

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2020/3036

Ward: Woodside

Address: Rear of 132 Station Road N22 7SX

Proposal: Construction of 6 dwellings set in landscaped area and creation of 'community wildlife garden', following the demolition of existing structures.

Applicant: Arden Property Limited

Ownership: Private

Case Officer Contact: Laurence Ackrill

Site Visit Date: 23/12/2020

1.1 This application has been brought before the committee following councillor referral (Cllr. Peter Mitchell).

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of backland development is considered acceptable, following a detailed assessment of the scheme overall.
- The proposed development would be of a high-quality design and would enhance the character and appearance of the Conservation Area overcoming the previous reason for refusal at appeal.
- The impact of the development upon the residential amenity of neighbouring occupiers is acceptable.
- The proposal would offer a high-quality form of accommodation for future occupants.
- There would be no significant impact on parking or the transport/highways network.
- The proposal would not have a significant impact on biodiversity, would not result in the loss of any designated nature conservation or public open space.
- The excavations to create the proposed basements would not cause significant harm to adjoining properties or increase flood risk subject to detailed conditions.
- Site access arrangements would be sufficient for the purposes of carrying out the development.
- Satisfactory waste collection arrangements can be secured by way of condition.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director for Planning, Building Standards and Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 08/04/2021 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions (the full text of recommended conditions is contained in Appendix 1 of this report)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Written scheme of investigation
- 5) Details of lighting
- 6) Cycle storage
- 7) Refuse storage
- 8) Hard and soft landscaping
- 9) Construction management plan
- 10) AQDMP
- 11) Considerate constructor scheme
- 12) Desktop study contamination
- 13) Contamination remediation
- 14) Tree protection fencing
- 15) Green / Meadow roof details
- 16) Restrict vegetated roof as amenity area
- 17) Details of enclosures
- 18) Restrict PD rights

- 19) Qualified chartered engineer
- 20) Drainage strategy
- 21) Overheating
- 22) Energy Strategy
- 23) Delivery and service plan

Section 106 Heads of Terms:

- 1) Car free
- 2) Car club
- 3) Community use agreement

Presumption in Favour of Sustainable Development

- 2.5 In the event that members choose to make a decision contrary to the officer recommendation (that the proposed development accords with the development plan overall), it will be necessary to consider the presumption in favour of sustainable development in the NPPF. This is because the Council's delivery of housing over the last three years is substantially below its housing target and so paragraph 11(d) of the NPPF is engaged by virtue of footnote 7 of the NPPF. Members must state their reasons including why it is considered that the presumption is not engaged.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
 1. *The development, in the absence of a legal agreement does not include a formal undertaking to secure a contribution to allow the modification of the existing traffic order to exempt future occupants of the proposal from purchasing parking permits and alterations to the public highway, arising as a result of the development. As such, the proposal is contrary to Policy 6.13 of the London Plan 2016, SP7 of the Local Plan 2017 and Policy DM32 of the Development Management Development Plan Document 2017.*
- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
 - (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and

(iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.0 This is an application for the demolition of existing structures and construction of 6 dwellings (1 x two storey dwelling with basement & 5 x single storey dwellings with basement) set in a landscaped area, and the creation of a community wildlife garden with public access.

3.2 Site and Surroundings

3.2.1. The application site relates to a plot of land which previously served as a private garden belonging to 132 Station Road. Mapping and site visit evidence suggest it has not been used as a residential garden for many years. The site is located to the east of the New River, and to the rear of gardens serving terraced houses along Station Road to the south, Park Avenue to the north west and Barrett Avenue to the north. The site is accessed via a passageway which opens on to Station Road currently serving 140 Station Road which adjoins the site to the west. It includes a number of single storey, somewhat dilapidated structures / sheds.

3.2.2. The site is within the Wood Green Common conservation area. Whilst there are no listed buildings within the site, the Grade II listed New River tunnel entrance is located on land which adjoins the site to the west. The New River itself is locally listed.

3.3 Relevant Planning and Enforcement history

3.3.0 HGY/2017/2182 - Land at the rear of 132 Station Road London N22 7SX London - Demolition of existing structures and redevelopment of the site to provide 3 no. two storey family sized dwellings (with basement floors) and associated refuse shelters, cycle parking and additional landscaping. – Refused - 22/01/2018. Appeal reference APP/Y5420/W/18/3196614 - Appeal dismissed - 29/06/2018.

3.4.0 HGY/2020/1841- Construction of 6 dwellings set in landscaped area and creation of community wildlife garden, following the demolition of existing structures. Withdrawn 12/10/2020.

