

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2020/0136

Ward: Tottenham Hale

Address: Former Garages at St Marys Close N17 9UD

Proposal: Redevelopment of parking spaces and part of roadway to erect 2 x dwelling houses with front and rear gardens with provision of 2 x parking spaces

Applicant: Haringey Council

Ownership: Council

Case Officer Contact: Conor Guilfoyle

Site Visit Date: 20/01/2020

Date received: 16/01/2020

1.1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would provide 2 dwellings at council social rent levels, and is part of the Council's programme to deliver 1000 new council homes.
- The provision of affordable housing is welcomed
- The proposal would preserve and enhance the character and appearance of North Tottenham Conservation area.
- The proposal would not harm the residential amenity of neighbouring occupiers and would result in a high standard of accommodation for future occupiers.
- There would be no significant impact on parking.
- The proposal would incorporate energy-efficiency measures.
- Contamination risks are considered low and can be managed by conditions.
- The proposal would be acceptable in terms of flood risk.

1.2 The Council's scheme of delegation sets out that applications made by or on behalf of the Council are to be decided by Planning Committee unless otherwise agreed with the Chair of Planning sub-committee. This application, although 'minor development' with little public interest, has been brought before the Committee in the absence of a Chair.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director for Planning is authorised to issue the planning permission and impose conditions and informatives.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials and external details to be agreed
- 4) No external pipes
- 5) Details of hard and soft landscaping
- 6) Cycle parking
- 7) Construction Method Statement
- 8) S278 Car-capped
- 9) Site contamination investigation
- 10) Contamination remediation strategy
- 11) Removal of PD rights
- 12) Secure by Design
- 13) Obscure glaze first floor side windows
- 14) Social rented housing

Informatives

- 1) Working in accordance with NPPF
- 2) CIL liability
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Thames Water: surface water drainage
- 8) Thames Water

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is an application for the erection of a pair of semi-detached three-bedroom dwelling houses. Amenity space would feature on all sides (gardens and terraces). The proposal includes associated bin storage, cycle storage, hard and soft landscaping and two parking spaces. The homes would be provided as Council Social Rent and contribute to Haringey's 1000 new council homes programme.
- 3.1.2. The main body of the buildings would be two storeys in scale, with front and rear gables serving a third loft level within the dual-pitched roofs. The roof of each house would meet to form a 'valley' between the houses. The houses are contemporary in design with large aluminium composite glazing to provide good quality living conditions which seeks to respect and respond to the local character of the surrounding conservation area. This is reflected in the use of dark roof tiles and the choice of brickwork and its detailing.
- 3.1.3. The houses would meet national and London Plan space standards. The layout allows for future adaptation and accessibility requirements under Part M of the building regulations. The parking spaces would be wheelchair accessible.

3.2 Site and Surroundings

- 3.1.4. The site is a northern section of public highway comprising the larger of two 'heads' terminating the cul-de-sac of St Mary's Close, and adjoining hardstanding on either side in use as under-utilised parking spaces.
- 3.1.5. The site (road and parking spaces) is bounded by a brick wall on its three sides to the north, east and west (the garages that historically existed here have been removed). The gable end of a three-storey block of flats (33-40 Rheola Close) and its surrounding garden lies to the north of the site. The rear gardens of Nos 41 and 42 Rheola Close (two-storey semi-detached houses) and their rear elevations beyond, lie to the west. The side and rear gardens of No.3 St Mary's Close, a three-storey semi-detached house facing north-south, lie to the east.
- 3.1.6. The site lies in the North Tottenham Conservation Area. Its enclosure by Rheola Close and more recent buildings (1-3) on St Mary's Close mean it is largely isolated from the nearest heritage assets on Kemble Road (Kemble Hall to the northeast) and the High Road. As such, it does not affect the setting of any statutorily or locally listed building.

3.3 Relevant Planning and Enforcement history

None

4 CONSULTATION RESPONSE

Quality Review Panel

- 4.1.1. An earlier iteration of this scheme was presented to Haringey's Quality Review Panel in July 2017 as part of a wider portfolio of housing developments. This was proposed by a different applicant (a housing association).
- 4.1.2. The QRP noted that the pre-application discussions have focused on the need to enhance the character and appearance of each area through high quality design, the need for proposals to protect the amenity for neighbours and future residents and for a high standard of accommodation to be provided.. The QRP comments noted that the design was of a high quality, and the approach represents a logical response to site constraints. The proposals would have an inevitable impact on existing neighbours, but it will be for the local authority to decide whether this is acceptable.
- 4.1.3. The current proposal is one small element of that presented to the QRP in 2017 and amendments have since been made i.e. rotating the building slightly to reflect adjoining boundary lines, and to avoid creating difficult spaces between new and old buildings. The current scheme, being only 2 dwellings, has not been back to the QRP, but was reviewed and guided by the Design Officer at pre-application stage.
- 4.1.4. A plan and visualisation of the original QRP scheme, and the current proposal for comparison, is included in Appendix 3.

4.2. Application Consultation

- 4.2.1. The following were consulted regarding the application:

- Conservation Officer
- Transportation

The following responses were received :

Internal:

- 1) Conservation: No comments to make.
- 2) Transportation: No objection subject to conditions, summarised as follows;

- The proposal is for redevelopment of a parking area within St. Mary's Close to provide 2 new 3 bedroom houses with off street parking and the removal of some on street parking bays to facilitate easier access for larger service vehicles, which is supported.
- This will reduce the available parking within St Mary's Close, but this is not expected to be problematic given the low parking stresses in the locality.
- The new properties will need to be designated as ineligible to apply for resident parking permits (car-free) and there will need to be 'stopping up' of some highway 'lost'.
- Details of cycle storage are necessary, which can be secured by planning condition.

5. LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of 27 letters, two site notices, and a press notice. 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: 0

Objecting: 0

Supporting: 0

Neither/Others: 0

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development;
2. Design and the impact of the proposed development on the character and appearance of the conservation area;
3. Impact on the amenity of neighbouring occupiers;
4. Living conditions for future occupants;
5. Parking and highway safety;
6. Sustainability;
7. Contamination;
8. Flood risk

6.2 Principle of the development

Delivery of additional housing

6.2.1 Government policy as set out in the NPPF 2019 requires Local Planning Authorities to significantly boost the supply of housing (para. 59). Paragraph 68 supports approval on small sites and outlines that such sites can make an

important contribution to meeting the housing requirement of an area and can be built-out relatively quickly.

- 6.2.2 The principle of additional housing is supported by the London Plan (2016) Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey's Local Plan Policy SP2 'Housing'. Policy SP2 states that the Council will seek to ensure a mix of dwelling sizes arising from development. The Haringey Local Plan has a target of 19,820 dwellings between 2011 and 2026. The Council's Borough Plan and Housing Strategy (which are material considerations) both prioritise the delivery of affordable housing.
- 6.2.3 The Draft London Plan (LPIP) Dec 2019 policy H2 on 'small sites' is also a material consideration. This policy outlines that small sites will play a greater role in housing delivery and that Borough's should support well-designed new homes on small sites.
- 6.2.4 The NPPF 2019 also states that adopted policy should require the type of housing in terms of size, type and tenure that reflects local housing need, including affordable rented housing. Policy H4 of the LPIP sets a strategic target for 50 per cent of all new homes delivered across London to be genuinely be affordable. Policy H6 states a minimum of 30 per cent low cost rented homes should be delivered in new schemes (of 10 units or more). DM policy DM13 seeks the maximum reasonable amount of affordable housing provision when negotiating on individual private residential and mixed-use scheme with site capacity to accommodate more than 10 dwellings.
- 6.2.5 In the case of the application site it is not considered capable of delivering a scheme of ten or more dwellings, and as such is exempt from the policy requirement for affordable housing. Notwithstanding this, the proposal is to deliver two high quality new family dwellings that will be available for social rent.
- 6.2.6 The proposal would therefore work towards delivering additional housing targets as well as provide affordable social rented housing that meets an identified need in the borough. The principle of the development is acceptable and the provision of social rented housing and a contribution to the Council's 1,000 homes programme is welcomed.

