmount Street, London, WC1E 7AE Tree works to include felling of 1 x Birch Silver, 1 x Eucalyptus and 1 x Bay tree to facilitate new development. Grant permission
- OLD/1982/1366 70-72 Shepherds Hill N6, 8/1/82 Erection of two houses at the rear. Refused
- OLD/1982/1365 70-72 Shepherds Hill N6, 6/11/81 Erection of replacement conservatory. Grant permission
- OLD/1950/0556 70-72 Shepherds Hill N6, Conversion into 5 self-contained flats. Grant permission

Trees

- HGY/2016/1755 70-72 Shepherds Hill London N6 5RH Crouch End Mr Krishnan Nagendran Berkeley Square, London, W1J 5AW Mr Matthew Humphreys H Planning Ltd, 7, Ridgmount Street, London, WC1E 7AE Tree works to include felling of 1m x Birch Silver, 1 x Eucalyptus and 1 x Bay tree to facilitate new development. Grant permission

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

1) LBH Conservation

The applicant's Heritage Statement provides a detailed description and analysis of the building's history along with the history of this part of the conservation area. According to this, the properties in question were originally number 60 and 60a Shepherd Hill and were originally constructed as a single dwellings called Shepherd's Cot and North View. The latter eventually became no 62 and was demolished in 1964-66.

The statement also explains how various extensions by 1914 had resulted in complete loss of the symmetry of Nos 60 and 60a. A further plan was submitted in 1950 to convert the building to six flats. The applicant further states how the subdivision "altered the original hierarchy of rooms as part of a single residence. It also involved the loss of internal features and the addition of external paraphernalia such as waste pipes and dormer windows in the attic space. The grounds were similarly subdivided between the new flats and the original immediate context of the house was eroded considerably."

It further states that "70 - 72 Shepherds Hill was constructed in the early 1880s, and was named after the Shepherd's cottage known to have existed in this area prior to the construction of Shepherds Hill as a residential street. [...] By the time of the 1914 OS map the earlier planned symmetry of the properties appears to have been completely lost, with Shepherds Cot having been enlarged an extended to the west. [...] In 1950 plans were submitted by local chartered surveyors Sturt and Tivendale for the conversion of 60 and 62 into flatted accommodation." A further application as granted in 1961 for a kitchen extension that further detracted from the original building.

With regards to 70-72 Shepherd's Hill, the Appraisal states "...the adjacent property at No. 70 Shepherd's Hill is a very large two storey Victorian property of grey brick with red brick lintels and prominent full height canted bay windows The building retains its original sash windows, but two large dormer window have been introduced into the steeply sloping slate roof. It has a neutral effect on this part of the conservation."

Following my site visit, it was clear that Nos 70-72 have been altered heavily and whilst the front elevation still retains some vestige of the original Villa, the rear

and the interiors have been altered extensively. In addition, when inspecting the converted flats, it was also evident that the conversion had been undertaken poorly with no respect for the original interiors or hierarchy of spaces. For this reason, I would agree that the building makes neutral contribution to the conservation area.

It is also important to note that the other side of the street is a more complete example of a Victorian street as there are more of the original villas retained. On the contrary, the site in question has a different context where it is surrounded by post war apartment blocks. These have been rightly identified as detractors in the adopted Character Appraisal due to their limited architectural interest. Even as examples of the post war era, they cannot be considered as distinguished pieces of architecture of that period that could contribute to the conservation area.

Demolition: It is evident that the building has some quality in that the overall architectural appearance and materials are remnant of a Victorian Villa that would have originally lined up the street. Indeed, on first look this appears to be a positive building. However, there is also no denial that the building itself has been extensively altered and not very sensitively. Most of the interiors are now lost and the exterior, especially to the rear, appears to be a concoction of various styles and periods defined by the 'user's' desire rather than a 'designer's' comprehensive thinking. Having inspected the building thoroughly, agree that the building's overall contribution to the conservation area would be neutral.

In that aspect I would agree with the applicant's analysis "The fact that Nos. 60 and 62 Shepherds Hill were designed as separate properties, explains the unusual façade of the properties which is irregular and does not present a well designed composition. Irrespective of the exact development of the buildings to this point, however, subsequent events changed the properties still further from their original design. [...] The rear elevation appears as a cluttered jumble of styles. The majority of the windows have been replaced by poor casement 'sash windows' and uPVC additions. In addition to this, the entire roof has been replaced with artificial slates."

The applicant's Design and Access Statement states: "The residents of 70-72 Shepherd's Hill approached KTN in order to assess the redevelopment potential of the site due to:

- a. The disproportionate running costs
- b. The foreseeable need for a significant amount of capital expenditure to maintain habitable areas from damp and ingress
- c. A shared feeling that the overall building layout is compromised and inefficient with several units having irregular living areas over split levels which fall short of Lifetime Homes requirements
- d. Concern that the property does not meet the needs of existing occupants, which include families with small children and senior residents"

To support these statements, additional information was requested by the Council in order to assess whether demolition is justified. This statement provides an account of the condition of the building, although much of the structural investigation is stated to be 'out of scope'. Nevertheless, it is clear from the statement that the conversion of the building would not result in the optimum solution for the building since much of the fabric has already been altered. As such demolition would be the alternative way to re-provide the existing housing whilst adhering to modern standards.

The applicant proposes a set of three mansion style pavilions of four storeys with a setback fifth floor. The scheme has been improved from a design point of view and in terms of appearance is recognisably better. Whilst the massing of the block has remained unaltered, the applicant has responded positively to the QRP's comments relating to its monotonous 'urbanity' and architectural detailing. Revised drawings show a much improved domestic style architectural language that takes its cues from the extensive brick character of the area including brick textures.

Whilst in terms of massing the building will be larger than the existing Victorian building, it would relate to its present context dominated by post war apartment blocks. As stated before they have been identified as detractors in the adopted Character Appraisal and do not contribute to the special architectural and historic significance of the conservation area. On the contrary, the current scheme proposes a block that is considered to be a high quality representation of 21st Century domestic apartment block style that could enhance the appearance of the conservation area and set a benchmark for the other detractors that could in time be replaced.

The applicant has provided detailed information regarding the condition of the building that shows that it has been subjected to several alterations and insensitive conversions. As such its contribution is neutral to the conservation area. However, the building does have some vestiges of the original villa and I consider that the demolition would cause some harm to the conservation area, although its loss would not in itself lead to the loss of the significance of the 'heritage asset' i.e Crouch End Conservation Area. As such the harm would be quantified as less than substantial harm as per NPPF.

In respect of the new scheme, the proposed development is considered to be of appropriate bulk, massing and architectural quality that would enhance the character and appearance of the conservation area. It is therefore important to understand whether loss of the buildings is necessary and whether the harm caused by their loss would be outweighed by the high quality architecture of the proposed scheme.

Paragraph 134 of the NPPF states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, such harm should be weighed against the public benefits of the proposal, including its

optimum viable use. This should be read in conjunction with the first part of paragraph 132, which states that when considering the impact of a proposal on the significance of a designated heritage asset, “great weight” should be given to the asset’s conservation. This wording reflects the statutory duty in sections 16 (2), 66 (1) and 72 (1).

In the Barnwell Manor case, the Court of Appeal held even where the harm would be “less than substantial” the balancing exercise cannot ignore the overarching statutory duty imposed by sections 16 (2), 66(1) and section 72 (1).

It is considered that in this instance, the design of the new development has some merits and would lead to heritage benefit (in addition to delivery of additional housing which would be a public benefit). This would come at the cost of the loss of a historic building that does not detract from the conservation area. However, the building has been altered several times in the past and whilst it maintains some vestige of the old villa, its optimal use would not be possible, if the building were to be retained. As such, demolition (and therefore the less than substantial harm) is justified as per Para 132, which requires “clear and convincing justification”. In addition, the architectural merit of the proposed scheme would enhance the conservation area and would outweigh the less than substantial harm as per NPPF Para 134. In coming to this conclusion I have given great weight to the conservation of the heritage asset and on balance, the proposal is acceptable [subject to] conditions.

2) LBH Transportation

The proposal includes demolition of the existing and construction of 16 residential units. (12 two bed and 4 three bed). Using TfL’s WebCAT for base year 2011, the Public Transport Accessibility Level (PTAL), at this postcode is PTAL 2. The site is within the Crouch End ‘stop and shop’, Controlled Parking Zone- (CEB) CPZ with on-street parking restrictions, Monday to Friday from Mon-Fri- 2-4 pm.

There are proposed changes to public highway, vehicular and pedestrian. Changes to the public highway are part of S278, with applicant entering into an agreement with the local Highway Authority. S278_works area to be highlighted in the drawing and secured through S106.

The proposal also includes 10 car parking spaces, 2 of which are for blue badge holders. Parking spaces are located at the basement.

Having considered relevant policies, it was concluded that residential car parking provision is acceptable, if the following is attained and secured through S106: restrict residents from purchasing the on-street parking permits-- constraints secured through s106; Managing the off-street car parking spaces is done through Car Parking Management Plan (CPMP).

- 3) LBH Building Control
- 4) LBH Cleansing (west)
- 5) LBH Flood and Surface Water
- 6) LBH Emergency Planning and Business
- 7) LBH Head of Carbon Management
- 8) LBH Arboriculture

External:

- 1) Thames Water
- 2) TfL
- 3) Hornsey CAAC
- 4) Highgate Society

The following responses were received:

Internal:

- 1) Conservation – No objections subject to conditions.
- 2) Transportation – No objections subject to conditions.
- 3) LBH Building Control – No objections
- 4) LBH Cleansing (west) – No objections
- 5) LBH Flood and Surface Water - No objections subject to conditions.
- 6) LBH Head of Carbon Management - No objections subject to conditions.
- 7) LBH Arboriculture - No objections subject to conditions.