4. CONSULTATION RESPONSE

The following were consulted regarding the application:

- 1) LBH Transportation Officer
- 2) LBH Conservation Officer
- 3) LBH Design Officer
- 4) LBH Drainage Officer

- 5) LBH Arb Officer
- 6) LBH Carbon Management
- 7) LBH Building Control
- 8) Avenue Gardens Residents Association

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

74 Neighbouring properties
1 Residents' Association
1 site notice erected close to the site
Press notice published

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

No of individual responses: 60
Objecting: 59
Supporting: 1
Others: 0

5.3 The following local groups/societies made representations:

- None

5.4 The following Councillor made representations:

- Cllr Peter Mitchell – objects on the following grounds (summary):
Impact on the conservation area has not overcome planning inspector comments; Creation of new garden area does not overcome the planning inspector comments; Impact on the character and appearance of the conservation area and overdevelopment of the site; Living conditions for future residents; Impact on parking; Nature conservation impact; Impact on neighbours.

5.5 The issues raised in third party representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:

- Housing needs are already being met
- Noise and disturbance
- Increase in traffic
- Out of character with the open space / conservation area
- Light pollution

- Loss of biodiversity / wildlife / protected species
- Safety concerns during construction
- Materials at odds with conservation area
- Plumbing and drainage issues
- Overlooking and loss of privacy
- Re-development of existing building on site overbearing
- Loss of employment
- Overdevelopment of the site
- Impact from the basement
- Security issues
- Archaeological impacts

MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Planning history context
2. Principle of the development
3. The impact on the amenity of adjoining occupiers
4. The impact of the proposed development on the character and appearance of the conservation area
5. Living conditions for future occupants
6. Parking and highway safety
7. Trees and ecology; and
8. Basement development

6.1 Planning history context

6.1.0 The application follows a previous refused application under reference HGY/2017/2182 determined in 2018 by the planning sub-committee and was subsequently dismissed at appeal under reference APP/Y5420/W/18/3196614. The proposal as part of that application involved the demolition of existing single storey structures on the site and the construction of 3 no. two storey family sized dwellings, over ground floor and basement levels.

6.1.1 The reasons for refusal as part of the refused application included the following:

1. *The proposed development, by reason of the quantum of development and domestication of the land, would be harmful to the character and appearance of the area and represent an overdevelopment of the site.*
2. *The general access arrangements proposed to service the development would not result in a high quality residential environment.*

- 6.1.2 The Planning Inspector as part of the appeal decision upheld the 1st reason for refusal in relation to the impact the development would have on the character and appearance of the conservation area. However, they considered that the proposed development would provide adequate living conditions for future residents in terms of access arrangements.
- 6.1.3 The proposed development has been altered significantly since the submission of the previous application. The site itself is larger, encompassing two small adjacent sites since the previous appeal. The number of dwellings proposed has increased from 3 to 6, including the re-development of the existing two 'Coach House' building (not within the site area at the time of the appeal). 5 of the new dwellings would comprise of an undulating 'meadow roof' with a substrate level of soil. The site also now incorporates the entirety of the land to rear of properties along both Station Road and Barratt Avenue, and proposes a publicly accessible community garden area to the east from Barratt Avenue.

6.2 Principle of the development

Delivering new housing

- 6.2.0 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 often can be built out relatively quickly.
- 6.2.1 The principle of additional housing is supported by the London Plan (2016) Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. Local Plan Policy SP1 sets out the strategic vision to provide up to 20,410 new homes by 2026, which aligns with the aspirations of Policy SP2 which has a current target of providing 1,502 new homes a year in Haringey between the period 2015 to 2026, in line with the London Plan (MALP) 2016. The creation of an additional housing unit here is supported by Local Plan Policies SP1, SP2 and London Plan Policy 3.3.
- 6.2.2 Third party objectors object on ground of housing needs already being met. While Haringey is delivering housing more is required to meet targets. It is also noted that these targets are minima; there is no maximum set.
- 6.2.3 The intend to publish London Plan policy on small sites (H2) is afforded weight in the determination of this application. The plan, expected to be adopted in 2021, has been 'examined in public' and as such carries weight in the decision-making process Policy H2 set out a presumption in favour of small sites and seeks to promote infill development on vacant or underused sites within PTALs 3-6 and within 800m of a Tube or rail station. The site is located within 800m of both tube (Wood Green) and rail stations (Alexandra Palace), the site is also within close

proximity to the Wood Green district town centre and within a PTAL 5 area which is considered very good. A wide variety of 24-hour bus services are accessible from Wood Green within a 10-minute walk of the site, with W3 bus stops being located within a minutes' walk of the application site along Station Road, which also provides a 24-hour service.

