



Officer Report

Application Number:	HGY/2022/4411
Application Type:	Full planning permission
Address:	Lynton Grange, Fortis Green, Hornsey, London, N2 9EU
Proposal:	Demolition of 20 x existing garages on-site and erection of 5 x two-storey residential units with associated landscaping, parking, refuse and cycle storage.
Case Officer:	Matthew Gunning
Valid Date:	13/12/2022
Applicant:	James Winston
Agent:	Max Plotnek

1. Site Description

- 1.1 The application site relates to lock up garages located to the rear of an apartment block, known as Lynton Grange, which fronts onto Fortis Green. The apartment block is 4 stories in height and accommodates 24 flats and was built in the 1960s. The garage site adjoins the rear gardens of No's 30 to 36 Twyford Avenue. Twyford Avenue is a residential street consisting of semi-detached properties of the interwar period. These houses benefit from large rear gardens (approximately 40 meters deep).
- 1.2 The block of flats is well set back from the road within sizeable grounds which contains mature trees. Fortis Green is a long road, predominantly residential in character, which falls within the boroughs of Haringey and Barnet and is characterised by large mansion/ apartment blocks and two and three storey semi-detached and terrace properties.
- 1.3 The application site falls within a conservation area (Fortis Green), which also contains a number of listed buildings. Albion Lodge/ Albion Cottage are located to the left of Lynton Grange and are a mid-19th century pair of villas, each 2 storeys in height and which are equally sited well set back from the street.
- 1.4 Fortis Green and its immediate surrounding is characterised by the abundance of mature trees lining the streets, adding much to the visual amenity of the area. Access to the garages in question is along a tarmac paved access which stretches along the eastern boundary of the site (stretching back approximately 70m).

2. Relevant Planning and Enforcement History

2.1 There is no recent planning history in relation to the site, other than tree applications.

3. Consultation Response

3.1 The following were consulted on the planning application:

- LBH Conservation Officer: Raise no objection subject to securing fully detailed design of the proposed buildings and their elevations, hard and soft landscaping
- LBH Transportation Team: Raised questions in respect of information submitted with applicant's consultant providing response. Standard clauses in respect of 'car free' imposed with conditions in relation to secure and covered cycle parking a construction management plan imposed.
- LBH Arboricultural Team: No objections raised subject to appropriate conditions on tree protection and landscaping.
- LBH Building Control: Advise that latest set of plans provided now demonstrate compliance with the requirements of BS 9991.

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

Muswell Hill and Fortis Green Association

- Nearby residents are concerned with the loss of the garage and the proposed replacement
- Resident concerns should be considered in full
- The points raised by the conservation officer should be addressed

Lynton Grange Management Ltd

- Development not suitable for the proposed site which is for ancillary buildings
- Erode the character of conservation area
- Loss of sunlight to nearby residents
- The holm oak tree (Tree No. 9) in the submitted arboricultural report belongs to Lynton Grange and is the home to birds, thus cannot be removed
- The access road too narrow
- Garages are currently well used
- Loss of light and noise to nearby residents
- New refuse bins too far from collection point
- Major disruption to residents during construction
- Impact on existing trees, plants and wildlife
- Insufficient parking spaces

Summary of Objections from the Public

- No. of comments received: 39

- No. of objections: 37

Principle

- Inappropriate backland development
- Loss of existing garage

Design

- Design is not in keeping with the style of surrounding properties
- Cramped and overdevelopment of a small site
- Erode the character of the conservation area

Impact on Amenities

- Loss of privacy and overlooking
- Loss of daylight/sunlight
- Light pollution from development, street lighting and motion lights from the proposed facilities
- Noise from new dwellings
- Dirt and noise from construction
- Impact on air quality

Standard of Accommodation

- Insufficient garden space/private external amenity space

Affording Housing

- No affordable housing on-site

Transport

- Increased traffic to local roads
- Reduce accessibility of emergency vehicles and waste collection vehicles passing through narrow access road with no turning space
- Disruption to local traffic during construction