External:

- 1) Thames Water - No objections subject to conditions
- 2) Designing out Crime - no comments
- 3) Highgate CAAC – Objection
- 4) Highgate Society – Objection
- 5) Crouch End Neighbourhood Forum

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- Neighbouring properties
- Site notices were erected close to the site
- Press notice

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: 35 (Note: that this is for the second amended proposal consulted upon)

Supporting: 0

Others: 0

5.3 The following local groups/societies made representations:

- Highgate CAAC
- Highgate Society

5.4 The following Councillor made representations:

- None

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

DEMOLITION

- No buildings should be demolished in the Conservation Area
- Existing building should be refurbished, not demolished.
- Bad precedent for future development

CHARACTER AND APPEARANCE

- Victorian structure should be retained
- Proposed building would not preserve or enhance the conservation area / would be a 'detractor'
- Height, massing and Scale too large
- Greater enclosure/narrow gaps between buildings
- Front Wall too high and harsh
- Neighbouring flats are detractors and no precedents

DESIGN

- Architecture would not enhance the conservation area
- Detract from leafy appearance of the street scene
- Building could be retained and extended
- Too large for the plot
- Proposal should be yellow/grey not red brick
- Design should have more glazing to front elevation

AMENITY

- Loss of privacy to Altior Court Residents (west side) and Dale Lodge
- Overshadowing/Loss of light to Altior Court Residents (west side) and 68 Shepherds Hill
- Overlooking loss of aspect
- Hurts Avenue (south) to the rear 'towered' over/ land drops 4m to the rear
- Increased noise and disturbance from increased density.

HOUSING

- Lack of Affordable Housing
- Loss of family homes

DENSITY

- Development too dense

TRAFFIC & PARKING

- More parking should be provided
- Increased parking pressure/traffic flow
- Drop-off area for deliveries necessary
- Strain and increasingly busy Shepherd's Hill
- Increased traffic on Shepherd's Hill / unsafe
- Off street parking danger to schoolchildren
- Loss of 2 on street parking spaces

TREES

- Any loss should be replaced for visual and ecological reasons.
- Loss of rear garden space.

• NON MATERIAL

- Lack of consultation

5.6 The following issues raised are not material planning considerations:

- Construction Disruption
- Financial gain of existing residents
- Experience of developer
- Saleability of flats.
- Loss of a private view
- Lack of consultation

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. The impact on the amenity of adjoining occupiers
3. The impact of the proposed development on the character and appearance of the conservation area
4. Living conditions for future occupants
5. Parking and highway safety
6. Trees
7. Affordable Housing / Viability
8. Waste and recycling
9. Drainage / SuDs
10. Arboriculture

6.2 Principle of the development

6.2.1 The existing property on the site comprises six flats which have been converted from a pair of dwellings in the early 1950s. Located within the Crouch End Conservation Area, this Victorian property, built in the 1880s, is classed as a 'neutral' contributor within the Crouch End Conservation Area Character Appraisal. The building is neither listed nor locally listed.

6.2.2 The redevelopment of the site proposes the demolition of the existing Victorian property and replacement with a four storey building with a setback fifth floor on an extensive plot with associated car parking, landscaping and amenity space. In total, 12 x 2 bed units and 4 x 3 bed units are proposed (16 units in total).

Principle of Demolition within the Conservation Area

6.2.3 Paragraph 132 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

6.2.4 In addition, paragraph 133 of the NPPF states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

6.2.5 Significantly, paragraph 134 of the NPPF states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset,

such harm should be weighed against the public benefits of the proposal, including its optimum viable use. In the Barnwell Manor case, the Court of Appeal held even where the harm would be "less than substantial" the balancing exercise cannot ignore the overarching statutory duty imposed by sections 16 (2), 66(1) and section 72 (1) of the Act.

- 6.2.6 Therefore, in considering the principle of demolition and replacement of the 'neutral contributor' one must consider the significance of harm on the 'heritage asset', this being the Crouch End Conservation Area (not the building itself which has no formal designation). Should a proposal be found to lead to less than substantial harm to the significance of the conservation area, such harm should be weighed against the public benefits of the proposal, including its optimum viable use. In addition, any harm or loss should require clear and convincing justification.
- 6.2.7 Therefore, if the loss of the existing building amounts to 'less than substantial' harm, and there exists clear and convincing justification for the loss of the existing structure which is considered to outweigh its loss, the principle of demolition and replacement of the existing building with a new residential development could be accepted. This is discussed in detail below.
- 6.2.8 With regard to the provision of 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 Policies DM10, DM11 and DM13 of the Development Management, Development Plan Document (July 2017), 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'.
- 6.2.5 The provision of additional housing would in principle be supported, as it would augment the Borough's housing stock which would be in accordance with, Local Plan Policies SP0, SP1 and SP2, policies DM10, DM11 and DM13 of the Development Management DPD (2017) and London Plan Policies 3.3 and 3.16. However, as stated, the principle of development is subject to more detailed matters as discussed below.

6.3 Character and appearance of the conservation area

- 6.3.1 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."

- 6.3.2 The Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not 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.
- 6.3.3 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.
- 6.3.4 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 requires the conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the Development Management, Development Plan Document (2015) states that proposals for alterations and extensions to existing buildings in Conservation Areas should complement the architectural style, scale, proportions, materials and details of the host building and should not appear overbearing or intrusive.
- 6.3.5 The Council's Conservation Officer has been consulted and considers that in this instance, the design of the new development has some merits and would lead to heritage benefit (in addition to delivery of additional housing which would be a

public benefit). This would come at the cost of the loss of a historic building that makes a neutral contribution to the conservation area. The building has been altered several times in the past and whilst it maintains some vestige of the old villa, it does not allow for an optimal efficient use of land if the building were to be retained. The loss of the existing building would not lead to the loss of significance of the conservation area. The architectural merits of the proposed scheme (discussed below) would enhance the conservation area, and this along with other public benefits, such as provision of additional housing and a contribution to affordable housing, are to considered to outweigh the less than substantial harm that would result.

- 6.3.6** Great weight has been given to the impact of the proposed on the significance of the conservation area. The impact has been assessed as being 'less than significant harm' which in this case is considered to be outweighed by the positive public and heritage benefits. As such, demolition of the building and its replacement, is justified as per Para 132 of the NPPF.

6.4 Design

- 6.4.1** DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) 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 (2016) Policies 7.4 and 7.6

Massing and Scale

- 6.4.2** Many of the developments in the immediate vicinity of the site are around 6 storeys in height, significantly higher than the existing Victorian structure. The main facade of the proposed scheme relates to the lower neighbour; the 4 storey building of Dale Lodge, therefore the overarching impression of the proposal from street level is that of a 4 storey structure (albeit on a higher level to the street in accordance with the existing building). This primary façade is also 'split' into three bays. Separated by recessions with balconies inserted this visually breaks down the massing of the façade and thus the appearance is lighter and more domestic in appearance.

- 6.4.3 In addition, the proposal has a set-back 5th floor, clad in a differing material to the main façade. The setback 5th floor effectively bridges the height difference between the aforementioned property at Dale Lodge and the neighbouring 7 storey Altior Court. The material change and set back reduces the massing of the 5th floor making it subordinate to the lower levels whilst still providing high quality accommodation. Within the context of the above structures and the surrounding post war developments along Shepherd's Hill, the proposed 5 storey block is considered in keeping in terms of scale and massing. Significantly, it should be noted that a number of existing blocks along Shepherd's Hill exceed the height of the proposal including Nos 66 and 64 Shepherd's Hill as well as the aforementioned Altior Court.
- 6.4.4 The proposal also follows the building line of the front of the existing Victorian structure in line with Dale Lodge to the west. Accordingly, the proposal also references the established building lines to the rear, transitioning between the aforementioned Dale Lodge and Altior Courts. Given the substantial rear gardens the increase in mass to the rear is not considered detrimental and the proposal sits comfortably with the neighbours which themselves define the context for larger apartment blocks along Shepherd's Hill.

Contemporary Design

- 6.4.5 The proposal would be contemporary in design and provides a building of high architectural quality which references the range of architectural styles present within the conservation area. Having assessed the vicinity of the site and the wider Crouch End Conservation Area, the architects have chosen to work with a brick façade to respect, complement and enhance this part of the Conservation Area. The use of brick, along with generous glazing, balconies and architectural detailing including 'hit and miss' brickwork visually breaks down the massing, providing a more 'domestic' appearance as prescribed by planning officers and the Quality Review Panel.

Quality Review Panel.

- 6.4.6 The proposal was presented to Haringey's Quality Review Panel (QRP) on two occasions; 21st September 2016 and 22nd February 2017. The formal response from the QRP Chairs Review (the latter review) stated as that *'The Quality Review Panel feels that the revised scheme has responded well to the feedback from the first QRP in September 2016. As the existing building is only considered to make a 'neutral' contribution to the character of this part of the Crouch End Conservation Area, the panel feels that the design of the proposed replacement building is now of sufficiently high quality to warrant their support.'*
- 6.4.7 The response from the QRP Review went on to state *that 'the panel commends the richness of detailing that is now proposed'* and welcomed the amendments to the internal configuration of the units, which resulted in increased living areas for

some of the units. The panel also welcomed the revisions to the ground floor entrance which now enables residents to access the communal garden directly from the lobby.