6.3 Design and impact on the character and appearance of the conservation area

- 6.3.1 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.

- 6.3.2 Policy 7.8 of the London Plan (2016) requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Haringey Local Plan (2017) requires the conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the DPD (2017) 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.
- 6.3.3 The Legal Position on impacts on heritage assets is as follows, and Section 72(1) of the Listed Buildings Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area." Among the provisions referred to in subsection (2) are "the planning Acts".
- 6.3.4 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) intended that the desirability of preserving heritage assets 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."
- 6.3.5 The site lies in the North Tottenham Conservation Area (CA). It is enclosed by Rheola Close and more recent buildings (1-3) on St Mary's Close, meaning it is largely isolated from the nearest heritage assets on Kemble Road (Kemble Hall to the northeast) and the High Road. As such the proposal will not affect the setting of any statutorily or locally listed building.
- 6.3.6 The 'North Tottenham Conservation Area Appraisal and Management Plan' is relevant. The appraisal acknowledges the mixed character of the CA and the context of the site. While it does not directly reference the application site and St Mary's Close, it refers to the location of the application site within 'sub-area E' at the lower half of the CA. It notes that this area is characterised by continuation of the historic mix of Georgian and Victorian development in the area, mixed with some twentieth century interventions. Such twentieth century development includes St Marys Close and its immediate surroundings to the north, south, east, and west.

- 6.3.7 The appraisal notes the special interest of the overall conservation area that needs to be preserved and enhanced including the historic linear continuity of buildings either side of the High Road, maintaining the character of the townscape and its sense of spatial sequence, highlighted by the mix of Victorian and Georgian buildings that help to give the street its scale and sense of place. The proposal would not affect these aspects of the CA due to its limited size, height, and context in an area characterised by surrounding twentieth century development. A contemporary design would therefore not deviate from, or harm, the character and appearance of the surrounding CA in this location.
- 6.3.8 The proposal seeks to erect a pair of semi-detached three-bedroom dwelling houses designed with an occupancy of up to five persons. The main body of buildings would be two storeys in scale, with front and rear gables serving a third loft level within the dual-pitched roofs. The roof of each house would meet to form a 'valley' between the houses. This is considered to result in an attractive pairing which completes an end to the street.
- 6.3.9 The main facing material to the development will be a buff brick colour with red brick protruding bands giving the houses a material finish and texture reflective of the materials and architectural detailing found in the surrounding CA. The exact brick choice, bond and detailing will be required to be agreed with the LPA prior to works starting on site. The roof design and material finish reflect that of the surrounding area with the choice of material taking account of comments by the QRP and Officers. Contemporary aluminium windows are to be used which are considered acceptable.
- 6.3.10 In response to the previous scheme's QRP comments the position of the buildings were changed to sit at a slight inwards-facing angle, towards the centre of the street. This is to avoid the perception of overlooking to adjacent properties and their gardens. This represents a good design solution to protect the privacy and amenity of neighbouring occupiers.
- 6.3.11 Amenity space would feature on all sides (gardens and terraces). The proposal includes associated bin storage, cycle storage, hard and soft landscaping and two parking spaces. The front boundary walls would be finished in brick to reflect the character of the houses and surrounding area, including the retained walls to the sides and rear. The size of the properties and plots would allow for a good balance between soft and hard landscaping, providing an enhancement to the character and appearance of this area. Details of the landscaping are to be secured by the imposition of a condition.
- 6.3.12 Subject to conditions, the proposal would result in a good quality design responsive of the local character and context which does not harm the CA. It would preserve, and due to the good quality design and positive transformation

of the character and appearance of the existing site, enhance, the CA. It therefore satisfies the above planning policy framework and the above legal test.

6.4 Impact on the amenity of adjoining occupiers

- 6.4.1 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. Policy DM12 is consistent with this. 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.

Daylight/sunlight/overshadowing

- 6.4.2 A Daylight and Sunlight Study has been undertaken by Right of Light Consulting and provided with the application. The study includes a diffuse daylight and sunlight test applied in accordance with BRE guidelines to neighbouring properties. The properties considered were Nos 33-40 (flatted block to the north) and 41 & 42 Rheola Close (west), No 3 St Marys Close (east) and Nos 8-12 and 14-24 St Marys Close on the far side of the cul-de-sac, to the south-east and south-west respectively.
- 6.4.3 The BRE guide contained two tests to measure diffuse daylight; vertical sky component (VSC) and daylight distribution. The VSC measures the amount of skyline visible at the middle of the window subject to the test. There should be at least 27% skyline visibility or no less than 0.8 of its former value following the development.
- 6.4.4 The Daylight Distribution test measures the area of working plane that do and do not have direct view of sky. Daylight may be adversely affected if the area of the working plane in a room which could receive direct skylight is reduced to less than 0.8 times its former value. The BRE guide also contains an objective overshadowing test which has been adopted for the purpose of the study. This guide recommends that at least 50% of the area of each amenity space listed above should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sunlight on 21 March is less than 0.8 times its former value, then the loss of light is likely to be noticeable.
- 6.4.5 The study concluded that all main habitable room windows tested passed the VSC test. The precise room layouts of the neighbouring properties are unknown. Therefore, the daylight distribution test was not undertaken. However, based on the results of the VSC test officers do not consider that further testing is

necessary as no material harm would likely arise to neighbouring amenity in terms of the considerations of this test.

- 6.4.6 The closest properties in this respect would be the three-storey block of flats to the immediate north/rear of the proposed houses (33-40 Rheola Close). The main windows on that building are oriented west-east to the front and rear, and away from the application site. The side windows face south, towards the application site, and are not principal windows. Secondary windows would not be 'protected' in the same way as primary habitable room windows.
- 6.4.7 While the proposed houses would be taller than the existing boundary wall to the rear of the site, this boundary already has a notable presence on windows to Nos 33-40. Having regard to the width and height of the houses, and their set-back behind the boundary wall, they are not considered to lead to material harm to neighbouring properties, in terms of daylight, sunlight or overshadowing. Given the greater setback from other nearby properties, and the same existing boundary context, the same view is reached regarding other such neighbouring properties.
- 6.4.8 All main habitable room windows within 90 degrees of due south passed the BRE test for annual sunlight hours and winter sunlight hours. Likewise, the development would not result in at least 50% of any nearby gardens receiving less than 2 hours sunlight on March 21st, in accordance with BRE guidance. As such, the proposed development would not adversely affect daylight-sunlight conditions to neighbouring occupiers.
- 6.4.9 The results of the overshadowing test show that sunlight availability after the development will be no less than 0.86 times the former value. This is better than the BRE minimum requirement which permits sunlight to be reduced by up to 0.8 times.

Outlook

- 6.4.10 As noted above, the three-storey block of flats to the immediate north/rear of the proposed houses (33-40 Rheola Close) has secondary windows on its (south) elevation facing the application site which are not to habitable rooms, with its main front-rear windows on an east-west orientation unaffected by the proposal. As such, the proposal would not cause a material loss or reduction in the level of outlook enjoyed by the occupiers of this block.
- 6.4.11 The size and height of the two new houses would reduce the level of outlook from their rear communal garden grounds to some extent. However, given the existing boundary wall in close proximity to that property, the level of change is not considered enough to result in material harm to the residential amenity of those users.

6.4.12 To the west, the limited width and height of the proposal, and its set-back from the boundary wall which is an existing longstanding boundary feature of approximately 1.8m in height, means it would not reduce outlook from the rear windows and gardens of Nos 41 and 42 Rheola Close to a detrimental degree compared to existing. This also applies to No.3 St Marys Close to the east. Properties to the south-east and south-west, on the far end of St Marys Close, would be too far away to have their outlook materially impacted upon.