Parking

- Insufficient parking space
- Demolition of garages and construction of new dwellings with one parking space would exacerbate the problem of limited street parking in the area
- The current parking spaces are the property of the Lynton Grange Management Company and are for the sole use of the residents of the flats
- Details of cycle parking not provided
- No electric car charging point

Security

- Concern about whether proposal is compliant with fire legislation and fire safety
- Potential security issue due to lack of highwall or fence between Albion Lodge and the site

Waste

- Inadequate refuse and recycling storage
- Details of refuse storage and collection not provided

Sustainability

- Development not built to high sustainable standard, should be 'passivhaus' or near 'passivhaus' performance
- No rain water storage and grey water recycling

Ecology

- Impact on nearby TPO trees
- Impact on existing local wildlife

Other Comments (Not planning considerations)

- Ownership of the site
- Breaching restrictive legal covenant

4. Material Planning Considerations

4.1 The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and heritage;
3. Standard & quality of accommodation;
4. Inclusive access;
5. Impact on neighbouring amenity;
6. Tree and landscaping;
7. Parking & transport
8. Energy & Sustainability;
9. Waste and recycling.

Principle of development

Supply of housing

- 4.2 Providing additional residential unit is consistent in respect of Government, London and local plan policies in respect of increasing housing supply and higher levels of density in relation to accessible locations, with both the 2021 National Planning Policy Framework (NPPF) and new London Plan putting particular emphasis on 'small site' development.
- 4.3 Paragraph 73 of the NPPF (J2023) recognises the importance of small and medium sized sites can make in meeting the housing requirement of an area, with these often built-out relatively quickly. Chapter 11 supports the effective use of land. Paragraph 135c seeks to secure development which is sympathetic to local character and history, including the surrounding built environment and landscape setting, while not

preventing or discouraging appropriate innovation or change (such as increased densities).

- 4.4 The considerable emphasis on the development of small sites for housing, coming forward, is also strongly supported by London Plan 2021. In specific the London Plan Policy H2 'Small sites' places great weight on the contribution that small sites with within 800m of a Tube or rail station are to make to delivering housing in London, with targets set for each borough.

Loss of garages

- 4.5 Information submitted with this application confirm that the garages are in separate ownership to the flats at Lynton Grange and are occupied on short term license agreements. The link between the flats and the ownership of the garages ceased in 1968 when the garages and access road were removed from the main title and the freehold was sold.
- 4.6 The garages are predominantly used for storage purposes and are not regularly used for day-to-day vehicle use given their restricted size (c. 12sq.m). It is accepted that garages of this era tend to be substandard in size for modern vehicles. The loss of such structures is there not significant in planning terms.

Backland development

- 4.7 The local plan has a specific policy on backland, infill and garden land development. Policy DM7 of the Development Management DPD states that there will be a presumption against the loss of garden land but equally the subtext of the policy outlines that for the Council to meet its housing needs, optimising existing built sites it may be necessary, but importantly such development should be of "sensitive design in order not to detract from the character of the street scene, the architectural integrity and scale of adjacent buildings or from residential amenity". Part B of the policy outlines a number of criteria that should be met in relation to infill/ backland development, as set out below.
- a. Relate appropriately and sensitively to the surrounding area as well as the established street scene, ensuring good access and where possible, retaining existing through routes;
 - b. Provide a site specific and creative response to the built and natural features of the area;
 - c. Where appropriate, repair or re-provide street frontages and provide additional passive surveillance and increased security;
 - d. Safeguard privacy, amenity, and ensure no loss of security for adjoining houses and rear gardens;
 - e. Retain and provide adequate amenity space for existing and new occupants;

- f. Incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces; and
 - g. Not result in 'gated' developments that prevent access which would normally be provided by a publicly accessible street.
- 4.8 The development here is viewed to be backland development but not 'garden land' development by virtue of where the development would sit, namely on previously developed land (garages and parking).
- 4.9 Given the development here would sit in the footprint of existing garages with a garden area to the back of the main block retained, the principle of development is considered to be acceptable subject to the detailed policy considerations outlined in policy DM7 and other material planning considerations being appropriately addressed. It is accepted the development here does not incorporate a street frontage as per DM7(B)(f), however instead as required it would be ancillary to the host building and neighbouring buildings, which is viewed to be the case in respect of this development.
- 4.10 The pattern and layout of the area has some examples of infill/ backland development, namely next door a warehouse / car retailer, with structures covering the majority of the site, with Clissold Close, a residential development located beyond this. Other examples of backland development in the area include Denmark Terrace.
- 4.11 The site is a suitable location for intensification of existing residential use with local facilities including schools, pharmacy, restaurants, convenience stores and parks all within a short walk of the site.