- 6.4.8 In addition, the panel noted that *'the reduction in visual dominance of the glazing in the façade (achieved through the use of hit-and-miss brickwork that serves to screen sections of full height glazing) is welcomed; this helps to make the scheme appear more 'domestic' in character.'* The panel also suggested that *'a good quality red stock brick would be appropriate as the external finish of the development'*. Accordingly, a high-quality red stock brick is proposed and would be required by the imposition of a condition on any grant of planning permission.
- 6.4.9 Additionally, the QRP also noted that in relation to the *'articulation of the flank wall façades' it is also 'important to avoid a large expanse of unrelieved brickwork when viewed from further down Shepherd's Hill.'* In response to this point, additional windows have been added to the flank walls to provide greater visual interest as well as enhanced daylight and sunlight into the proposed dwellings.
- 6.4.10 The final section of the formal QRP response stated: *'The panel feels that the revised proposals have responded well to the comments given at the previous QRP, and offer their support for the scheme.'* Officers agree that the amended proposal is of a high quality, robust and contemporary design that responds well to the surrounding context whilst providing a domestic and rich aesthetic. Officers also consider the proposal a high quality example of residential design which exceeds the standard of its neighbours and sets a precedent for high quality design in a section of the conservation area lacking in architectural excellence.

Density

- 6.4.11 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.
- 6.4.12 The site red line site area is 0.1481 hectares, the surrounding area is considered to be urban, and the site has a PTAL of 2. The density proposed is 108 units per hectare (16 units /0.1481 Ha) and 351 (52/ 0.1481) 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.

6.5 Quality of Residential Accommodation

- 6.5.1 London Plan (2016) policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Local Plan (2017) Strategic Policy SP2 and Policy DM12 of the Development Management DPD 2017 reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.5.2 The large communal garden to the rear of the site is maintained and the inclusion of balconies to the six units on the Shepherd's Hill façade at the first to third floors now means that all units benefit from private amenity space.
- 6.5.3 The revised scheme has no single aspect apartments. Right of Light Consulting have produced an updated Daylight and Sunlight report which takes into account the revised window sizes and positions. The Report states that 'Right of Light' Consulting confirms that the proposed development design achieves a very high level of compliance with the BRE recommendations.

6.6 Impact on the amenity of adjoining occupiers

- 6.6.1 The London Plan (2016) Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development. As assessment of the impact on the amenity of the surrounding properties is as follows.

Dale Lodge

- 6.6.2 (No.68 Shepherd's Hill) is a four storey, mid-20th Century, red brick block of flats with a flat roof and wide metal casement windows in an unadorned façade. The structure has a 'T' shaped footprint with a projecting element facing Shepherd's Hill. The existing flats are approximately 6m from the blank outer flank wall of Dale Lodge (nearest the site) and 11m from the foremost flank wall to the front projection which has some glazing.
- 6.6.3 The proposed building footprint follows the existing building line to the front but would be approximately 1m closer to Dale Lodge at the side. This is considered

negligible, still maintaining a significant distance and sense of openness between the windows of the flank elevation and the proposed flats. To the rear, the footprint of the proposed flats is larger than the existing, extending outwards into the substantial rear garden. The additional mass (consistent over 4 storeys) has been designed to step away from Dale Lodge and would be approximately 10m from the existing flank wall. The setback 5th floor follows the same footprint with an additional 1.7m setback. Given this setback over 5 storeys, the substantial open space to the rear of both sites and significantly the south facing nature of the rear of the site, the proposal is not considered to be materially overbearing or create a material sense of enclosure or a significant loss of sunlight/daylight to the occupiers of Dale Lodge. Whilst it is acknowledged that the proposal would be larger than the existing building occupying the site, Dale Lodge itself sets the precedent for the scale and massing of the proposal. Therefore, the proposal is not considered to have a significantly detrimental impact on the amenity of the residents of Dale Lodge.

Altior Court

- 6.6.4 (Nos.74-76 Shepherd's Hill) lies at the eastern boundary of the site. It is a large functional mid to late 20th Century six storey block of flats with a set-back seventh floor. It has an unadorned façade with a flat roof. It is built from light red brick with white horizontal slab banding. It also has large windows and projecting balconies. There is parking to the rear of property and also a number of single storey garages. The scale and mass is partly offset by the large mature trees along the front boundary. The footprint is set back from the street and behind the building line of the existing and proposed structure at 70-72 Shepherd's Hill.
- 6.6.5 At 5 storeys the proposal is smaller than Altior Court. The proposed flats would be located approximately 9.5m away from the side elevation of Altior Court, slightly more than the existing 8.5m distance. This distance is considered to maintain the open nature of Altior Court allowing for views through to the rear whilst allowing daylight and sunlight to the building. Notably, this distance between Altior and the proposal is larger than many in the vicinity, again maintaining the open nature of the site. Given that glazing to the western flank of Altior Court is to a stairwell, there is no concern regarding the impact on these windows.
- 6.6.6 As stated above, the proposed flats will extend the footprint to the rear into the garden. Unlike the opposing side facing Dale Lodge, the rear footprint does not step away from the boundary with Altior Court. However, the 9.5m distance mentioned above is consistent and encroaches no further toward the neighbouring flats. In addition, the proposed rear building line matches that of Altior Court and thus projects no further than its neighbour. Again, given the open nature of the rear of both properties, the significant 'gap' between the two structures and the south facing nature of the rear of the site, there is no

significant impact on the residential units of Altior Court both in terms of overshadowing or loss of outlook.

Melior Court and Highgate Heights

6.6.7 No. 79 Shepherd's Hill is an unadorned red brick building of 5 storeys that lies to the north east of the site, across Shepherd's Hill. It has a flat roof with no setback top floor. Balconies are semi protruding. No. 77 Shepherd's Hill is a 7 storey 1960's red brick building with white banding, projecting balconies with setback top floor, situated across the road to the north west. Both properties are located on the opposing side of street. Given that Shepherd's Hill is a broad avenue with the above blocks setback from the street, there is no significant impact on the residential amenity of these properties, in particular given that the proposal is comparable (and smaller in comparison to Altior Court) to the massing and scale of the many of the properties in this section of Shepherd's Hill.

Hurst Avenue

6.6.8 An objection has been received from Hurst Avenue to the south of the site stating that land drops by 4metres between Shepherd's Hill and Hurst Avenue and as such the proposal would tower over the existing residential properties. Given that the distance between the proposal and the properties along Hurst Avenue is approximately 200m there would be minimal upon residential amenity.

6.7 Parking and Highway Safety

6.7.1 Local Plan (2017) Policy SP7 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 is supported by DM Policy (2017) DM31 'Sustainable Transport'.

PTAL and Controlled Parking

6.7.2 The proposal includes demolition of the existing and construction of 16 residential units. (12 two bed and 4 three bed). Using TfL's WebCAT for base year 2011, the Public Transport Accessibility Level (PTAL), at this postcode is PTAL 2. The site is within the Crouch End 'stop and shop', Controlled Parking Zone- (CEB) CPZ with on-street parking restrictions, Monday to Friday from Mon-Fri- 2-4 pm. One person is employed full time at this site.

Changes to the Existing Public Highway

6.7.3 There are proposed changes to public highway, vehicular and pedestrian. Changes to the public highway are part of S278, with applicant entering into an

agreement with the local Highway Authority. S278_works area to be highlighted in the drawing and secured through S106.

Car Parking

- 6.7.4 The proposal also includes 10 car parking spaces, 2 of which are for blue badge holders. Parking spaces are located at the basement. Policy 6.13, of the London Plan sets out the car parking standards and strategic direction to facilitate new developments with appropriate levels of parking. It indicates that, maximum car parking standards for residential developments in the outer London with a high PTAL, is up to 1 space per unit. LBH is identified in map 2.2, of the London Plan, as part of the outer London.
- 6.7.5 Parking addendum to Chapter 6, has recommendations for blue badge holders indicating that: for residential developments, requirement is a provision for at least one accessible on or off-street parking space. It is also stated that when off-street parking is provided then at least two parking spaces should be for blue badge holders.
- 6.7.6 Policy 2.8 of the outer London Transport outlines strategic direction and recognises car parking requirements for outer London areas to be higher in comparison with central areas, although a flexible approach is encouraged in applying standards of the Policy 6.13 and Table 6.2.
- 6.7.7 Policy 3.8 of the London Plan recommends are that 10% of new housing should be, either designed to be wheelchair accessible from the start, or easily adaptable for residents who are wheelchair users. Policy DM32 on parking standards, part of the LBH Development Management DPD- January 2016, indicates that London Plan policies are valid when planning proposals are assessed. Having considered all of the above policies, it is concluded that residential car parking provision is acceptable, subject to the conditions a S106 provisions set out below.

Cycle Parking

- 6.7.8 The proposal includes a total of 32 cycle parking spaces. The level of provision is considered acceptable. All cycle parking spaces must be made available prior to the start of occupation (see conditions).

Refuse/Recycling

- 6.7.9 The proposal includes an area in the basement where the refuse/recycling storage is shown. Within the TA it was indicated that refuse bins will be moved to the kerbside by the management team prior to weekly collection and after this will be picked up from on-street by the existing providers. Further details on the

agreed arrangement is required, including recycle storage and point of collection, is required (see conditions).