Visual overbearing impact

6.4.13 The siting, height and massing of the development would not have a visually overbearing impact on neighbouring properties. For the reasons outlined with respect to outlook above, while the new houses would have additional volume, depth and height as viewed from neighbouring properties, the site is one in which there is already existing boundary walls, and the houses would be set-back from them. As such the existing built context and the resulting scale of the development is not considered to have a visually overbearing impact on neighbouring occupiers.

Privacy

6.4.14 The houses would be triple aspect, with the main window orientations facing approximately north and south (front and rear). The houses would be set further 'back' from No.41 Rheola Close to the west and No.3 St Marys Close to the east. No.41 has a first-floor rear elevation and rear garden facing towards the site and No.3 has a side elevation adjacent to it.

6.4.15 In response to this context, following the QRP comments, the houses were changed to tilt at a slight angle inwards towards each other and the centre part of the street. This avoids direct or oblique overlooking of the rear elevation and garden of No.41 to the west (and to a lesser degree, No.42 further beyond) from the first and second floor front elevations. It also avoids overlooking of first floor side windows of No.3 from this perspective.

6.4.16 The first floor would also have side windows facing east and west. However, they would be complementary windows to the main front-rear window orientation. A planning condition is to be imposed to ensure they are obscure glazed and not openable below 1.7m above floor height. This would avoid material harm to the residential amenity of properties on either side.

6.4.17 The rear upper floor windows would face approximately north, towards the block of flats comprising Nos 33-40 Rheola Close and their rear communal gardens. This would cause some overlooking of those rear gardens and the side windows in that building. However the existing urban context of this location should be noted and the rear gardens are already overlooked by the block of flats and rear of No.3 St Marys Close. The side windows in Nos 33-40 are not habitable rooms.

The resultant arrangement would not cause overlooking to a degree that would cause material harm which would warrant refusal of planning permission.

- 6.4.18 At ground floor level, the existing boundary wall of 1.8m means that the windows in the houses would not cause a loss of privacy/overlooking to the neighbouring occupiers. The proposal is acceptable in this regard.

6.5 Quality of Residential Accommodation

6.5.1 In addition to the high-quality design requirements of Policy DM1 of the Haringey Development Management DPD (2017), Policy DM12 of the DPD states that all new housing must be of a high quality. Policy 3.5 (Housing Standards) of the London Plan (2016) states that housing developments must be of a high-quality internally and externally. This policy also includes Table 3.3 which sets out space standards for dwellings. The government's 2015 'Technical housing standards – nationally described space standard' (NDSS) is also relevant. The greater emphasis on securing high quality housing across London has been translated into Haringey Local Plan Policies SP2 and SP11.

- 6.5.2 Two x 3-bedroom 5-person houses are proposed for the scheme which comply with minimum floor space standards as set out in the London Plan as set out in the table below. All bedrooms exceed minimum space standards. Both units would have a triple aspect with all habitable rooms benefitting from a satisfactory north and south outlook with good access to natural light.

Unit	Bedrooms/bed spaces	Internal floorspace m2	London Plan min. requirement	Complies
1	3-bed 5-person	115	99	Yes
2	3-bed 5-person	115	99	Yes

- 6.5.3 A Daylight and Sunlight Study, showing the quality of light afforded to occupants within the proposed development, has been undertaken by Right of Light Consulting and provided as part of the application. It finds that all rooms surpass the BRE Average Daylight Factor targets with good access to daylight over a significant part of the working plane of rooms. All living rooms have at least one window which passes both the total annual sunlight hours test and the winter sunlight hours test. The proposed development therefore satisfies the BRE direct sunlight to windows requirements.

- 6.5.4 Both houses would benefit from having their main gardens, to the side and front, facing south, as well as further garden wrapping around to the rear. The amenity space exceeds the minimum amenity space requirements as set out in the London Plan.
- 6.5.5 The daylight and sunlight study also considers the amenity space. The results show that 88% or more of the area of each amenity space will receive at least two hours of sunlight on 21 March. This is significantly better than the BRE recommendation which states that at least 50% of any garden or amenity area should receive at least two hours of sunlight on 21 March. The proposed development therefore passes the BRE overshadowing to gardens and open spaces test.
- 6.5.6 A level access and ground floor kitchen/living room and bathroom would be provided to all units in accordance with Part M4(1) Building Regulations. There would be scope to adapt the homes to meet the changing needs of occupants over time in accordance with Part M4(2). A satisfactory level of in-built storage is provided to all units within the scheme. The proposed development would provide a satisfactory standard of accommodation for future occupants of the development.
- 6.5.7 The houses would meet national and regional space standards. The layout allows for future adaptation and accessibility requirements under Part M of the building regulations. The proposal complies with Secured by Design principles, including the cycle storage which is designed to be securely located within the property, accessed via the rear entrance. The quality of accommodation for future occupants is therefore acceptable.

6.6 Parking and highway safety

- 6.6.1 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'.
- 6.6.2 DM Policy (2017) DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking ('car-free') subject to several criteria. These are where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index Level (PTAL), a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development parking is provided for disabled people, and parking is designated for occupiers of developments specified as car capped.

Parking and stopping up of highway

- 6.6.3 The proposal would involve 'stopping up' part of the public highway (St Mary's Close) and the loss of approximately 15 parking spaces on the hardstanding to either side, to form the application site and accommodate the development. Two new spaces will be created for the proposed dwellings. The site has a PTAL value of 4, which is considered 'good' access to public transport services. Seven bus routes and Bruce Grove Railway station are within a few minutes' walk of the site. The site is located within the Tottenham Hale North CPZ, (08:00 – 1830 Monday to Sunday) and there are additional parking restrictions in place on local match days.
- 6.6.4 The two new units will be 'car-capped' and therefore not entitled to the issue of CPZ permits (each has one off-street space). They satisfy the policy criteria for this, as outlined above. To consider if this is appropriate, and to gauge parking demand, a parking stress survey was submitted with the application.
- 6.6.5 The parking stress survey was reviewed by the Council's Transportation Officers. It found parking stress in the survey area at 64%, with 50 spaces available overnight out of the 136 within the parking stress survey area. It also recorded that a maximum of 7 vehicles were recorded parking within the 15 spaces to be redeveloped, and the parking stress within St Mary's Close was recorded as 36%.
- 6.6.6 The survey recorded 10 cars parking within St. Mary's Close and the existing parking area. Under the proposal, approximately 4 to 5 cars will be able to park. The proposal could therefore result in approximately 5 vehicles seeking to park on the wider network. Kemble Road is the closest to the site, and the parking stress recorded in this street was 20% on both survey nights, with 12 spaces available out of the 15 on the road.
- 6.6.7 Therefore, the loss of the parking area and spaces within St. Mary's Close should not be problematic given the low adjacent parking stresses and ability to accommodate the cars potentially displaced by the proposal. Therefore, the loss of the 15 spaces is not considered to cause difficulties in obtaining parking elsewhere in the locality.
- 6.6.8 A single blue badge space is proposed for each new residential unit so that they are 'future proofed' should future occupiers require them. In terms of car-parking, the proposal is therefore acceptable and policy compliant.

Cycle parking

- 6.6.9 London Plan (2016) cycle space standards (and emerging standards) require at least two cycle spaces for each house. It is proposed to provide a secure cycle parking store for two cycles internally in each house. Full details will need to be

provided for the proposed arrangements, to demonstrate that there will be a dedicated location for the two cycles. There will need to be details of the fixing arrangements so that the store is specifically used for cycles rather than an internal cupboard/store. These details can be secured by condition to be approved before occupation of the houses.

Delivery and servicing arrangements / Refuse and recycling collections

- 6.6.10 Under the existing highway arrangement, service vehicles need to reverse down into St. Mary's Close. Transportation Officers note that over-running of the footway has happened or regularly occurs. Removal of some kerbside parking space within St. Mary's Close will facilitate easier access for refuse and recycling collection trucks and emergency services vehicles. The new layouts have been subject to a 'swept path analysis' which demonstrated that they allow for bin truck/servicing and emergency service vehicle access and movements. Transportation Officers find the details satisfactory.

