



Officer Report

Application Number:	HGY/2023/3381
Application Type:	Change of use
Address:	St Marys And St Georges Church, Cranley Gardens, Hornsey, London, N10 3AH
Proposal:	Creation of new opening in boundary wall and entrance approach features to the church's main doorway; new external door to west side of the church in place of a window, with path and garden features; new wall and enlarged ashes area at the rear of the church; insertion of cycle racks; demountable parking bollards and lettering surrounds to church door.
Case Officer:	Roland Sheldon
Valid Date:	21/12/2023
Applicant:	C/O Revd Bruce Batstone
Agent:	Paul Jackson

RECOMMENDATION

Approve with Conditions

1. Site location

The application site contains The St Mary's and St George's Church and hall located on the northern side of Cranley Gardens, at the junction shared with Park Road, N10. The surrounding uses are predominantly residential, although the Park Road Local Shopping Centre is located on the opposite side of Park Road, adjacent to the site.

The property is not located within a conservation area, although the boundary of the Rookfield Conservation Area is located to the immediate north of the site. The site does not contain a listed building.

2. Description of Proposal

The proposal seeks a number of alterations to the building and the site:

- Creation of a new opening in the boundary wall and entrance approach features to the church's main doorway addressing Cranley Gardens;
- new external door to west side of the church in place of a window, with path and garden features;
- new wall and enlarged ashes area at the rear of the church;
- insertion of cycle racks; demountable parking bollards and lettering surrounds to church door.

3. Relevant Planning and Enforcement history

The most recent applications for this site are summarised as follows:

St Marys And St Georges Church, Cranley Gardens, Hornsey, London, N10 3AH

HGY/2009/2054: Insertion of new doorway into existing window opening – Approved 28/01/2010

HGY/2020/2419: Refurbishment of buildings including replacement front wing addition to provide additional community use floorspace and erection of two storeys on top of the existing hall comprising six residential units, access provided by a new stair and lift core to the rear – Approved 24/11/2020

4. Internal & Statutory Consultation

The following were consulted regarding the application:

a. LBH Transportation Group: Additional detail required. The 8 parking spaces within the site should be demarcated as to be retained as shown on a revised site layout plan. The submission includes a plan illustrating a vehicular swept path for a hearse entering the site via the western vehicular access. The vehicular swept path should illustrate vehicles entering the site from both directions along Cranley Gardens. The layout as proposed is unacceptably constrained by the proposed landscaping.

Clarification is required regarding why the eastern vehicular access is not used given that it is significantly wider.

Removal parking bollards location should be shown on revised plans.

- LBH Arboriculture: No comments received.
- Residents of Cranley Gardens: No comments received.

5. Local Representations

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: 1

Objecting: 1

Supporting:

The following issues were raised in the received representation:

- As we constantly endure noise from the church and it's hall we would object to any future developments until they address this.

6. Assessment of Planning Considerations

The main planning considerations raised by the proposed development are:

1. Character, design and heritage;
2. Impact on neighbouring amenity;
3. Transport considerations.

Design, character and heritage

DPD Policy DM12 'Housing Design and Quality' states that extensions or alterations to residential buildings, including roof extensions will be required to be of a high, site specific, and sensitive design quality, and respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original building, including external features such as chimneys, and porches. High quality matching or complementary materials should be used appropriately and sensitively in relation to the context. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6.

London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and DPD Policy DM9 set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

DPD Policy DM9 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. In relation to extensions or alterations to residential buildings, including roof extensions, Policy DM9 requires proposals to be of a high, site specific, and sensitive design quality, which respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original buildings, including external features such as chimneys, and porches. The policy also requires the use of high-quality matching or complementary materials, in order to be sensitive to context.

A large proportion of the proposed alterations affect the Cranley Gardens elevation. A revised front door treatment is proposed with benches either side, new paving and the introduction of soft landscaping. The pathway up towards the entrance would be ramped to account for the gentle slope from the back edge of the pavement. Gentle LED uplighters are proposed either side of the brick arch entrance, with new fixed metal lettering at the top of the arch.

A gap would be created within the existing boundary wall on the southern elevation to facilitate pedestrian pathway access with permeable paving into the site to the remodelled entrance. Cycle wall hoops would be introduced adjacent to the chapel, and the placement of some removable bollards within the hardsurfacing in the site between the 2 existing vehicular accesses off Cranley Gardens would be installed.

To the rear of the site (western elevation), a new doorway is proposed to be installed with associated alterations to create a pathway.

The northern elevation of the church would see the introduction of a low brick retaining wall of 1.35 metres height with a levelling of the ground level and introduction of 2 internally-facing benches. The wall would be constructed in materials to match the existing building and mortar.

The proposed alterations to the surrounds of the building within the site would represent an improvement to the appearance/setting of the church, introducing additional soft landscaping and improved external seating as well as access arrangements.

The new door on the western elevation would be oak boarded to match the design of the principal entrance doorway. The external lighting for the front entrance area is decorative, with up-lighters placed in the entrance archway and floodlights proposed on top of the bell-tower. The works would represent an enhancement in the appearance of the church and its setting within the street scene. The proposal is therefore acceptable with regards to design and character considerations.

The alterations to the building are minor in nature, and would have no material impact on the character and appearance of the adjacent Rookfield Conservation Area to the north of the site. The proposal is therefore acceptable with regards to heritage considerations.

Impact on neighbouring amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

The proposal includes the installation of two external lights on the path to the west of the building which would be movement sensors. These would be low scale lighting of a domestic nature. There are not any side habitable windows on the adjacent property no. 152 Cranley Gardens that would be affected by their introduction.

The other lighting to the front entrance and bell tower, by virtue of its positioning, orientation and separation distance from neighbouring properties would not result in any unacceptable level of light intrusion to be encountered by neighbouring properties.

The alterations to the northern elevation of the site, including the retaining wall and two internally facing benches are also very minor interventions that would not unduly harm

neighbouring amenity by reason of light, outlook, privacy or noise disturbance. The proposed development

Taking the above into consideration, the proposal is acceptable with regards to amenity impact considerations.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

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'.

Additional clarification has been provided during the assessment of the application to address the concerns raised by the Transportation officer with regards to lack of clarity to location of the parking bollards, demarcation of parking spaces, and a swept path diagram showing use of both the eastern and western accesses.

With regards to parking, the submission clarifies that the spaces are not and won't be demarcated within the site, but the proposal would not affect existing parking capacity within the site, or increase the existing floorspace/congregation size of the church or church hall, and therefore does not give rise to concerns regarding parking conditions.

The positioning of the parking bollards within the site have been confirmed on the submitted plans. The submission confirms that the smaller western entrance would not be used for the majority of the time, but would be retained incase that it is needed for a hearse to enter the site from it and make egress from the eastern access. The swept path diagram indicates that there would be adequate space for an emergency vehicle or hearse to safely enter the site.

Cycle wall hoops are also proposed to be provided which is welcomed. As the proposal does not result in any increase in floorspace/scale of congregation, there is not considered to be a requirement for further details of the cycle parking spaces to be provided.

Taking the above into consideration, the proposal is acceptable with regards to parking and highways considerations.

Conclusion

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

7. CIL Applicable

There would be no net increase in internal floor area as part of the proposal, and therefore the development would not be liable for Mayoral or Haringey CIL contributions.

8. Recommendation

The application is recommended for approval subject to the following conditions:

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The external materials to be used for the proposed development shall match in colour, size, shape and texture those of the existing building.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

Informatives:

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.