Design & Heritage

Policy overview

- 4.12 London Plan (2021) policies emphasise the importance of high-quality and seek to optimise site capacity through a design-led approach. Policy D3 'Delivering good design' states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to street hierarchy, building types, forms and proportions.
- 4.13 Local Plan Policy SP11 (2017) and Development Management Development Plan Document (DPD) Policy DM1 seek to secure the highest standard of design which respects local context and character. Policy DM1 requires that new development must contribute to the character and amenity of the local area by amongst other things relating positively to neighbouring structures by having regard to building heights; form, scale and massing around the site; urban grain; local architectural styles; detailing and materials.

- 4.14 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.
- 4.15 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.

Detailed design

- 4.16 The proposed development is for the erection of five new residential units with landscaped rear gardens and a front courtyard in place of the existing garages, following the demolition of low-rise garages located to the back of Lynton Grange. The existing garages on site are largely hidden from public view given their location to the back of the site.
- 4.17 The development will be arranged in a terrace of mews units running parallel with the western boundary of the site and a single detached dwelling sited within the northeastern corner of the site. The properties will be two storeys, with the terraced row incorporating pitched roofs and the detached dwelling, a flat green roof.
- 4.18 The terrace of mews units would be pulled in from the western boundary of the site adjoining the rear garden to Albion Lodge and would front into a shared/ courtyard space. The mass of the development is further broken down by angling the façades in intervals along the mews in a 'chamfered' approach and sculpting the massing of the detached dwelling. The flank elevation to the terrace next to the garden boundary of No 34 Twyford Avenue would help integrate such a development into its surroundings. These factors serve to temper the visual presence of such a development and to integrate it successfully into its surroundings.
- 4.19 The proposed dwellings would be of modern appearance, although incorporating traditional materials. The development will be faced in a red brick and tile palette with aluminium window frames and mortar to closely match the brick tones. A concrete banding will be incorporated on the detached dwelling to complement the brickwork.
- 4.20 It is accepted the resulting development here would be materially different to the current garage structures on site, however the development would appear subservient

to the main building of Lynton Grange and like the existing garages and associated hardstanding, would remain separated by a rear garden with planted boundaries.

- 4.21 It is noted that along this side of Fortis Green there are examples of backland development, meaning that in both spatial and visual terms such a development would not be at odds with the pattern of development. Specifically, to the east of the application site is a warehouse / car retailer, with structures covering the majority of the site.
- 4.22 To ensure that the development is of high quality and to complement its surroundings, a number of matters relating to the detailed design of the buildings and landscape are to be secured through the submission of further details as per conditions imposed.

Heritage/ Impact on Fortis Green Conservation Area

- 4.23 As noted, the application site is located within Fortis Green Conservation Area, which also contains a number of listed buildings. Albion Lodge/ Albion Cottage located to the west of Lynton Grange are a mid-19th century pair of villas, each two-storeys and well set back from the street.
- 4.24 The application is supported by a Heritage Statement which is underpinned by a thorough contextual analysis of the historic built context of the site and is informed by consideration of the heritage constraints that surround the site, including the spatial relationship with the rear garden of the grade II listed Albion Lodge.
- 4.25 The heritage statement outlines that Albion Cottage and Lodge were Grade II listed in May 1974 and the Conservation Area was designated in 1974. It outlines that the area is diverse owing to the long period of time in which it developed, with varying building heights and materials, with common materials including red brick and red clay tiles. Lynton Grange, Priory Grange and 92 Fortis Green are all late 20th century developments of no architectural merit that make no positive contribution to the character and appearance of the Conservation Area.
- 4.26 Officers have no objection in principle to the redevelopment of the site, with the garages having a neutral effect on the conservation area given their height, massing, siting and subordinate nature.
- 4.27 The proposed design is viewed to be an articulated and contemporary reinterpretation of the traditional mews and of those domestic forms that characterise the area; with the proportions and height of the scheme gently subordinate to the scale of the main building fronting Fortis Green and can complement and enhance the built quality of this fringe of the conservation area, depending on execution in terms of high quality material with landscape design also being an integral part of the design quality.
- 4.28 The effect of the development is viewed to deliver an enhancement to the character and appearance to this part of the conservation area. Specifically, the removal of the