Construction phase

- 6.6.11 Given the site's location adjacent to other residential properties and the narrow highway access, Transportation Officers have requested a Construction Logistics Plan or Construction Method Statement. This will be required for approval prior to commencement of the works. It will need to detail how impacts arising from the build out of the development will be managed and minimised, with respect to the safe operation and function of the public highway and adjacent neighbours. Subject to this, the proposal is acceptable in this regard.

Sustainability

- 6.6.12 The NPPF, London Plan (2016) Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, Policy DM21 of the Haringey Development Management DPD (2017) and Haringey Local Plan (2017) Policy SP4 sets out the approach to climate change. They require developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a zero carbon target beyond Part L 2013 of the Building Regulations. The London Plan also sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025
- 6.6.13 The application has been accompanied by an Energy & Sustainability Statement produced by XC02 in December 2019. The statement outlines that the proposed development would include a number of sustainable design and energy efficiency features, including:

- The re-use of previously developed land;

- Effective site layout in response to the neighbouring context; Efficient design of the proposed massing, openings and internal layouts so that habitable spaces across the site benefit maximise daylight and sunlight levels, whilst impacts to neighbouring buildings are kept to a minimum;
- The specification of water efficient fittings to limit water consumption to less than 105 litres per person per day for domestic uses;
- The improvement of biodiversity on site through introducing landscaped areas within private gardens for each dwelling;
- Effective pollution management and control: the development is not expected to have any significant adverse effects to air, noise, land or watercourses.

6.6.14 The development would incorporate energy efficiency measures including a highly insulated building envelope and renewable technology such as electric air source heat pumps. The development would exceed the 35% CO2 savings of the London Plan, with expected CO2 savings level of 58% compared to a notional development which meets the minimum building regulations standards. Given the size of the site and the small number of units provided the level of carbon savings is significantly improved over the majority of developments of this size. The carbon-offsetting charge has not been applied in this instance in order to allow for this funding to be used towards the larger Council schemes being zero carbon and this is acceptable in this instance.

Contamination

6.6.15 DM policy DM23 states that proposals for new development will only be permitted where it is demonstrated that any risks associated with land contamination can be adequately addressed in order to make the development safe. All proposals for new development on land which is known to be contaminated, or potentially contaminated, will be required to submit a preliminary assessment to identify the level and risk of contamination and where appropriate, a risk management and remediation strategy.

6.6.16 A Preliminary Risk Assessment Report by 'GO Contaminated Land Solutions' has been submitted as part of the proposal. This document has been reviewed by Officers. The level of risk identified is low, with 'standard' precautions against direct contact with contaminated soil, inhalation of contaminated dust, and any asbestos fibres from existing development if present.

6.6.17 The report recommends some preliminary intrusive investigations to determine if contamination is present on the property. Subject to the recommendations of the report in managing such potential risk, the proposal is considered acceptable.

6.6.18 Therefore, Officers raise no objection to the proposal subject to a tiered number of conditions being applied to any grant of consent. The conditions would initially require a site investigation to be conducted, to allow a risk assessment to be

undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any remediation requirements if necessary.

6.7 Flood Risk and Drainage

- 6.7.1 London Plan (2011) Policy 5.13 (Sustainable drainage) and Local Plan (2013) Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.
- 6.7.2 Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme.
- 6.7.3 The site is located within Flood Zone 1, which has the least-risk of the three flood zones covering all areas. It is therefore considered to have a low probability of flooding. Compared to the existing hardstanding of highway and parking spaces, the proposal would result in an increase in unmade ground (gardens) which will result in a net gain in the ability of the area to absorb excess surface water runoff. The proposal is acceptable in this regard.

6.8 Conclusion

- 6.8.1 The development would provide a high quality, council social rented family-sized accommodation as part of the Council's 1,000 home programme and this provision is welcomed.
- 6.8.2 The proposal responds to its context and is of high design quality and equally provides a high quality of accommodation for future occupiers
- 6.8.3 The design, layout and orientation of the buildings and separation distances to neighbouring properties are considered to be satisfactory to protect the amenities of the neighbouring occupier.
- 6.8.4 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7.0 CIL

Based on the information given on the plans, the Mayoral CIL charge will be £13,717 (230 sqm x £59.64) and the Haringey CIL charge will be £4821 (230 sqm x £20.96).

However It is expected that this proposal will be subject to Affordable housing relief and that this CIL will not be payable.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions subject to conditions as set out below:

Applicant's drawing No.(s) PL_0001; Design and Access Statement; PL_1000 REV.C; PL_0100; PL_0300; PL_0301; PL_1001 REV.C; PL_1002 REV.C; PL_1003; PL_1004 REV.A; PL_3000; PL_3100; PL_3101; PL_4000; 1073-P1E-1-A (Phase 1 Environmental Report) dated 19 December 2019; 200 (Drainage Strategy) dated December 2019; Energy & Sustainability Statement dated December 2019; Daylight and Sunlight Study (Neighbouring Properties) dated 22 November 2019; Daylight and Sunlight Study (Within Development) dated 22 November 2019; Transport Statement dated December 2019

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 approved plans comprise drawing nos; PL_0001; Design and Access Statement; PL_1000 REV.C; PL_0100; PL_0300; PL_0301; PL_1001 REV.C; PL_1002 REV.C; PL_1003; PL_1004 REV.A; PL_3000; PL_3100; PL_3101; PL_4000; 1073-P1E-1-A (Phase 1 Environmental Report) dated 19 December 2019; 200 (Drainage Strategy) dated December 2019; Energy & Sustainability Statement dated December 2019; Daylight and Sunlight Study (Neighbouring Properties) dated 22 November 2019; Daylight and Sunlight Study (Within Development) dated 22 November 2019; Transport Statement dated December 2019. 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. Before any above ground development commences the following details in relation to the buildings hereby approved shall be submitted to and approved in writing by the local planning authority:

- i) plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all new external frontage windows and doors at a scale of 1:10;
- ii) details of brickwork, roofing and cladding materials including model and manufacturer.

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

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development, assess the suitability of the samples submitted and to ensure a satisfactory standard of design in the interests of visual amenity, consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4. Notwithstanding the plans hereby approved, no plumbing, down pipes, rainwater pipes or foul pipes other than those shown on the approved plans shall be located to the external elevations of buildings hereby approved without obtaining express planning consent unless submitted to and approved in writing by the local planning authority as part of discharging this condition.

Reason: The Local Planning Authority considers that such plumbing and pipes would potentially detract from the appearance of the building and undermine the current assessment of the application, necessitating the condition to ensure a satisfactory standard of design in the interests of visual amenity, consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

5. Prior to practical completion of the development hereby approved, details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- 1) location, type and materials to be used for hard landscaping including specifications for the permeable paving;
- 2) a schedule detailing sizes and numbers/densities of all proposed trees/plants; and
- 3) Details, including elevations and materials of all hard boundary treatments.

Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

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

6. Notwithstanding the details shown in drawing no. PL_1001 REV.C, details of the fixing arrangements for the secure cycle stands in compliance with London Plan (2016) minimum standards (4 cycles /2 in each house) shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities thereafter shall be installed fully operational prior to the occupation of the residential units and shall be retained and maintained to function fully for the life of the development as cycle parking

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2016 and Policy SP7 of the Haringey Local Plan 2017.

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

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

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

8. No development shall take place until arrangements have been made to secure the development as 'car-free' in accordance with a detailed scheme or agreement which has been approved in writing by the local planning authority.

The approved scheme/ agreement should ensure that all future occupiers of the approved development cannot apply for or obtain an on-street parking permit to park a vehicle on the public highway in perpetuity. The approved scheme/ agreement shall be implemented prior to first occupation of the development hereby permitted.

Reason: To promote sustainable transport and to reduce the potential for additional on street parking stress as a result of the development, consistent with Policy DM32 of The Development Management DPD 2017 and Policy 6.13 of the London Plan 2016.