6.7.10 Therefore, the Highway Authority, recommend this proposal for approval, subject to conditions and a S106 Agreement.

6.8 Affordable Housing / Viability

6.8.3 Policy 3.12 of the London Plan 2016 seeks to maximise affordable housing provision and ensure an average of at least 17,000 more affordable homes per year in London over the term of the London Plan.

6.8.4 Policy SP2 of Haringey's Local Plan 2017 requires developments to provide a proportion of affordable housing to meet an overall borough target of 40%. Subject to viability, sites capable of delivering 10 units or more will be required to meet this target based on habitable rooms.

6.8.5 The applicant submitted a viability assessment which demonstrates the amount of contribution that is affordable in terms of the viability of the development. The proposal contains 16 residential units in total with a dwelling mix, which comprises 12 x 2 bedroom units and 4 x 3 bedroom units. No affordable housing is provided. An assessment of the proposed development with 100% private housing as offered by the applicant has been independently assessed by the Council's consultants. Consultants have concluded that the proposed development with the offer proposed by the applicant of 100% private housing generates a deficit against the viability benchmark.

6.8.6 Notwithstanding this assessment, the applicant has agreed to accept a lower level of return and provided an offer of £300,000 towards off-site affordable housing. The applicant has also accepted that a review mechanism is included in the S106, should the development not commence within 18 months of permission being granted.

6.8.7 While it is acknowledged that the proposal does not provide any on-site affordable housing, it is considered that this is justified and the reduced off-site contribution would allow the development to come forward in line with the NPPF.

6.9 Waste and Recycling

6.9.3 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4., requires development proposals make adequate provision for waste and recycling storage and collection.

6.9.4 The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection if the guidance above is followed and the management of the waste is carried out as stated within the application.

6.10 Drainage/SuDs

6.10.3 London Plan (2015) Policy 5.13 'Sustainable drainage', Development Management, Development Plan Document (2017) Policy DM25 'Sustainable Drainage Systems', Local Plan (2013) Policy SP5 'Water Management and Flooding'.

6.10.4 The LLFA has reviewed the drainage strategy for the proposed development at 70 -72 Shepherds Hill, and is satisfied that it meets the Haringey criteria for a sustainable solution dealing with surface water management. The LLFA recommends this proposed development for approval subject to the imposition of conditions which are included below.

6.11 Arboriculture

6.11.3 The Council's Tree & Nature Conservation Manager has examined the application and stated that tree cover in and around this site consists of a variety of individual trees. There are no trees of high quality and value (category A). Six were assessed as moderate quality (category B), fourteen were assessed as low quality (category C) and one was of poor quality (category U). It is proposed to removed three individual trees to facilitate the development, all have been assessed as low quality (category C). The tree removals will not result in a detrimental impact on the site or the wider local area as new tree planting will mitigate this.

6.11.4 There are three trees on the public highway outside the site, which may be impacted by the development works. T3 (London plane) is a mature street tree of high amenity value, the new basement will encroach into the notional root protection area by less than 10%. This impact is likely to be reduced as root growth in the front garden will have been inhibited due to the foundations of the existing retaining wall and hard landscaping in this area. It is proposed to mitigate any potential impact by hand digging the top 75mm of the outer line of the basement under Arboricultural supervision, with pre-emptive root pruning, where necessary. T3 (Hornbeam) is an early mature street tree of high amenity value, the new steps will encroach into the notional root protection area by approximately 11%. Again, the impact is likely to be reduced for the same reasons as for T3. It is proposed to mitigate any potential impact by hand digging the top 75mm of the outer line of the steps under Arboricultural supervision, with pre-emptive root pruning, where necessary.

6.11.5 An Arboricultural method statement must be provided to specify how the retained trees will be protected, in accordance with industry best practice. Included must

be a tree protection plan showing the exact location of the protective fencing and any ground protection that will be installed during the demolition and construction stages. It must also include protection for the street trees outside the site. This can be in the form of wooden panels secured around the tree stems to prevent physical damage. The Arboricultural method statement must also specify how all works within and close to the root protection areas will be carried out.

6.11.6 In conclusion, the proposed development of this site will result in the loss of a small number of low quality trees, which will be mitigated by the planting of three new trees. Impacts on trees to be retained can be mitigated by manual works in the root protection areas, under Arboricultural supervision. There are no objections subject to the imposition of conditions on any grant of planning permission.

6.12 Conclusion

6.12.1 Great weight has been given to the impact of the proposal on the significance of the conservation area. The existing buildings have been altered somewhat and assessed as a 'neutral contributor' to the conservation area. The impact of the development has been assessed as being 'less than significant harm' which in this case is considered to be outweighed by the positive public and heritage benefits, including the high quality design of the proposed replacement building and the additional housing provided and affordable housing contribution. As such, demolition (and therefore the less than substantial harm) is justified as per Para 132 of the NPPF, which requires "clear and convincing justification"; the architectural merit of the proposed scheme would enhance the conservation area and would outweigh the less than substantial harm as per NPPF Para 134.

6.12.2 All other relevant policies and material 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

Based on the information given on the plans, the Mayoral CIL charge will be £71,597 (1612 sqm x £35 x 1.269) and the Haringey CIL charge will be £464,772 (1612sqm x £265 x 1.088). 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 and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s) Sustainability Statement, Arboricultural Impact Assessment Report, Design and Access Statement, Energy Assessment, Flood Risk Assessment, Heritage Statement, Supporting Planning Statement, Statement of Community Involvement,

GA001, GA002, GA002, GA003, GA 100, GA 101, GA 102, GA 103, GA 104, GA 110, GA 111, GA 120, GA 121, GA 122, GA 123, GA 124, GA 200, GA 201, GA 202, GA 203, GA 204, GA 205, GA 206, GA 300, GA 400, GA 401, GA 402, GA 403, GA 404, GA 500, GA 501, GA 502, GA 503, GA 504 & GA 505

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: Sustainability Statement, Arboricultural Impact Assessment Report, Design and Access Statement, Energy Assessment, Flood Risk Assessment, Heritage Statement, Supporting Planning Statement, Statement of Community Involvement, GA001, GA002, GA002, GA003, GA 100, GA 101, GA 102, GA 103, GA 104, GA 110, GA 111, GA 120, GA 121, GA 122, GA 123, GA 124, GA 200, GA 201, GA 202, GA 203, GA 204, GA 205, GA 206, GA 300, GA 400, GA 401, GA 402, GA 403, GA 404, GA 500, GA 501, GA 502, GA 503, GA 504 & GA 505

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

CONSERVATION

3. No demolition works of the development hereby approved shall commence until a minimum of Level 3 recording of 70-72 Shepherd's Hill as per Historic England's guidance to 'Understanding Historic Buildings: A guide to good recording practice' has been submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure that the original structure is recorded appears on Council's records.

4. Details of all materials including fenestration, bricks, mortar and cladding shall be submitted to and approved by the Local Planning Authority before the relevant part of the work is begun. The development shall be implemented in accordance with the approved details or samples of materials.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

5. 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.

TRANSPORT

6. 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 (including 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. 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.

7. 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.

8. Details of a scheme for the storage and collection of refuse and recycling 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 Development Management DPD Policy DM31 and Policy 5.17 of the London Plan 2015.

THAMES WATER

9. No 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: To ensure the piling does not impact on ground water, and 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.

CARBON MANAGEMENT

10. Applicant must deliver the energy efficiency standards (the Be Lean) as set out in the Energy Assessment, by Eight Associates, Issue Number 3, Dated 27/05/2016 (Ref: 1472-Energy Assessment-1605-27om.docx) The development shall then be constructed and deliver the U-values set out in this document, achieving the agreed carbon reduction of 9.3% beyond BR 2013. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority no less than 6 months prior to practical completion of the development. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed. If the targets are not 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

11. The applicant/developer are required to deliver the standards (the Be Clean) as set out in the Energy Assessment, by Eight Associates, Issue Number 3, Dated 27/05/2016 (Ref: 1472-Energy Assessment-1605-27om.docx) The details of the CHP system shall include:

- a) location of the energy centre;
- b) specification of equipment;
- c) flue arrangement;
- d) operation/management strategy; and
- e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

Once these details are approved the Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council. The Combined Heat and Power facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

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

12. All gas boilers installed across the development to have a minimum SEDBUK rating of 90%. The applicant will demonstrate compliance by supplying installation specification at least 3 months' post construction. Once installed they shall be operated and maintained as such thereafter.

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22.

13. The applicant/developer are required to install the renewable energy technology (PV Solar Panels) as set out in the Energy Assessment, by Eight Associates, Issue Number 3, Dated 27/05/2016 (Ref: 1472-Energy Assessment-1605-27om.docx). The applicant will deliver no less than 90m² of solar PV panels, with a system capacity of 18.24 kWp and an estimated to generation capacity of 15,752 kWh/yr. 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. The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above).

Any alterations should be presented with justification and new standards for approval by the Council. The equipment shall be maintained as such thereafter. Confirmation of the area of PV, location and kWp output 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.

Reason: To comply with London Plan Policy 5.7. and local plan policy SP:04

14. The applicant/developer are required to deliver a sustainability assessment for the residential portion of the application achieving rating of Home Quality mark level 4 for all units on the site. The units must be constructed in accordance with the details required to achieve Home Quality mark level 4 and shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval. In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.