garage structures and large areas of hardstanding and development with a mews typology with landscaping will better reflect the suburban character and appearance to the conservation area.

Heritage/ Impact on the setting of Listed Buildings

- 4.29 It is noted the development sits next to the garden/ curtilage of Albion Lodge. The development has however been sensitively stepped back from this garden boundary and orientated away from the listed buildings, as such limiting intervisibility between these two sites. Equally attention is being given to planting and screening within the site itself. As such it is viewed that the mews development here will not materially alter the setting and significance of Albion Lodge, with this property still clearly discernible and defined within its own large plot/ garden.
- 4.30 For these reasons it is accepted, and as set out in the Heritage Assessment, that there will be no harm to the significance of Albion Cottage and Lodge, with considerable importance and weight given to this issue.

Standard & quality of accommodation

- 4.31 London Plan (2021) Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments. The government's 2015 'Technical housing standards – nationally described space standard' (NDSS) is also relevant.

Unit No	Type/ Size	GIA	Amenity Space
1	1 3 bed 5 person	93	50
2	2 2 bed 4 person	82	48
3	3 2 bed 4 person	83	48
4	4 2 bed 4 person	83	64
5	5 2 bed 4 person	82	64
Total		423	274

- 4.32 The development will provide 5 new residential units, with the size of such units meeting the minimum area standards as required by the London Plan, with each unit including a living room, kitchen diner and WC at ground floor level, along with amenity space to the front and rear. The proposed units would be dual aspect and would be well lit in terms of daylight and sunlight, as confirmed by the daylight and sunlight assessment.
- 4.33 Overlooking between the two blocks within the development has been mitigated through the orientation of Units 2 - 5 and Unit 1's windows on its western elevation being obscure glazed.
- 4.34 The proposal will deliver a mix of residential units, including a family home (3+ bedrooms) and will contribute positively in terms of providing a greater mix of housing in the area.

Inclusive access

- 4.35 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 require that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users.
- 4.36 In this particular case all units would be compliant with Part M4(2). A WC will also be provided on the ground floor close to the entrance, which will be suitable for ambulant disabled use. A condition is attached to secure this. The proposal is therefore acceptable in regards to the policies outlined above.

Impact on neighbouring amenity

- 4.37 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.
- 4.38 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.
- 4.39 The houses are sited and oriented to avoid harm to neighbouring amenity, specifically in relation to Twyford Avenue to the north and Lynton Grange.

- 4.40 To the north the depth of the rear gardens to the Twyford Avenue properties is very generous, having a separation distance of c. 40m, with the development set back from the boundary. Any directly facing windows are limited and are obscure glazed as such protecting the privacy and amenity to the occupiers of these properties on Twyford Avenue.
- 4.41 In relation to Lynton Grange to the south, the separation distance of this mews development, their scale, and alignment, will ensure there is no adverse impact on conditions of amenity, in terms of daylight, sunlight, outlook or an overbearing impact. There would be no direct outlook from the proposed habitable rooms due to the angled facades and obscured glazing, alongside the blank facades along the southern boundary.
- 4.42 In terms of Albion Lodge and Cottage to the west, impact on privacy is minimised by the design arrangement of having windows angled towards the north in order to mitigate overlooking. As also previously outlined, new planting is proposed along the boundary.
- 4.43 A Daylight and Sunlight assessment has been undertaken and submitted with this application. This analysis together with shadow fall analysis demonstrates a 100% pass rate for the Vertical Sky Component test, Daylight Distribution test, sunlighting in annual and winter conditions, overshadowing of amenity spaces and the 25 degree shadow fall analysis.
- 4.44 In terms of construction, it is accepted that inevitably all development has some associated disruption during construction, but this is temporary in nature and can be mitigated and controlled by other areas of legislation, i.e. the Control of Pollution Act governing issues such as working hours and noise levels.
- 4.45 A condition is being imposed in requiring the submission of a Construction Management Plan to be submitted to and agreed in writing by the Local Planning Authority, outlining measures that will be taken to control dust, noise and other environmental impacts as well as to mitigate transportation impacts and provide safe operation of the highway network, in specific for pedestrians.
- 4.46 Overall, it can be demonstrated that there will be no unacceptable harm to the living conditions of neighbouring residents. As such, the scheme is considered to be in accordance with policies outlined above.