9. Before development commences other than for investigative work:
 - a. With the recommendation of the outcome of risk assessment in sections 10 and 11 of the submitted Desk Study/Preliminary Risk Assessment Report with reference 1073-P1E-1-A REV.A, dated 19/12/2019, prepared by 'GO Contaminated Land Solutions' indicating the risk of contamination and the need for Phase II investigation, a site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
 - b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.
 - c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
 - d. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Policy DM1 of The Development Management DPD 2017.

10. 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.

Reason: 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 in line with paragraph 109 of the National Planning Policy Framework, policy 5.21 of the London Plan 2016 and Policy DM1 of The Development Management DPD 2017.

11. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no works permitted under Classes A-E shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy 7.4 of the London Plan 2016 and Policy DM1 of The Development Management DPD 2017.

12. Prior to commencement of all works on site (save for demolition or site investigation and preparation works), details of full Secured by Design' Accreditation shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate consultation with the Metropolitan Police Designing Out Crime Officers. The development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: To ensure safe and secure development and reduce crime.

13. Before the first occupation of the dwelling houses hereby permitted, their first floor side elevation windows shall be fitted with obscured glazing and any part of the window that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening and fixed shut. The window shall be permanently retained in that condition thereafter.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2013 and Policy DM1 of The Development Management DPD 2017.

14. Notwithstanding any provisions to the contrary, the eight residential units hereby approved shall be for rent at social-rent levels within the C3 use class, and for other tenure or use unless otherwise agreed in writing by the Local Planning Authority.

Reason: To define the scope of this permission in relation to the provision of affordable housing.

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 £13,717 (230 sqm x £59.64) and the Haringey CIL charge will be £4821 (230 sqm x £20.96). 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.

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.

Appendix 1 Conditions and Informatives

Appendix 2 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>This proposal is for redevelopment of a parking area within St. Mary's Close to enable provision of 2 No. 3 bedroom houses with cycle and blue badge parking. This site is located at the western end of St. Mary's Close in Tottenham, access to the wider highway network is from Kemble Road.</p> <p>It has a PTAL value of 4, considered 'good' access to public transport services. 7 different bus services are accessible within 4 to 5 minutes walk of the site, and Bruce Grove Railway station is a 7 to 8minute walk away.</p> <p>The site is located within the Tottenham Hale North CPZ, which has operating hours of 0800 – 1830 Monday to Sunday, and there are additional parking restrictions in place on matchdays and event days at the Tottenham Hotspur Stadium.</p> <p>The transportation considerations are as follows;</p> <p><u>Access arrangements</u></p> <p>The site accesses the wider highway network via Kemble Road. The car parking spaces proposed for redevelopment are accessed from what is currently public highway, and</p>	None

Stakeholder	Question/Comment	Response
	<p>accordingly this area where the houses will be built will need to be formally stopped up as highway.</p> <p><u>Car parking considerations</u></p> <p>A single blue badge space is proposed for each new residential unit. The two new units will be permit free and not entitled to the issue of CPZ permits.</p> <p>There will be loss of 15 parking spaces to facilitate build out of the two new residential units. In addition to this, it is proposed to remove 2 to 3 spaces on St. Mary's Close to facilitate easier service and refuse/recycling vehicle manoeuvring and prevent over running of the footway. This is a suitable suggestion and should be implemented.</p> <p>A Parking stress survey has been carried out and this recorded parking stress in the survey area at 64%, with 50 spaces available overnight out of the 136 in the area. It also recorded that a maximum of 7 vehicles were recorded parking within the 15 spaces to be redeveloped, and the parking stress within St Mary's Close was recorded as 36%. Therefore, the loss of the 15 spaces is not considered to cause difficulties in obtaining parking elsewhere in the locality.</p> <p>As each new unit will have a blue badge space, there should be no additional parking stresses resultant from these.</p>	

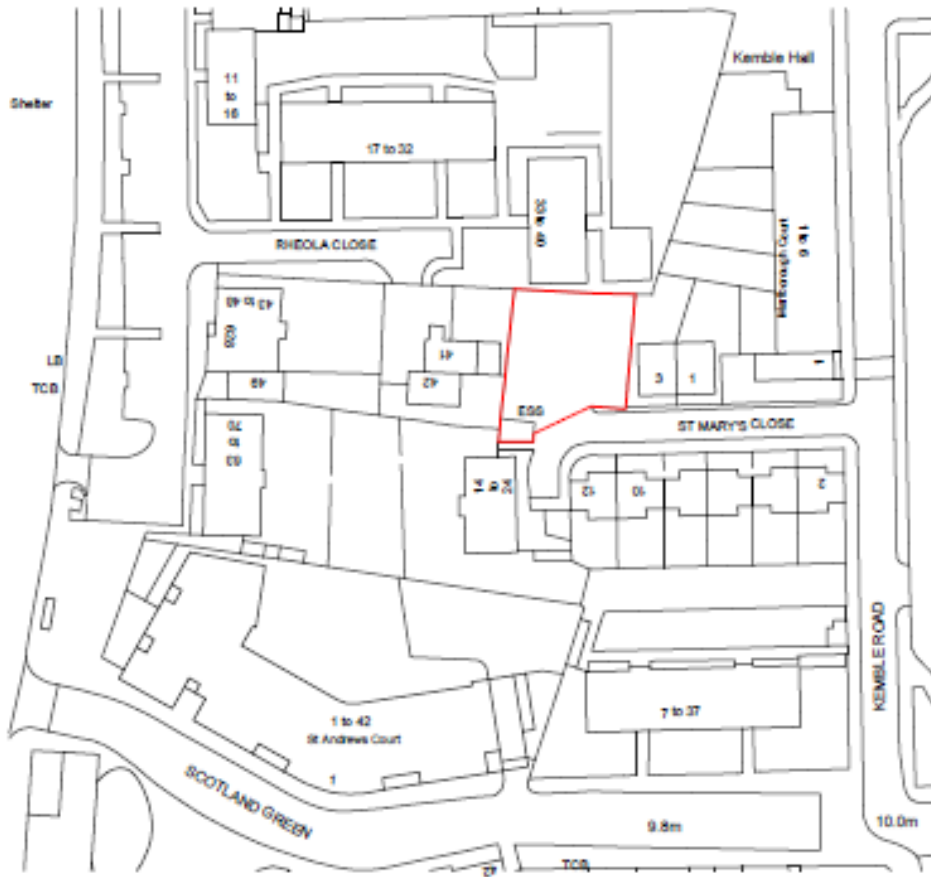
Stakeholder	Question/Comment	Response
	<p>The parking stress survey recorded 10 cars parking within St. Mary's Close and the existing parking area, with this development something like 4 to 5 cars will be able to park. Potentially then, the redevelopment could result in 5 or so car seeking to park on the wider network. Kemble Road is the closest to the site, and the parking stress recorded in this street was 20% on both survey nights, with 12 spaces available out of the 15 on the road. Therefore, the loss of the parking area and spaces within St. Mary's Close should not be problematic given the low adjacent parking stresses and ability to accommodate the cars potentially displaced.</p> <p><u>Cycle parking</u></p> <p>It is proposed to provide a secure cycle parking store for two cycles internally in each house. Full details will need to be provided for the proposed arrangements, to demonstrate that there will be a dedicated location for the two cycles. There will need to be details of the fixing arrangements so that the store is specifically used for cycles rather than an internal cupboard/store. This can be covered by condition for approval prior to build out.</p> <p><u>Delivery and servicing arrangements/ Refuse and recycling collections</u></p> <p>As commented earlier in this response, it is noted that with the existing highway arrangement, service vehicles need to reverse down into St. Mary's Close, and that over running of the footway has happened or regularly occurs. Removal of some kerbside parking space within St. Mary's Close will facilitate easier access for refuse and recycling collection trucks and emergency services vehicles.</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="468 342 743 375"><u>Construction phase</u></p> <p data-bbox="468 396 1831 704">Given the site's location adjacent to other residential properties and the narrow highway access, a Construction Logistics Plan or Construction Method Statement will be required for approval prior to commencement of the works. This document will need to detail how impacts arising from the build out of the development will be managed and minimised, with respect to the safe operation and function of the public highway and adjacent neighbours. The measures in the CLP should include the following;</p> <ul data-bbox="468 781 1831 1305" style="list-style-type: none"> <li data-bbox="468 781 1213 813">• Construction programme duration and key activities <li data-bbox="468 834 1831 924">• A breakdown of the number of construction movements during the different phases of the programme <li data-bbox="468 945 1831 1034">• Ensure construction vehicle arrivals are managed using a slot/booking system so no vehicles wait on the highway <li data-bbox="468 1055 1356 1088">• No arrivals or departures during the AM and PM peak periods <li data-bbox="468 1109 1362 1141">• Footways and carriageways to be kept clear and unobstructed <li data-bbox="468 1162 1178 1195">• Dirt and dust nuisance to be effectively managed <li data-bbox="468 1216 1831 1305">• Discussions with the Highway Authority and Network Management team/offices will be required in the production of the CLP. 	