15. The results of dynamic thermal modelling (under London's future temperature projections) for all internal spaces must be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site and shall be operational prior to the first occupation of the development hereby approved. Details in this strategy will include measures that address the following:

- the standard and the impact of the solar control glazing;
- that the space for pipe work is designed in to the building to allow the retrofitting of cooling and ventilation equipment
- that all CHP pipework is appropriately insulated
- what passive design features have been included
- what mitigation strategies are included to overcome any overheating risk

This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given. Once approved the development shall be carried out strictly in accordance with the details so

approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.

TREES

16. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, a Tree Protection method statement incorporating a solid barrier protecting the stem of the trees and hand dug excavations shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved and the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason: In order to ensure the safety and wellbeing of the trees adjacent to the site during constructional works that are to remain after works are completed consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

17. All works should be undertaken by qualified and experienced tree work contractors and be in accordance with BS 3998:2010 Recommendations for Tree Work. All construction works within root protection areas or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.

Reason: To protect the amenity value of the trees consistent with Policy DM1 of The Development Management DPD 2017.

DRAINAGE

18. No development shall commence until 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.

QUALITY REVIEW PANEL

19. The existing architects or other such architects as approved in writing by the Local Authority acting reasonably shall undertake the detailed design of the project.

Reason: In order to retain the design quality 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 DM1 of the Development Management DPD 2017.

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: CIL

Based on the information given on the plans, the Mayoral CIL charge will be £71,597 (1612 sqm x £35 x 1.269) and the Haringey CIL charge will be £464,772 (1612sqm x £265 x 1.088). 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.

INFORMATIVE: Hours of Construction Work: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am – 6.00pm Monday to Friday
- 8.00am – 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

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

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: 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: 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: Reinstatement of redundant crossovers, any street furniture, amendments to parking bays or CPZ changes, or other work required on public Highways to facilitate the proposed development, will require a separate application to the Highway Authority subsequent to the planning application.

INFORMATIVE: If this planning application is approved, highways licences, and/or temporary Traffic Orders may be required, such as: crane licence, hoarding licence, on-street parking suspensions etc. The applicant must check and apply direct to the Highway Authority.

INFORMATIVE: This permission is subject to a S106 Agreement pertaining to an affordable housing contribution; highways works; travel plan; resident permit restriction; carbon reduction; construction skills /training and a viability review.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
LBH Conservation	<p>I have given great weight to the conservation of the heritage asset and on balance, the proposal is acceptable with the following conditions.</p> <ol style="list-style-type: none"> 1) No demolition works should be undertaken unless a minimum of Level 3 recording of the building as per Historic England's guidance to 'Understanding Historic Buildings: A guide to good recording practice' has been submitted and approved by the Council. 2) Details of all materials including fenestration, bricks, mortar and cladding should be submitted to the Council for further approval. 3) Further details of the landscape treatment along the street frontage should be submitted to the Council for approval. 	<ul style="list-style-type: none"> • Noted. Conditions added.
LBH Waste	<p>This proposed application will require adequate provision for refuse and recycling off street at the front of the property. I would like to confirm that space must be provided for the following and the management of the placement of bins on collection day must be as stated in the application provided. Bins must be placed no further than 10 meters from the waste collection vehicle at the front of the property on Shepherds Hill. Guidance for this application has been highlighted above and below.</p> <ul style="list-style-type: none"> • 3 x 1100L Euro bins for refuse • 2 x 1100L Euro bins for recycling • 1 x 140L Food waste bins • 16 x Food waste kitchen caddy's <p>Arrangements will need to be made to ensure waste is</p>	<ul style="list-style-type: none"> • Noted.

Stakeholder	Question/Comment	Response
	<p>contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway. The waste collection point will need to be at the front of the property from Shepherds Hill.</p> <p>The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection if the guidance above is followed and the management of the waste is carried out as stated within the application.</p>	
Transportation	<p>The proposal includes demolition of the existing and construction of 16 residential units. (12 two bed and 4 three bed).</p> <p>PTAL</p> <p>Using TfL's WebCAT for base year 2011, the Public Transport Accessibility Level (PTAL), at this postcode is PTAL 2</p> <p>The site is within the Crouch End 'stop and shop', Controlled Parking Zone- (CEB) CPZ with on-street parking restrictions, Monday to Friday from Mon-Fri- 2-4 pm</p> <p>One person is employed full time at this site.</p> <p>4.0 Changes to the existing public highway</p> <p>There are proposed changes to public highway, vehicular and pedestrian. Changes to the public highway are part of S278, with applicant entering into an agreement with the local Highway Authority.</p> <p>S278_works area to be highlighted in the drawing and secured through S106.</p> <p>2.0 Car parking</p> <p>The proposal also includes 10 car parking spaces, 2 of</p>	<ul style="list-style-type: none"> • Noted. Conditions and informatives added

Stakeholder	Question/Comment	Response
	<p>which are for blue badge holders. Parking spaces are located at the basement.</p> <p>Policy 6.13, of the London Plan sets out the car parking standards and strategic direction to facilitate new developments with appropriate levels of parking. It indicates that, maximum car parking standards for residential developments in the outer London with a high PTAL, is up to 1 space per unit. LBH is identified in map 2.2, of the London Plan, as part of the outer London.</p> <p>Parking addendum to Chapter 6, has recommendations for blue badge holders indicating that: for residential developments, requirement is a provision for at least one accessible on or off-street parking space. It is also stated that when off-street parking is provided then at least two parking spaces should be for blue badge holders.</p> <p>Policy 2.8 of the outer London Transport outlines strategic direction and recognises car parking requirements for outer London areas to be higher in comparison with central areas, although a flexible approach is encouraged in applying standards of the Policy 6.13 and Table 6.2.</p> <p>Policy 3.8 of the London Plan recommends are that 10% of new housing should be, either designed to be wheelchair accessible from the start, or easily adaptable for residents who are wheelchair users. Policy DM32 on parking standards, part of the LBH Development Management DPD- January 2016, indicates that London Plan policies are valid when planning proposals are assessed.</p> <p>Having considered all of the above policies, it was concluded that residential car parking provision is acceptable, if the following is attained and secured through S106</p> <p>S106: restrict residents from purchasing the on-street parking permits—constraints secured through s106.</p>	

Stakeholder	Question/Comment	Response
	<p>Managing the off-street car parking spaces is done through Car Parking Management Plan (CPMP), and secured through:</p> <p>Condition: CPMP-further details to be submitted to cover matters (1-6), below:</p> <ol style="list-style-type: none"> 4. prior to occupation, all parking spaces must be in place, and marked on site as per approved drawing, and retained thereafter. 2. all parking spaces to be used in connection with this development, only 3. review the demand for parking spaces and occupancy levels – include details on how this is proposed to be managed. 4. details to be submitted: controlling access to the parking area, parking enforcement measures, 5. swept paths, headroom, ramp details and show structural columns on a drawing, visibility splays and vehicle circulatory movements, all while considering pedestrian movements and safety. <p>Current London Plan policies require a minimum provision of 20% active and 20% passive Electric Vehicle Charging Points (EVCP). Because of low number of parking spaces included in this proposal, recommendations are to aim for all spaces to have EVCP, either active or passive.</p> <ol style="list-style-type: none"> 4. include locations of Electric Vehicle Charging Points (EVCP), and indicate criteria for reviewing the usage and converting passive points (if any proposed) to active. <p>3.0 Cycle Parking The proposal includes a total of 32 cycle parking spaces. The level of provision is considered acceptable.</p> <p>All cycle parking spaces must be made available prior to the start of occupation.</p>	

Stakeholder	Question/Comment	Response
	<p>Condition: further details to be submitted: details of how to access cycle parking areas, maintenance area arrangement, access for visitors and staff.</p> <p>Cycle parking should be available from the occupation, and all spaces to be retained, thereafter.</p> <p>4.0 Refuse/recycling The proposal includes an area in the basement where the refuse/recycling storage is shown. On the TA it was indicated that refuse bins will be moved to the kerbside by the management team prior to weekly collection and afters this will be picked up from on-street by the existing providers.</p> <p>Condition: Further details on the agreed arrangement is required, including recycle storage and point of collection, is required.</p> <p>4.0 Construction Logistic Plan In order to manage the Construction of this proposal the Construction Logistic Plan (CLP) should be submitted. This could be covered by condition.</p> <p>Condition: Further details to be submitted and agreed prior to start of the construction phase. Highways Authority must be notified before the construction phase has started. Managing of the deliveries could be done via booking system, with pre-arranged slots and allowing sufficient time to carry loading/unloading.</p> <p>Construction traffic to/from the site must avoid highway network peak times. All routes and n timings should be agreed in advance with the local HA.</p> <p>Reason: to coordinate the construction traffic routes</p>	

Stakeholder	Question/Comment	Response
	<p>generated to/from the site.</p> <p>Also,</p> <ul style="list-style-type: none"> 4. vehicles involved in construction should be part of Fleet Operator Recognition Scheme (FORS) 4. include swept paths of the largest vehicle that will enter/exit the site, and turnings 3. Existing parking spaces to be kept for use for Berol House occupiers, at all times. 4. No temporary car parking for staff and personnel involved in the construction of this development. <p>The developer and/or their appointed contractor, must:</p> <ul style="list-style-type: none"> -display contact details of the project manager at all times. - have a communication plan to contain: first point of contact, how the developer will inform residents and others affected, for example: informing about road closures, alternative route/s, duration of works etc. <p>The developer is responsible to promote the use of public transport to, all staff and personnel involved in the construction of this development. Staff/personnel, who should be aware of public transport provisions in the area and aim to use sustainable modes of transport.</p> <p>A travel plan for personnel involved in the construction showing routes to and from site, is considered a part of the CLP. Other travel plan measures should be included and reported to the LBH, as part of monitoring process. The applicant to agree the method of working with local HA prior to the start of construction.</p> <p>Recommendation On behalf of Highway Authority, I recommend this proposal for approval, subject to including Conditions</p>	