Trees & Landscaping

- 4.47 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. DM Policy (2017) DM1 'Delivering High Quality Design' states

that the Council will expect development proposals to respond to trees on and close to the site.

- 4.48 There are no trees on the site in question but there is a large mature/ protected tree due north-east of the site. An arboricultural tree survey, prepared by John Cromar's Arboricultural Company has been submitted with this application and has been reviewed by the Council's Arboricultural Officer and is considered acceptable. This has been prepared in line with British Standard 5837 2012: Trees in relation to design, demolition and construction.
- 4.49 No trees are proposed to be removed as a result of the works, with impact on root protection appropriately minimised. Specifically, it is noted that the existing garage foundations and hardstanding mean that notional tree roots are offset and asymmetrical. Due to this, the encroachment into the root protection area (RPA) of the Oak tree T6, located close to Unit 1, is only 4.7%. No special footings are needed from an arboricultural perspective.
- 4.50 In this case all trees to be retained can be adequately protected by exclusion fencing and construction methods as proposed. To deliver such protection, a condition is being imposed, relating to tree retention, tree protection and ground protection, to be adhered during construction. Equally the trees to the front of the site, will require their RPAs protected with fencing in line with the tree protection plan, with in turn no storage of building materials allowed on these lawned areas.
- 4.51 Equally a Landscaping Plan and Urban Greening Factor Calculation report have been submitted with the application. The Urban Greening Factor for the proposed development is 0.4, achieving the requisite London Plan target, as such weighing in favour of the scheme. The landscape strategy underpinning this scheme is to reduce the existing extent of hard landscaped areas on site and to improve SUD's.
- 4.52 Additional planting is delivered within the private amenity spaces at ground floor to the units, with a grass-crete communal spaces and the non-accessible green roof for the detached dwelling and cycle store. There will be a 15% reduction in building footprint compared to the current configuration, which along with the hard and soft landscaping will serve to improve permeability to the site. To secure a high-quality landscaping scheme a condition is being imposed, as well as a condition in respect of the green roofs, proportionate in terms of the scheme in question.
- 4.53 Overall, the proposal accords with the requirements of policy DM1 'Delivering High Quality Design', in respect of protecting trees on and close to the site and providing a responsive landscaping scheme.

Parking & transport

- 4.54 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.

- 4.55 Local Plan 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 DPD Policy DM31 'Sustainable Transport'.
- 4.56 The Site has a PTAL rating of 3, given its close proximity to East Finchley underground station and bus services. East Finchley London Underground station is only a 750m (9min) walk from the site. East Finchley station provides connectivity to London's underground and overground train network. The site is within 3 minutes from bus stops located on Fortis Green which provide access to 7 bus services including one night time service.
- 4.57 It is noted that from 2011 census records average car ownership per household in the Fortis Green ward was 0.9 vehicles per household. However, given only one of the units here is a family sized unit, it is expected that the actual parking demands that would be generated will be lower.
- 4.58 Pedestrian and vehicular access to this development will be via the existing paved single-track road to the side of Lynton Grange, linking to Fortis Green. The development is proposed to be car-lite, providing just one car parking space on site, specifically one wheelchair accessible parking space.
- 4.59 A parking stress survey was submitted with this application. This shows the area is experiencing high parking stress but that there is residual on-street capacity to accommodate the small uplift in parking demand derived from this development. The loss of garages here is not viewed to impact parking conditions, i.e. to displace parking onto the public highway, given the garages are predominantly used for the storage purposes.
- 4.60 Given the PTAL here and the convenient access to an underground station and public transport, the development here is suitable for a formal car-free arrangement as advocated by Policy DM32 and the London Plan. The applicant has agreed to enter into a S.106 agreement to make this development 'car free' (save for blue badge holders), therefore precluding applications for parking permits by future residents of these properties and for the applicant to provide free car club membership for a specified period. Such measures will therefore mitigate parking generation and demand on current on-street parking conditions.
- 4.61 Further sustainable transport arrangements include the adherence to London Plan requirements for on-site cycle parking provision. Cycle parking is shown in the ground