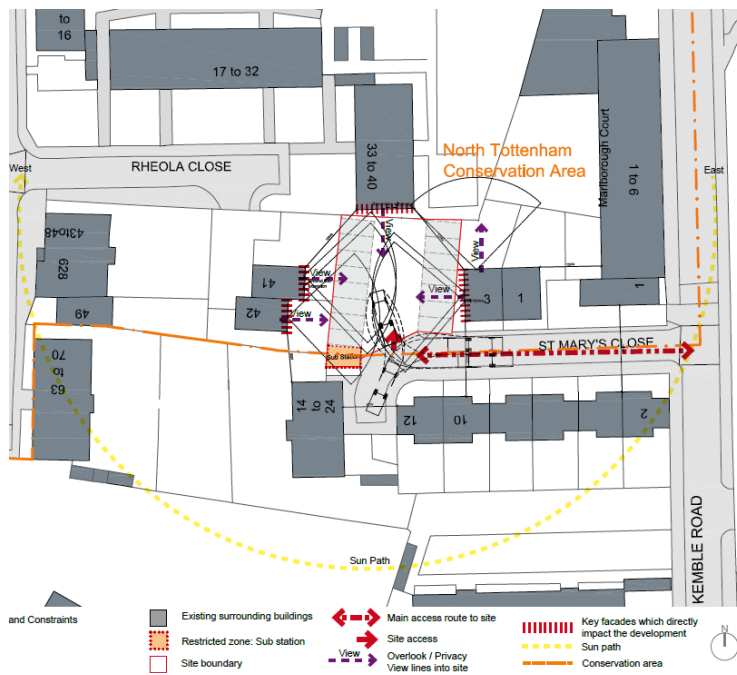
Stakeholder	Question/Comment	Response
	<p><u>Conclusion</u></p> <p>This proposal is for redevelopment of a parking area within St. Mary's Close to provide 2 new 3 bedroom houses with off street parking. In addition to this it is proposed to remove some on street parking bays to facilitate easier access for larger service vehicles and this is supported. This will reduce the available parking within St Mary's Close, however this is not expected to be problematic given the low parking stresses in the locality. The new properties will need to be designated as permit free/car free, and there will also need to be stopping up of some highway. Finally, full details of the proposed arrangements for the internal cycle parking will be required, and this can be covered by condition.</p> <p>No objections to this application from Transportation.</p>	
EXTERNAL	N/A (None)	N/A (None)
NEIGHBOURING PROPERTIES	N/A (None)	N/A (None)