Stakeholder	Question/Comment	Response
	<p>and S106.</p> <p>In addition; Please include Informative(s) about Highways licences. The applicant must follow processes and apply directly to the local HA</p>	
Carbon Management	<p>Energy – Overall The scheme delivers a 53.8% improvement beyond Building Regulations 2013. The policy requirement is zero carbon for the residential element. The overall approach is policy compliant.</p> <p>A Carbon Offset Contribution is required to the sum of £37,233, where zero carbon has not been achieved. This should be included within a S106 agreement.</p>	<ul style="list-style-type: none"> • Conditions added. • Carbon offset contribution added to Section 106
SuD	<p>The LLFA has reviewed the drainage strategy for the proposed development at 70 -72 Shepherds Hill, and is satisfied that it meets the Haringey criteria for a sustainable solution dealing with surface water management. The LLFA can recommend this proposed development for approval subject to the following condition:-</p> <p>No development shall commence until the final detailed drainage drawings and a maintenance plan for the lifetime of the development to include the responsible party for the maintenance 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.</p> <p>Reason: To promote a sustainable development consistent with Haringey Policies.</p>	<ul style="list-style-type: none"> • Noted. Condition Added.
LBH Building Control	<p>This department has no objection to this application. It is noted from the deposited drawings that with regard to Access for the Fire Brigade, more details may be required. This type of work will require a Building Regulation</p>	<ul style="list-style-type: none"> • Noted

Stakeholder	Question/Comment	Response
	<p>application to be made after Planning permission has been granted. We have been working to expand and improve the services and products we can offer our customers such as warranties, fire engineering, fire risk assessments, structural engineering, party wall surveying, SAP, EPC, SBEM calculations, BREEAM, CfSH calculations, acoustic advice, air pressure testing etc. in consultation with the LABC (Local Authority Building Control) and I would be pleased to explain any of the services in more detail if required. Contacts us with any queries you may have at: building.control@haringey.gov.uk</p>	
<p>LBH Arboriculture</p>	<p>Tree cover in and around this site consists of a variety of individual trees. There are no trees of high quality and value (category A). six were assessed as moderate quality (category B), fourteen were assessed as low quality (category C) and one was of poor quality (category U). It is proposed to removed three individual trees to facilitate the development, all have been assessed as low quality (category C). The tree removals will not result in a detrimental impact on the site or the wider local area as new tree planting will mitigate this.</p> <p>There are three trees on the public highway outside the site, which may be impacted by the development works. T3 (London plane) is a mature street tree of high amenity value, the new basement will encroach into the notional root protection area by less than 10%. This impact is likely to be reduced as root growth in the front garden will have been inhibited due to the foundations of the existing retaining wall and hard landscaping in this area. It is proposed to mitigate any potential impact by hand digging the top 75mm of the outer line of the basement under Arboricultural supervision, with pre-emptive root pruning, where necessary. T3 (Hornbeam) is an early mature street tree of high amenity value, the new steps will encroach into the notional root protection area by approximately 11%. Again, the impact is likely to be reduced for the same reasons as for T3. It is proposed to mitigate any potential impact by hand digging</p>	<ul style="list-style-type: none"> • Conditions added

Stakeholder	Question/Comment	Response
	<p>the top 75mm of the outer line of the steps under Arboricultural supervision, with pre-emptive root pruning, where necessary.</p> <p>An Arboricultural method statement must be provided to specify how the retained trees will be protected, in accordance with industry best practice. Included must be a tree protection plan showing the exact location of the protective fencing and any ground protection that will be installed during the demolition and construction stages. It must also include protection for the street trees outside the site. This can be in the form of wooden panels secured around the tree stems to prevent physical damage. The Arboricultural method statement must also specify how all works within and close to the root protection areas will be carried out.</p> <p>The proposed development of this site will result in the loss of a small number of low quality trees, which will be mitigated by the planting of three new trees. Impacts on trees to be retained can be mitigated by manual works in the root protection areas, under Arboricultural supervision</p> <p>When drafting planning conditions for both applications, they must include reference to the following;</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees.</p> <p>An Arboricultural method statement must be provided to specify all the protective measures to be implemented to ensure the trees to be retained are adequately protected.</p> <p>All tree protective measures must be installed under the supervision of the Consultant Arboriculturist, prior to the</p>	

Stakeholder	Question/Comment	Response
	<p>commencement of construction activities on site and be retained until completion.</p> <p>The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of construction activities on site.</p> <p>All construction works within root protection areas or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.</p> <p>The tree protective measures must be periodically checked the Consultant Arboriculturist.</p>	
EXTERNAL		
Highgate CAAC	<p>Highgate CAAC has grave concerns about the effect on the streetscape of the demolition of the existing building since it will present as a continuous row of not very distinguished and bland blocks of flats. The detail of this design also has problems for example the balconies shown project beyond the building line and will cause problems for neighbouring properties.</p>	<p>The proposal was presented to Haringey's Quality Review Panel (QRP) on two occasions, 21st September 2016 and 22nd February 2017. The formal response from the QRP Chairs Review (the latter review) stated as that 'The Quality Review Panel feels that the revised scheme has responded well to the feedback from the first QRP in September 2016. As the existing building is only considered to make a 'neutral' contribution to the character of this part of the Crouch End Conservation Area, the panel feels that the design of the proposed replacement building is now of sufficiently high quality to warrant their support.'</p>
Highgate Society	<p>The Highgate Society is responding to the revisions to the above scheme following its earlier objection of 30th July 2016. The Society recognizes that the street elevation has been redesigned and that this is now much improved. However, the Society feels it must continue to object to this scheme on the basis of the harm the demolition of the existing building and its replacement with an ungainly insertion into the streetscape of expanded structural bulk, both in breadth and depth.</p>	<p>It is considered that in this instance, the design of the new development has some merits and would lead to heritage benefit (in addition to delivery of additional housing which would be a public benefit). This would come at the cost of the loss of a historic building that does not detract from the conservation area. However, the building has been altered several times in the past and whilst it maintains some vestige of the old</p>

Stakeholder	Question/Comment	Response
	<p>Demolition of the existing building.</p> <p>The Society is firmly of the view the existing building is a building of character which contributes to the whole of the Conservation Area, although it has unfortunately been classed as neutral in the Conservation Area Appraisal, which the Society feels is an incorrect decision. The existing building should not just be looked at individually, but as an essential part of the overall streetscape of both Shepherds Hill and the Crouch End Conservation Area. The house represents the model that Shepherds Hill was built to and as such deserves retention. Following decades of damage and destruction inflicted on the area by permitted demolitions and rebuildings, as illustrated by the neighbouring flat developments, correctly identified as detractors, any original house is so rare as to be by definition a positive contributor and likewise essential to the preservation of the Conservation Area as it was statutorily designated. These views are underscored and endorsed in the objection submitted by the Victorian Society who stated that "Crouch End was predominantly developed in the late nineteenth century and demolishing an attractive building of this period will obviously not sustain the character of the Conservation Area.</p> <p>The proposals would therefore entail a high level of harm to Crouch End Conservation Area..." Form of the new block This does nothing to enhance the conservation area, regardless of the improvements to the elevational treatment. The new scheme increases the accommodation on the site from 6 to 16 units in a form and bulk matching the adjacent blocks, correctly identified as detractors in the</p> <p>Appraisal. The effect of this new block will be to create a wall of featureless buildings all of a similar height and bulk entirely out of character with the original intention of Shepherds's Hill and this destroying the varied and mixed character of the conservation area. This cannot in any way be argued as enhancing the Conservation Area</p>	<p>villa, its optimal use would not be possible, if the building were to be retained. As such, demolition (and therefore the less that substantial harm) is justified as per Para 132, which requires "clear and convincing justification". In addition, the architectural merit of the proposed scheme would enhance the conservation area and would outweigh the less than substantial harm as per NPPF Para 134. In coming to this conclusion I have given great weight to the conservation of the heritage asset and on balance, the proposal is acceptable subject to conditions.</p>

Stakeholder	Question/Comment	Response
	<p>On this basis, the Society continues to strongly object to this proposal and the comments made in its previous objection, where still applicable, stand together with the further points made above.</p>	
<p>Crouch End Neighbourhood Forum</p>	<p>With reference to our original representation of 12th September 2016, we feel that although some improvements have been made to the facade of the proposed development, it still does not meet the expectations set out in the earlier objection, -</p> <p>"Given the above, the Forum feels that the decision on the application rests on a consideration of the quality of the proposed scheme, and that the replacement be judged on whether it preserves or enhances the character or appearance of the Conservation Area. Here the case for the new build is on unsure footing. The proposed block matches the neighbouring blocks of flats in scale, height and massing surrounding blocks that are all listed as 'detractors' in the CA Appraisal and cannot be employed as desirable precedent. We also note the opinions expressed elsewhere that the design of the replacement block falls short of the standard required by the CA, and will fail therefore to positively contribute to local character and distinctiveness. Furthermore, the undeniably positive value of the existing arrangement lies in its scale, the break it supplies to the line of high blocks of flats along the street, and especially in the green and well planted setting fronting Shepherd's Hill. These features should be retained. While some increase in the number of dwellings is supportable, we note that no affordable housing is proposed for the site.</p> <p>Consequently, although the developer's case is arguable, on balance we feel that the current scheme is of insufficient quality, will cause harm to the Conservation Area and should therefore be refused."</p> <p>As a consequence, our original objection stands.</p>	<p>The revised scheme is considered high quality and is supported by the independent Quality Review Panel.</p> <p>The applicant is providing a voluntary contribution of £300,000 towards affordable housing provision in the borough.</p>