floor plan submitted, with such cycle parking to be covered and secured, as to be delivered by a condition imposed. Specifically, a total of 10 secured and covered long stay cycle parking spaces are proposed to be provided, along with one additional visitor cycle parking spaces. Units 1 and 5 benefit from cycle storage within their private gardens. The cycle storage for Units 2-4 will be allocated within the secure cycle store adjacent to the refuse store.

- 4.62 Given the site's location with access required via a current access road serving current parking to the Lynton Grange, it is required that a Construction Management Plan be provided for review prior to the commencement of the construction works here. This document will be required to detail how the development will be built out, and how impacts on the highway and adjacent neighbours will be minimised, managed and mitigated. Confirmation of the programme for the works, numbers and types of construction related vehicles visiting the site, how materials are brought into and out of the site, and how pedestrian and vehicle access is kept open for users of the service road will need to be outlined and explained in this document.
- 4.63 Overall, it is considered that the loss of the garages will not materially impact parking conditions or the highway network. Measures requiring a 'car free' scheme, car club membership and cycle storage are being secured accordingly, as such encouraging sustainable means of transport to-and-from this site.

Access for emergency services

- 4.64 A Planning Fire Safety Statement was submitted with the application. This shows that fire appliances will be able to use the existing Fortis Green and the car park of Lynton Grange to reach a hardstanding area at the entrance to the access road to the development. Firefighting access into the dwellinghouses will be via direct hose laying from the fire appliance hardstanding or supported by a horizontal dry fire main.

Energy and sustainability

- 4.65 The London Plan sets out detailed policies in relation to energy efficiency, renewable energy, climate change and water resources. Local Plan Policy SP4 promotes and requires all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation. Low- and zero-carbon energy generation are required with all new development, specifically to achieve a reduction in predicted carbon dioxide emissions through on-site renewable energy generation.
- 4.66 DPD Policy DM21 also requires new development to consider and implement sustainable design, layout and construction techniques, with proposals required to apply the energy hierarchy to minimise energy use in order to meet/ exceed, minimum carbon dioxide reduction requirements.
- 4.67 An Energy & Sustainability Statement produced by SRE has been submitted as part of the planning application. The development would achieve 76% improvement in carbon

emissions over the baseline requirements within Building Regulations compliant design. The development will further achieve 'zero carbon' through an offset payment in line with the London Plan guidance for £4,987.50, which is being secured via a s.106.

- 4.68 The energy report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement.
- 4.69 A condition is being imposed requiring the development to be constructed in accordance with the Energy and Sustainability Assessment with further details in respect of the air source heat pumps (ASHPs) and solar photovoltaic (PV) panels to be submitted for approval. Subject to compliance with these conditions, the development is acceptable from an energy and sustainability perspective.

Waste and recycling

- 4.70 DM DPD Policy DM4 requires proposals to sustainably manage waste that arises from development during the design, construction and occupation phases. All proposals should make on-site provision for general waste, the separation of recyclable materials and organic material. Adequate internal and external storage space should be provided to manage the volume of waste arising from the site. Accessible and safe access to on-site storage facilities both for occupiers and collection operatives should be supplied.
- 4.71 A swept path plan has been included in information provided with this demonstrating that refuse vehicles can enter the site. Equally the submitted plans show that delivery vehicles would be able to turn within the site.
- 4.72 Refuse will be collected through the same refuse vehicle that collects refuse from the existing Lynton Grange apartment block. Refuse will be wheeled from the communal bin store along the short access road to the refuse vehicle. One communal bin store would serve all units with the provision of one x 1100L refuse; one x 1100L recycling and one x 360L food waste store.