Appendix 3 Plans and Images

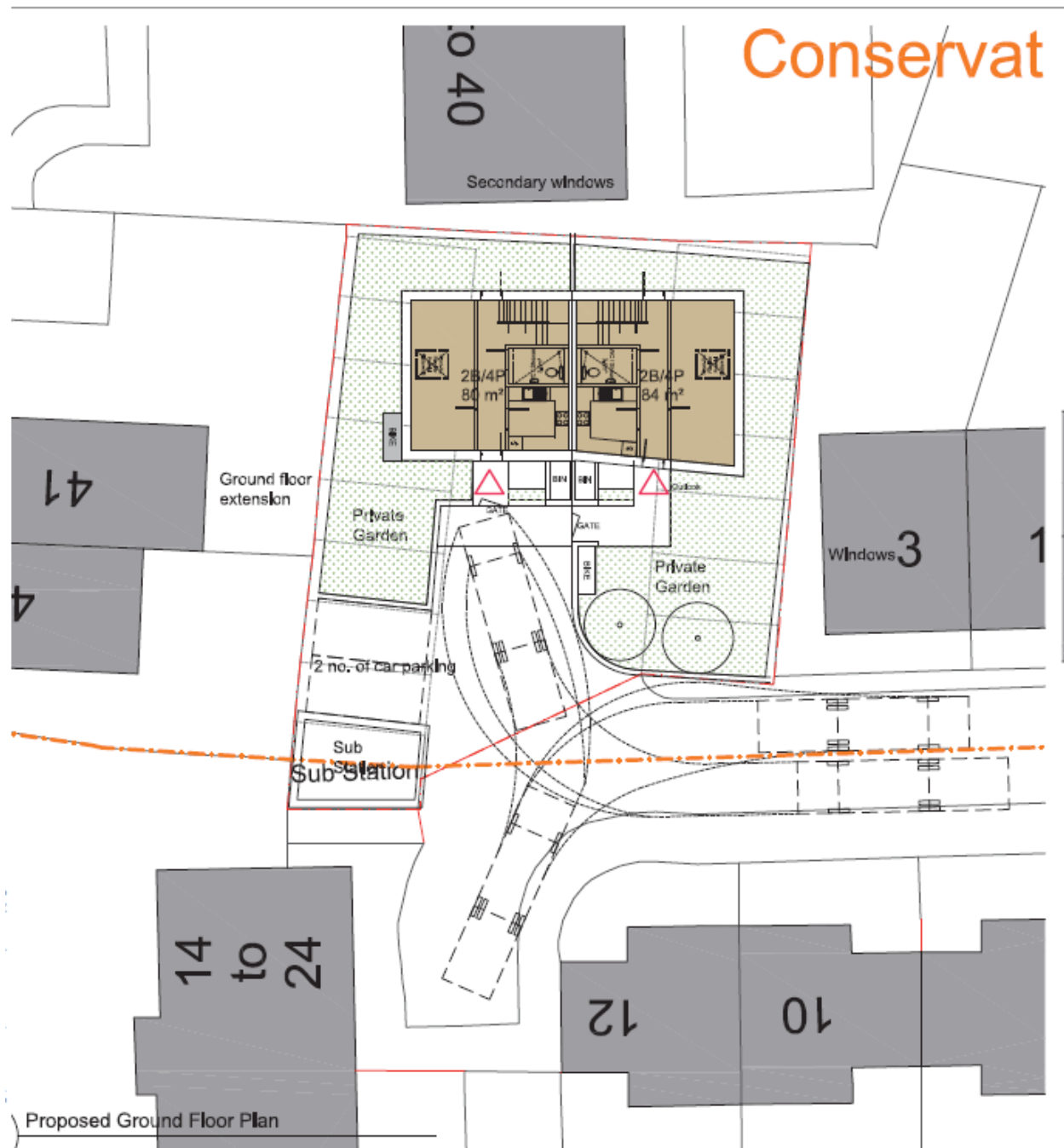
Location Plan

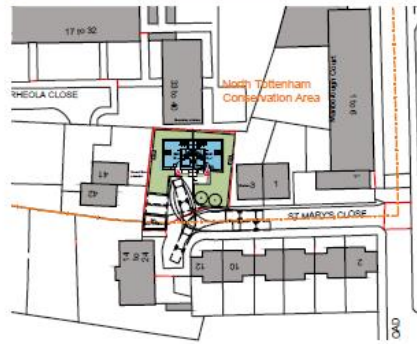


Existing site

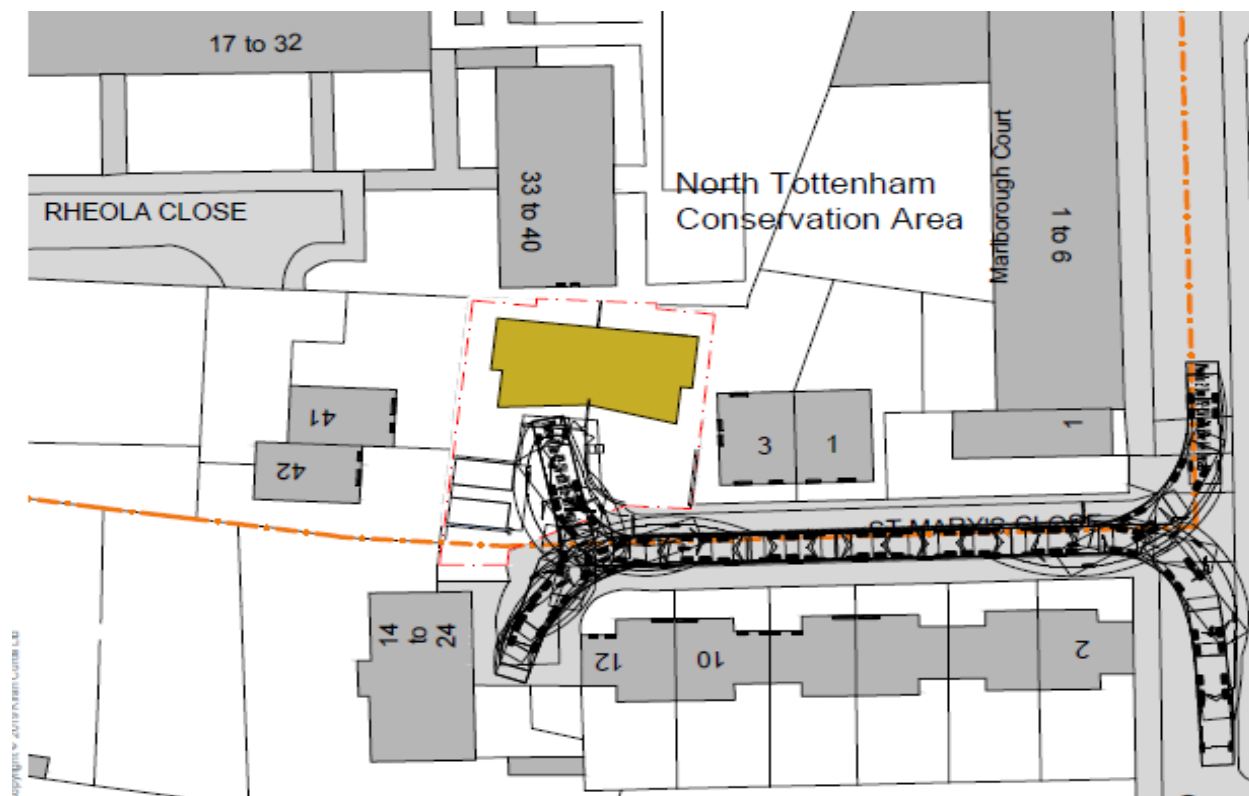


Previous proposal reviewed by QRP



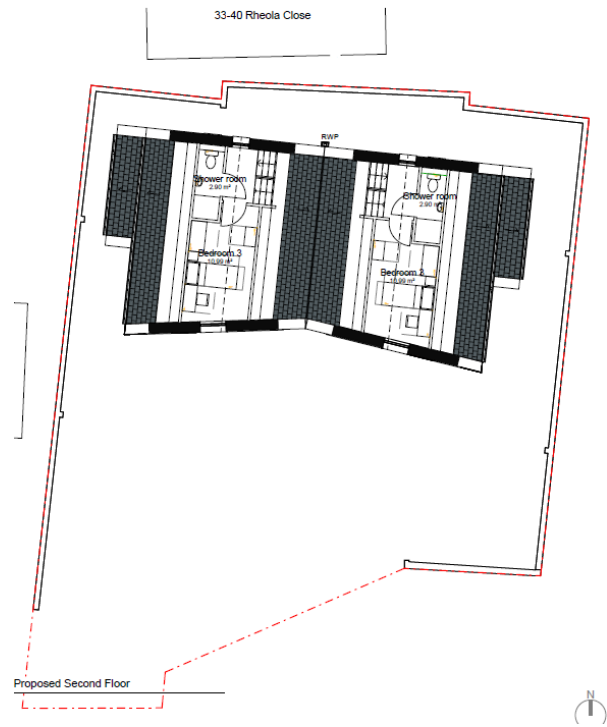
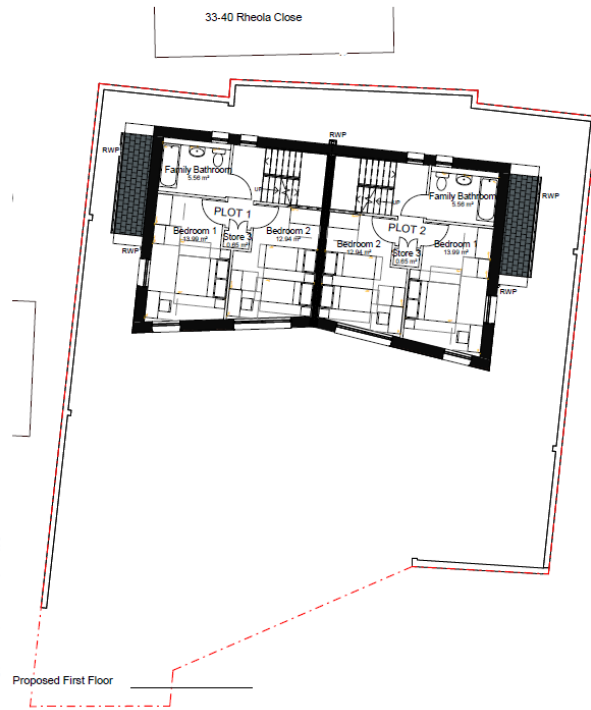


Current proposal: visualisation and access arrangements



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Floor Plans



Appendix 4 QRP Note

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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: Haringey Small Sites

Thursday 20 July 2017

Room 8, Level 6, River Park House, 225 High Road, London, N22 8HQ

Panel

Peter Studdert (chair)
Tim Pitman

Attendees

Conor Gullfoyle	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Maurice Richards	London Borough of Haringey
Deborah Denner	Frame Projects
Tom Bolton	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Nell McClellan	London Borough of Haringey
Matthew Gunning	London Borough of Haringey
Nora Begoll	London Borough of Haringey
Nalrita Chakraborty	London Borough of Haringey

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

Report of Formal Review Meeting
20 July 2017
QRP 53_Haringey Small Sites AAP

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1. Project name and site address

Kiran Curtis Architects	Unit One Architects
Nightingale Lane, N8	Mount View Court, N8
Brooke Road, N8	Cornwall Road, N15
St. Marys Close, N17	Poynton Road, N17
Tudor Close, N6	
Jansons Road, N15	
Summerhill Road, N15	
Barrington Road, N8	

2. Presenting team

Simon Cavanagh	Sanctuary Housing Association
Bo Laugeson	Kiran Curtis Architects
Colin Merifield	Kiran Curtis Architects
Julliana Sasikan	Kiran Curtis Architects
Christian Pinchin	Unit One Architects
Vejay Lal	Unit One Architects

3. Planning authority's views

Sanctuary Housing Association are acquiring a portfolio of 17 Infill sites from London Borough of Haringey. Pre-application discussions have focused on the need to enhance the character and appearance of each area through high quality design; the need for proposals to protect the amenity for neighbours and future residents; and for a high standard of accommodation to be provided. The scale and massing, architectural expression, and landscape design are all areas where the panel's views are requested.