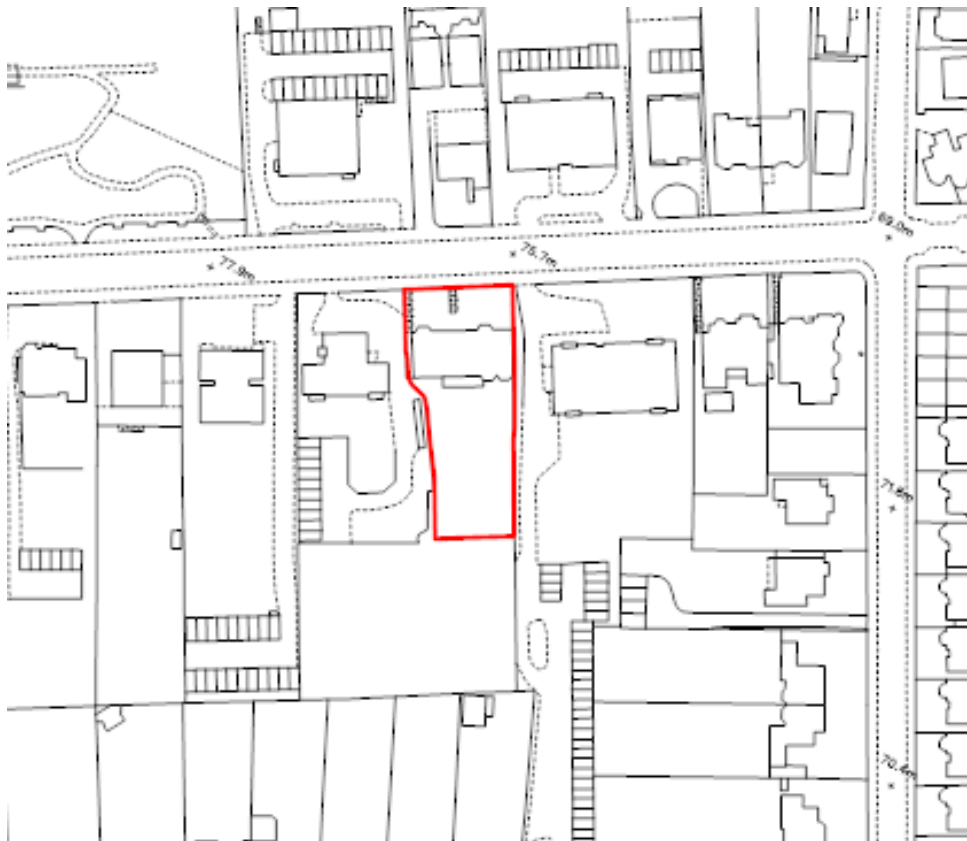
Stakeholder	Question/Comment	Response
Thames Water	No Objection subject to condition.	Condition & Informative added.
Designing Out Crime	No Objections.	Noted.
<p>NEIGHBOURING PROPERTIES</p> <p><u>Objections</u></p> <ul style="list-style-type: none"> • Nos 9, 23 Highgate Heights • Nos 1,2,3,4,8,27,58,62,65,79A,81 Shepherd's Hill • Nos 1, 7, 9, 10, 11, 68 Dale Lodge • No 39 Coolhurst Road • Nos 2, 5, 16A Melior Court • Nos 1, 4, 11, 12, 18, 20, 28 Altior Court • No 19c Elder Avenue • No 1 Broughton Gardens • No 70 Coolhurst Road • No 33b Nelson Road • Hurst Avenue (number not stated) 	<p><u>DEMOLITION</u></p> <ul style="list-style-type: none"> • No buildings should be demolished in the Conservation Area • Existing building should be refurbished, not demolished. • Bad precedent for future residents. <p><u>CHARACTER AND APPEARANCE</u></p> <ul style="list-style-type: none"> • Victorian structure should be retained • Proposed building would not preserve or enhance the conservation area / would be a 'detractor' • Height, massing and Scale too large • Greater enclosure/narrow gaps between buildings • Front Wall too high and harsh • Neighbouring flats are detractors and no precedents <p><u>DESIGN</u></p> <ul style="list-style-type: none"> • Architecture would not enhance the conservation area • Detract from leafy appearance of the street scene • Building could be retained and extended • Too large for the plot • Proposal should be yellow/grey not red brick • Design should have more glazing to front elevation <p><u>AMENITY</u></p> <ul style="list-style-type: none"> • Loss of privacy to Altior Court Residents (west side) 	<p>Consultation</p> <p>Since the validation of the planning application in June 2016 we have engaged with Planning, Design and Conservation Officers regarding the proposal and presented and discussed the scheme with members of the Crouch End Neighbourhood Forum (CENF) on 22nd July 2016.</p> <p>In addition, we have also engaged with the Quality Review Panel (QRP) on two separate occasions throughout September to March 2017. Furthermore, we also presented and discussed the proposal with residents via the formal Development Forum process on 3rd July 2017. These formal amendments to the proposal respond to the comments received to date.</p> <p><u>AMENITY</u></p> <p>The proposal is not seen as having a</p>

Stakeholder	Question/Comment	Response
	<p>and Dale Lodge</p> <ul style="list-style-type: none"> • Overshadowing/Loss of light to Altior Court Residents (west side) and 68 Shepherds Hill • Overlooking loss of aspect • Hurts Avenue (south) to the rear 'towered' over/ land drops 4m to the rear • Increased noise and disturbance from increased density. <p><u>HOUSING</u></p> <ul style="list-style-type: none"> • Lack of Affordable Housing • Loss of family homes <p><u>DENSITY</u></p> <ul style="list-style-type: none"> • Development too dense <p><u>TRAFFIC & PARKING</u></p> <ul style="list-style-type: none"> • More parking should be provided • Increased parking pressure/traffic flow • Drop-off area for deliveries necessary • Strain and increasingly busy Shepherd's Hill • Increased traffic on Shepherd's Hill / unsafe • Off street parking danger to schoolchildren 	<p>significant, detrimental impact to the amenity of the Neighbouring properties. Please see section 6.3 for details.</p> <p><u>HOUSING</u> A viability report has been submitted illustrating that the project would be unviable should the local authority seek affordable housing. The viability report has been independently assessed by BNPParibas. A contribution of £300,000 is offered in lieu of on-site affordable housing.</p> <p>4 x 3 bedroom units (25%) for families are provided on site.</p> <p><u>DENSITY</u> The density proposed is 108 units per hectare (16 units /0.1481 Ha) and 351 (52/ 0.1481) habitable rooms per hectare which complies with the 45–120 u/ha and 200–450 hr/ha set out in the London Plan. The proposal is below the upper range considered acceptable within the London Plan.</p> <p><u>TRAFFIC & PARKING</u> Adequate parking provision for cars and cycles in provided at basement level. At on 16 units the proposal is not considered to have a significant impact on the highways network or be a danger to schoolchildren. Please see section 6.7 for details as provided by LBH</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Loss of 2 on street parking spaces <p><u>TREES</u></p> <ul style="list-style-type: none"> • Any loss should be replaced for visual and ecological reasons. • Loss of rear garden space. <p><u>DRAINAGE / BUILDING REGULATIONS</u></p> <ul style="list-style-type: none"> • Building could disrupt water courses • Possible subsidence • Risk of Flooding • Water damage <p><u>OTHER</u></p> <ul style="list-style-type: none"> • Lack of consultation <p><u>NON MATERIAL</u></p> <ul style="list-style-type: none"> • Construction Disruption • Financial gain of existing residents 	<p>Transportation.</p> <p><u>TREES</u></p> <ul style="list-style-type: none"> • Replacement trees are proposed for those lost. • A substantial rear garden is maintained. Whilst there is some loss due to the increased building footprint, the overall character is maintained. <p><u>DRAINAGE / BUILDING REGULATIONS</u></p> <p>The LLFA has reviewed the drainage strategy for the proposed development at 70 -72 Shepherds Hill, and is satisfied that it meets the Haringey criteria for a sustainable solution dealing with surface water management. The LLFA can recommend this proposed development for approval subject to conditions.</p> <p><u>OTHER</u></p> <p>Two full public consultations were carried out (for an initial application and then later the amended application). Site Notices were displayed in the vicinity and a Development Management Forum undertaken on Monday 3rd July, 2017. All statutory requirements have been met.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"><li data-bbox="800 235 1136 261">• Experience of developer<li data-bbox="800 267 1062 293">• Saleability of flats.	