Planning Obligations and Community Infrastructure Levy

- 4.73 As set out above the applicant is required to enter into a S.106 agreement with the Council to secure the following:
- Secure development as 'car free' to secure costs associated with amending the TMO;
 - Provision of car club 2-year free membership with £50 user credit for occupiers of each unit;
 - Considerate Constructors Scheme;
 - Payment of carbon offset contribution prior to the above ground construction works, at £4,987.50 (indicative), based on £2,850 per tonne of carbon emissions.

- 4.74 Based on the information given on the plans, the Mayoral CIL charge will be £13,854.00 (200 sqm x £69.27) and the Haringey CIL charge will be £84,490.00 (200sqm x £422.45). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Conclusion

- 4.74 Mindful of the current garages on site and associated access route, the scheme in both spatial and visual terms is considered acceptable to accommodate such a mews development, with such a development acceptable in design terms and not impacting on the character and appearance of the conservation area or harming the heritage significance of adjoining listed buildings.
- 4.75 The design, layout and orientation of the buildings and separation distances to neighbouring properties are considered acceptable to protect the amenities of neighbouring occupiers. Given the development would be secured as 'car free' there would be no adverse impact on the surrounding highway network or on car parking conditions in the area.
- 4.76 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

8. RECOMMENDATION

Grant permission subject to 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 shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity
3. No above ground works shall not take place until detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials concerning the following have been submitted to and approved in writing by the local planning authority:

- a) Detailed elevational treatment;
- b) Detailing of roof and parapet treatment;
- c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10), which shall include a recess of at least 115mm;
- d) Details of entrances and porches which shall include a recess of at least 115mm;
- e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
- f) Facing Brickwork: sample panels of proposed brickwork to be used showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be provided;
- g) Any other external materials to be used,
- h) Details of the cycle store and enclosures and screening of the recycling containers and refuse bin enclosure; &
- i) Details of the secure, covered cycle parking in respect of the rest of the site.

The development shall thereafter be carried out solely in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance for the proposed development and to ensure the character of Fortis Green Conservation Area is preserved, consistent with Policies SP11 & SP12 of the Haringey Local Plan (2017) and Policies DM1, DM9 & DM12 of The Development Management DPD (2017).

4. Details of a scheme depicting those areas to be treated by means of hard and soft landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme shall include details of hard surfacing materials (permeable hard-landscaping), details of planting with a schedule of species and detail of aftercare.

The approved landscaping scheme shall thereafter be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the buildings or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

5. Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with native flowering species that provide amenity and biodiversity

value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roofs will be located;
- ii) A section demonstrating substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
- iii) Details on the range of native species of (wild)flowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- iv) Relationship with photovoltaic array; and
- v) Management and maintenance plan, including frequency of watering arrangements.

The approved living roofs shall be provided before the development is first occupied and shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

6. Prior to the first occupation of the development hereby approved a detailed refuse management plan for provision of refuse and waste storage and recycling facilities and a suitable management plan for how the collection of bins shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017.

7. Tree protective measures shall be implemented in accordance with the Arboricultural Tree Survey, prepared by John Cromar's Arboricultural Company, including implementation of the accompanying Arboricultural Method Statement and Tree Protection Plan, in Accordance with BS 5837:2012 and prior to commencement of any development, site works or clearance and thereafter maintained and retained until the development is completed. Within the root protection areas no materials, plant, machinery or surplus soil shall be placed or stored thereon.

Reason: In order to safeguard the root systems of adjacent trees which are to remain after the building works are completed and in the interests of visual and amenity.