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4. Design Review Panel's views

Summary

The panel supports the approach taken to the development of these small but significant sites. A commitment to achieving high quality design was evident in the presentations by both Unit One and Kiran Curtis Architects on behalf of Sanctuary Housing Association. While the designs presented were at varying stages of development, each promises to deliver housing of the quality required by Haringey. As design work continues, the panel would encourage further consideration of the relationship of each scheme to its specific site. The concept of a common architectural language is also welcome, and has potential to help achieve consistent high quality construction. However, the panel recommends that both firms should aim to create a contemporary version of the borough's vernacular, with a bolder design to reflect the characteristic exuberance of houses across Haringey.

Kiran Curtis Architects

Nightingale Lane, N8

- The panel supports the design proposition for Nightingale Lane, both in terms of the number of flats and the scale of building.
- The panel suggests that further thought should be given to how the architectural expression can respond to its context, particularly to the adjoining Conservation Area. For example, the architects could consider reflecting the contrast between brick and cream render, found in nearby buildings, such as the former pub building opposite, which creates both lightness and richness of detail. Contrast could be applied to elements of the façade such as the window surrounds.
- As an important site in closing the view on Brook Road, more exuberance of design would be appropriate.
- The panel also asks whether the entrance to the ground floor on Brook Road, could be given greater prominence and celebrated more.
- The bicycle storage unit at the back of the site could also be integrated with the main building, rather than designed as an add-on.

Brook Road, N8

- The panel finds much to admire in the design quality of the proposal, which it feels will provide high quality housing, and make a positive contribution to the area.



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- The quieter architecture is appropriate for this site – which is less prominent than the site on Nightingale Lane. However, there may be scope to refine both schemes together – so that they share some common architectural elements and materials.
- The panel feel that north-facing balconies were not ideal. A better solution may be to adjust the interior layout to place a living room at the back with a balcony on the garden side, facing south, although the possible constraint of overlooking neighbouring gardens would need to be assessed.

St. Mary's Close, N17

- The panel feel that the proposed design is of a high quality, and the approach represents a logical response to site constraints.
- The proposals would have an inevitable impact on existing neighbours, but it will be for the local authority to decide whether this is acceptable.
- The panel feel that it might be worth considering rotating the building slightly to reflect adjoining boundary lines, and to avoid creating difficult spaces between new and old buildings.

Tudor Close N6

- The panel supports the overall approach being taken to the site.
- For the first and second floor flats, the residential amenity could possibly be improved by flipping the internal the layout to place the living room and terrace on the south west side.
- At ground floor level, retaining the current internal arrangement would allow for a living room opening onto a north east facing garden.
- The panel highlights that care should be taken to ensure windows are not located closer to boundaries than legally permitted.
- Ownership of the strip of land between the building and the fence to the east should be determined. Ground floor bedroom windows looking on to an indeterminate alley could be insecure. The space should ideally belong to the ground floor flats, to give them control. It could also be made wider – as much as 2.5m – to make a useable space available to the flats.
- The panel would encourage the use of lighter brickwork, and more articulation in the architectural expression. While there is some variation in the proposed window reveals, more is needed to lift the façade. The stair slots above the entrance could be lighter, and the entrance better defined.

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- The brickwork could also be contrasted with a different material around the windows. A combination of stucco and stone is characteristic of the borough, and designs should provide a contemporary interpretation of the Haringey vernacular while being relevant to each locality, for example taking on board the art deco building nearby.

Jansons Road, N15

- The panel supports both the form and scale of development proposed.
- However, it suggests that there is no need for the designs to respond directly to the 'mansard' roof next door. The neighbouring mansard building is not of particularly high quality, does not require the level of respect currently afforded to it by the design.
- The new building does not need to step down in scale to respond to the houses behind, which are closer to two-and-a-half storeys in height.
- Tall plane trees at the front of the site will provide an effective foil for a new three storey building on this site.
- The panel would encourage the architects to create a confident three storey corner building – there may even be potential for a set back fourth storey of accommodation.
- The architecture could address Maysie Memorial Garden and the new green space at the front more boldly, as focal points for the scheme.
- The new green space on the corner will be relatively large, and management arrangements for this should be considered. Giving ownership of this space to the ground floor flats could be one solution.

Summerhill Road, N15

- The panel support the principle of building a new block closing the car park entrance to the site from Summerhill Road.
- It asks whether the proposed block facing on to West Green Road next to the Baptist Church could be moved up to the line of the existing block of flats. This would improve its relationship with the street.
- The panel also suggest creating two mews houses in the courtyard, this could be more successful than a free standing block in the courtyard, with narrow spaces on all sides.



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- The distance between the new block and the Baptist Church needs to be sufficient to provide light to the ground floor. This could be achieved by building mews houses that lean up against the existing wall facing the church, keeping the side of church more open.

Barrington Road, N8

- The panel expressed a strong preference for redevelopment of the existing garages on Barrington Road – rather than development on an area of green space with several mature trees on Park Road.
- There is an opportunity to improve Barrington Road, by replacing the unattractive existing garages, with high quality new homes. This could enhance views from existing houses opposite, and provide a less fragmented street edge.
- The panel recognises that careful design would be required to create a good relationship between the new homes and Ramsey Court, but has confidence in the skills of the design team to achieve this.
- The sloping site could provide an opportunity to sink the houses into the ground, reducing their apparent height in relation to Ramsey Court.
- The panel is not convinced that the Park Road side of the site is good a location for building. Ramsey Court is a good example of an elegant and well-mannered mid-20th century apartment building, and its scale and prominence needs the space and mature trees that surround it.
- The panel feels that every effort should be made to avoid the loss of the mature trees, which make a significant contribution to the character of the area and local biodiversity.

Unit One Architects

Mount View Court, N8

- The panel feel that the layout makes good use of space, with an intelligently designed internal layout that should provide very good quality houses.
- It would encourage further development to create a design that is specific to Haringey, and belongs to its context. It questions whether the proposed dormer roofs with Velux windows are an appropriate response to the Haringey vernacular of gabled terraces, and feels the designs should reflect the neighbouring buildings more directly.

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- It encourages the architects to experiment more, developing the front elevation further and introducing greater design detail. For example, bedroom windows could be divided in two, rather than a single window.
- To the south of the site, the panel would encourage the design team to consider setting back the facade of the house opposite the parking spaces to create more defensible space. Although this would reduce the size of the rear garden, the panel think this would improve privacy at the front.
- The panel would also encourage further thought about the relationship between the new houses and the existing terrace, in terms of both architecture and construction of the party wall.

Cornwall Road, N15

- The panel support the proposed designs which it feels are of high architectural quality.
- It suggests that the entrance on the west elevation could 'pop out' from the façade, rather than being recessed, matching the design of the existing building and creating a more positive effect.
- The panel would also encourage the architects to consider how to make the entrance more prominent, for example with a thoughtfully designed entrance gate.
- The panel is also concerned that planning permission might not be granted for a roof terrace. This eventuality should be considered, and an alternative strategy needs to be developed for ensuring the first and second floor flats have balcony access.

Poynton Road, N17

- The panel feels that the design typology works well, and that the courtyard plan is a good approach.
- It expresses some concern about the inclusion of windows in boundary walls, which could cause planning difficulties, and suggests they are removed.
- It also suggests that the chamfered corners would not provide the extra light intended, and that the building could be designed with squared corners instead. This approach would create a more straight-forward building form, a contemporary equivalent of the cottage-like terraces nearby.
- A daylight assessment would be helpful to test whether it is possible to extend the building to full height across the entire site.

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- It suggests that the design detail should be simple, but that details such as painted window reveals could be used in response to terraced houses opposite. Windows could be set back from the building line further to reveal more depth.

Next steps

The panel has confidence that the applicants will be able to successfully develop the proposals in consultation with Haringey officers.

It was agreed that a follow up session should be arranged to provide comments on Romney Close.