Appendix 2 Plans and Images



Existing Front Elevation



Existing site (looking north)



Proposed Front Elevation (Night view)



Front Elevation (Dayview)



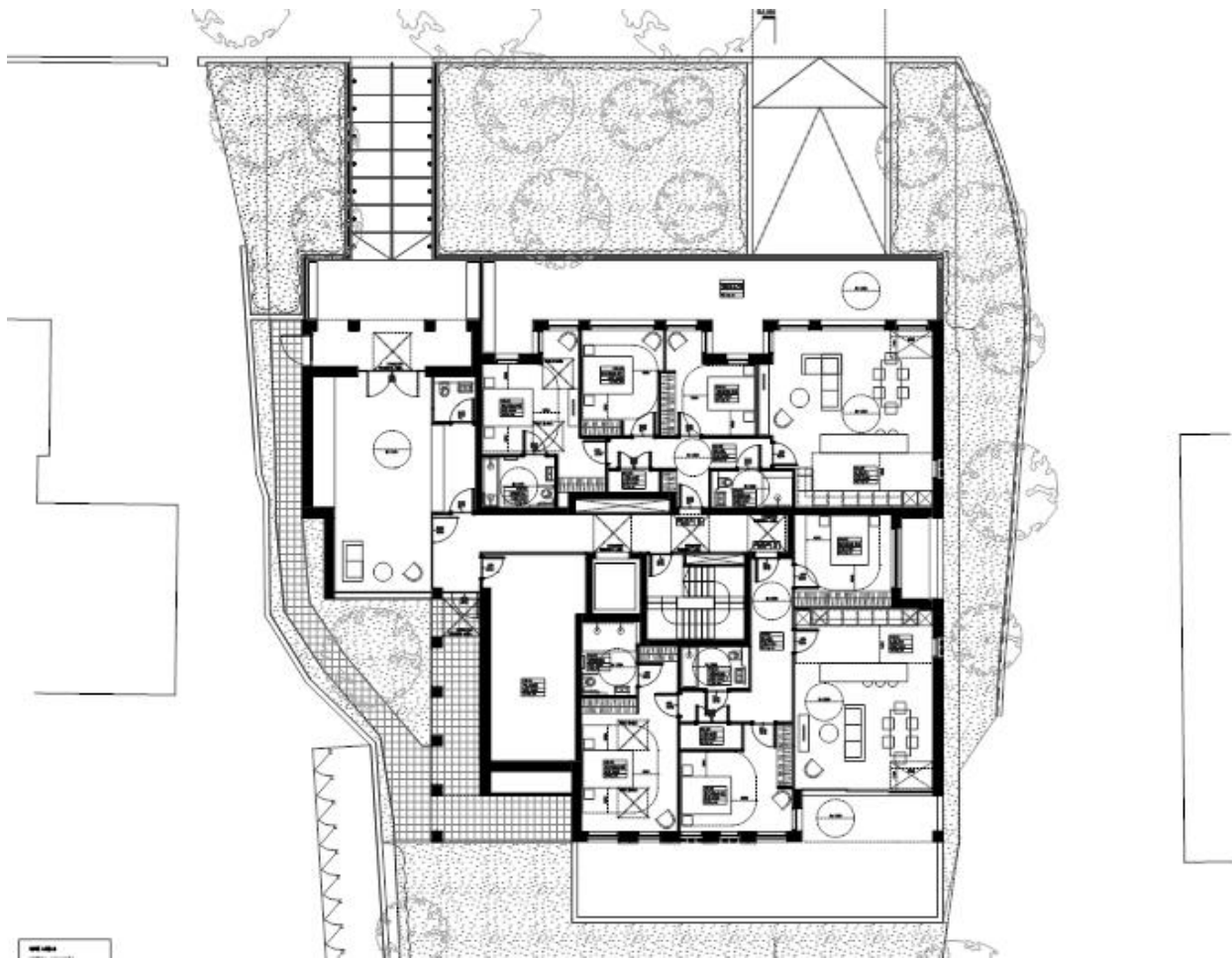
View along Shepherd's Hill (looking west towards Highgate)



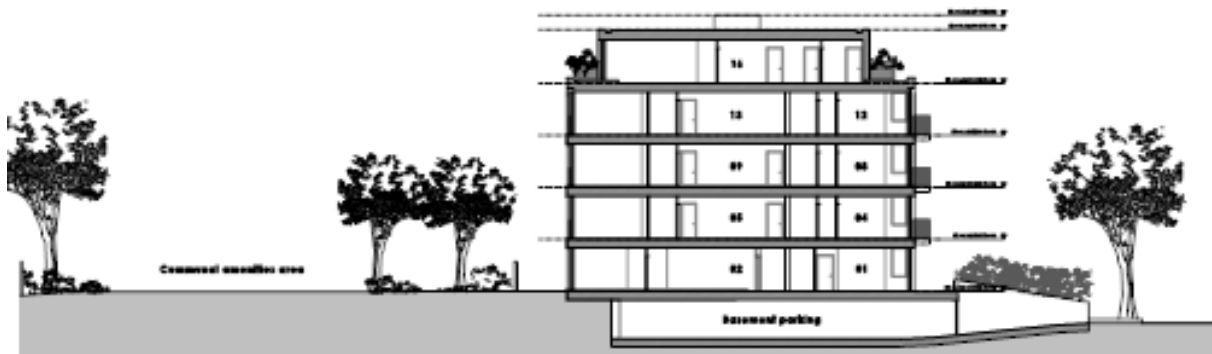
View along Shepherd's Hill (looking east towards Crouch End)



Proposed Ground Floor Plan



Proposed Section



Appendix 3 QRP Note

QRP comments	Comments
<i>Scheme layout and quality of accommodation</i>	
The panel welcomes the decision to retain the garden as communal space for all the residents to enjoy.	Noted.
The panel support the amendments to the ground floor reception/entry area, that will enable residents to access the garden from the hallway, in addition to improved views of the garden through the colonnade	Noted.
They note that access to the gardens for maintenance purposes is achieved through the secure (gated) pathway to the side of the building.	Noted.
The panel previously raised the issue of whether adequate daylight levels were achievable within the single aspect accommodation, as the street frontage has significant mature trees; daylight testing would help to resolve this issue.	<p>The revised scheme has no single aspect apartments.</p> <p>Right of Light Consulting have produced an updated Daylight and Sunlight report which takes into account the revised window sizes and positions.</p> <p>The report confirms that the proposed development design achieves a very high level of compliance with the BRE recommendations. In our opinion there is no daylight/sunlight related reason why planning permission should not be granted for this scheme."</p>
They welcome the amendments to the internal configuration of the units, which have resulted in increased generosity in some of the living areas.	Noted
<i>Architectural expression and configuration</i>	
The architectural expression of the revised proposal is much improved, and the refinements to the design have served to introduce some welcome warmth into the façade. The proportions of the revised façade also now work well.	Noted.
The panel appreciates that the protruding header bricks are intended to provide texture and shadow, and although this provides a rich texture to the road frontage it questions	The applicant has explored the removal of the protruding headers but

<p>whether the combination of protruding headers alongside panels of hit-and-miss brickwork is too fussy.</p>	<p>feels that this would have a negative impact on the façade leaving it feeling a little flat.</p> <p>The actual level of protrusion and mortar pointing can be reviewed as part of a physical sample panel during the technical design stage , to ensure the amount of shadow is not too great.</p>
<p>The inclusion of balconies (contributing shadow and texture) is welcomed; however, the panel is disappointed that the balconies on the front façade are only accessible from the bedrooms, and not from the living area.</p>	<p>The revised layout means that all apartments now have direct access to a private amenity space. Whilst it would be preferable for all of these balconies to be accessed from living areas, this was not possible with six of the apartments without major impact to the existing façade and massing design.</p> <p>All apartments do however have access to a communal external amenity space, which is a large, south facing, mature garden to the rear at Ground Floor level.</p> <p>Shifting the balconies along so that they are next to the living area would cause an imbalance to the 3 equal bays of the facade. Equally, the current position of the living area is preferable, as it is dual aspect, and receive large amounts of daylight and sunlight.</p>
<p>The opportunity to include bespoke craft elements (for example within the balcony balustrades) to enhance the interest and warmth of the elevations would also be</p>	<p>Noted. Materials will be subject to a planning condition.</p>

supported.	
Whilst supporting the use of bronze cladding for the set-back roof level, the panel considers that careful thought still needs to be given to the roof level terraces, balustrade positions and planting; at present these details are not clear.	Additional details have been provided. The proposed bronze finish balustrade is a simple and clean design, that is as open as possible to allow light to penetrate. The design goes beyond the typical vertical metal balustrade, but is classic in appearance, whilst trying to avoid being fussy.
The reduction in visual dominance of the glazing in the façade (achieved through the use of hit-and-miss brickwork that serves to screen sections of full-height glazing) is welcomed; this helps to make the scheme appear more 'domestic' in character.	Noted.
The panel suggests that a good quality red stock brick would be appropriate as the external finish of the development.	Noted. Materials to be agreed via condition.
Alongside high-quality materials, the design details and quality of construction will be critical to the success of such a development within the conservation area.	Applicant has submitted additional details:
Articulation of the flank wall facades is also important to avoid a large expanse of unrelieved brickwork when viewed from further down Shepherd's Hill.	The applicant has revised the flank elevations accordingly. The revised flank elevations include additional windows to ensure the northmost apartments are dual aspect. This also helps redefine them as prominent façades in their own right
<i>Conclusion / Summary</i>	
The panel feels that the revised proposals have responded well to the comments given at the previous QRP, and offer their support for the scheme.	Noted.
It was felt that as the detailed design stage will be critical to the success of such a bespoke scheme within the Crouch End Conservation Area, the panel strongly recommends that the existing architects (or other such architects to be approved by the Local Authority) should undertake the detailed design of the project.	Condition added regarding retention of architect.