8. The dwellings shall not be occupied until the cycle parking space have been laid out within the site in accordance with the approved plans and thereafter the space shall be permanently retained for that purpose.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

9. No development shall take place until a Construction Management Plan, to include details of:
- I. A programme of works (including measures for traffic management);
 - II. Vehicle routing and if any reversing maneuvers on public highway land is required, provision for the management of their movement by a qualified and certificated banksman;
 - III. Storage of plant and materials used in constructing the development;
 - IV. Details of any construction compound including the siting of any temporary site office, toilets, skips or any other structure;
 - V. The erection and maintenance of security hoarding where appropriate;
 - VI. Parking of vehicles of site operatives and visitors;
 - VII. Wheel cleaning / wash facilities to prevent mud, or dust from migrating on to the adjacent highway;
 - VIII. Contact details for the Site Supervisor responsible for on-site works;

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

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

10. Before the occupation of the residential units hereby permitted full details of any external lighting have been submitted to and approved in writing by the local planning authority. The development thereafter shall be carried out in accordance with such approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

11. The development hereby approved shall be constructed in accordance with the Energy & Sustainability Statement by the PES (dated 20/10/2022) delivering a minimum 76.54% improvement on carbon emissions over 2013 Building Regulations Part L, with

SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 11 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the proposed ventilation and heating systems and solar PV shall be submitted to and approved by the Local Planning Authority. This must include:

- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp)
- Specification of any additional equipment installed to reduce carbon emissions.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.

(b) Within six months of first occupation, evidence that the solar PV and ASHPs installation has been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan Policy SP4 and DM22.

12. No dwelling shall be occupied until details of the location of a water butt of at least 120L internal capacity to be installed to intercept rainwater draining from the roof of each dwelling has been submitted to and approved in writing by the Local Planning Authority and subsequently provided at each dwelling. The approved facilities shall be retained.

Reason: To reduce the risk of flooding and demand for water, increase the level of sustainability of the development and in line with Haringey Local Plan Policy SP5, DM21, DM24 and DM25.

13. The noise level from the operation of the air source heat pump hereby approved must not exceed 42dB LAeq (5 min) at 1 metre from the window of a habitable room on the façade of any neighbouring residential property. If, in the opinion of the Local Planning Authority the proposed air source heat pump results in any noise nuisance to the occupant of any neighbouring dwelling the Applicant shall install noise mitigation measures in agreement with the Planning Authority.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

14. Notwithstanding the plans hereby approved, the first-floor rear windows on the on the elevation facing Twyford Avenue properties shall be obscured glazed to level 3 or higher on the Pilkington scale of privacy or equivalent and shall be non-opening up to a minimum height of 1.7 metres. This specification shall be complied with before development is occupied and thereafter be retained for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

Reason: To safeguard against overlooking and loss of privacy in the interests of amenity of neighbouring occupiers and to comply with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

15. The dwellings hereby approved shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach.

Reason: The site is in an area of serious water stress requiring water efficiency opportunities to be maximised; to mitigate the impacts of climate change; in the interests of sustainability; and to use natural resources prudently in accordance with the NPPF.

16. The residential unit hereby approved shall be designed to meet Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of accessible and adaptable dwellings.

17. Before development commences other than for investigative work:
 - a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
 - b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
 - c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

- 18 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site.

19. Notwithstanding the provisions of the Town and Country Planning General Permitted Development (England) Order 2015, or any Order revoking or re-enacting that Order, no outbuildings shall be erected and no extensions or alterations to the dwelling houses hereby approved, including the insertion of or alterations to windows and doors, hereby approved shall be carried out without the grant of planning permission having first been obtained from the local planning authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

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: Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £13,854.00 (200 sqm x £69.27) and the Haringey CIL charge will be £84,490.00 (200sqm x £422.45). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

- 8.00am - 6.00pm Monday to Friday

- 8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

INFORMATIVE: Secure by Design

You are advised to review the Crime Prevention Officer's recommendations in developing the detailed design for this scheme, in relation to the following issues: external residential and individual entrance Door-sets, ground floor and accessible windows, bin lighting, storage, boundaries, climbing aids. See comments published on the Council's planning portal in relation to this application.