Housing delivery test

- 6.2.4 The 2020 Housing Delivery Test (HDT) results were published on 19 January 2021 and as a result the LPA is now subject to the 'presumption in favour of sustainable development' and paragraph 11d of the NPPF is relevant. The Council's delivery of housing over the last three years is substantially below its housing target and so paragraph 11d) of the NPPF is engaged by virtue of footnote 7 of the NPPF. Nevertheless, the proposed development has been found to be in accordance with development plan policies and therefore consideration of para 11(d) is not required in this instance (but would be, if the application was to be refused).

Infill /backland development

- 6.2.5 Part A of Policy DM7 of the Council's adopted 'Development Management DPD' 2017 states that there will be a presumption against the loss of garden land unless it represents comprehensive redevelopment of a number of whole land plots.
- 6.2.6 The Council's Urban Characterisation Study (2015) identifies various urban typologies where the built form relies on more or less regular street forms, building facades, and garden areas where developments on back gardens are likely to have a negative impact on the character of the area and the integrity of the street scene. Back gardens are also an important ecological resource and play a significant role in drainage and flood mitigation. The Council therefore considers back garden development to be generally inappropriate and at odds with the spatial strategy of the Borough, which seeks to focus development in growth areas well served by transport and local amenities. There are in some cases exceptions to this, for example, where sites can be assembled to bring forward comprehensive development and can be designed to provide an appropriate layout consistent with the surrounding character and amenity.
- 6.2.7 Part B of Policy DM7 highlights 7 sub-points amongst which any proposal must relate sensitively to the surrounding area as well as the established street scene, provide a site specific and creative response to the built and natural features of the area and safeguard privacy, and amenity.
- 6.2.8 Despite the plot having been historically associated as a private garden, it is an anomaly in that it does not conform with the layout of development in the area which is characterised by terraced houses on rectangular plots with regularly sized garden areas to the front and rear. The proposed development would not

result in the loss of private garden space to any of the existing properties along Station Road or Barrett Avenue.

- 6.2.9 On balance, the proposed development is considered sensitive in scale and footprint to the surrounding built form and pattern of development. The scheme has been carefully designed and is considered an architecturally ambitious approach to developing with landscape and ecology in mind.
- 6.2.10 Overall the principle of development is considered acceptable per se, subject to satisfying other policy objectives, as discussed later in this report.

Provision of open space

- 6.2.11 Policy DM20 of the Councils Development Management DPD states that development that protects and enhances Haringey's open spaces will be supported. Whilst the current site does not fall within an area of designated open space, the proposal involves the creation of a community garden area that would be accessible to members of the public. Planning policy at all levels recognises the importance of open space to supporting sustainable development. High quality open space can make an important contribution to the health and well-being of communities.
- 6.2.12 The provision of public open space (approximately 200m²) would provide a public benefit given that the existing site is not open to the public, and would weigh in favour of the development. A section 106 agreement would be required to ensure that it is the responsibility of the developers / occupiers of the site to maintain that area and to ensure public access is retained.

Loss of employment

- 6.2.13 Whilst the existing 'Coach House' on the site may have been used for employment purposes (it was last used as a music recording studio), the site is not located within a designated area for employment. In addition, the locality of the site is characterised by residential dwellings and the studio is very modest. As such, the use of the site for residential purposes would be more appropriate than that of any commercial use. Given the relatively small scale nature of the building in question, the level of employment loss would be insignificant and would be outweighed by the provision of the creation of additional housing delivery on the site in this case.

Site access and Security

- 6.2.14 Development Management DPD 2017 policy DM2 'Accessible and Safe Environments' states that all proposals should ensure that new developments can be used safely, easily and with dignity by all; are designed so that the layout improves people's access to social and community infrastructure, including local

shops and public transport; protect, improve and create, where appropriate, safe and accessible pedestrian and cycling routes and should not impede pedestrian and cycling permeability; and have regard to the principles set out in 'Secured by Design'.

6.2.15 The creation of a residential use in this location would have minor material benefits to the security of the area including increasing activity in what is currently a largely disused backland plot, increased passive surveillance by future residents and the creation of a greater sense of ownership. As such the proposal would be in line with the principles of 'Secured by Design' and therefore would accord with policies DM2 and DM7.

6.3 Impact on the amenity of adjoining occupiers

6.3.0 The London Plan (2016) Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

6.3.1 The proposed 5 two storey dwellings located at ground and lower ground floor level would be sited with their rear elevations facing toward the rear of properties along Barratt Avenue. The height of these dwellings would have a maximum of approximately 3.5m in height above the existing ground level, and would comprise of an undulating roof that would decrease in height toward the rear gardens of those properties. This would appropriately mitigate against the visual impact upon those neighbouring occupiers in terms of appearing overbearing, resulting in a perceived sense of enclosure or loss of daylight. These dwellings would have small lightwell features that would be located at ground level, but would not provide any windows in the elevation facing Barratt Avenue as to protect privacy to those neighbouring occupiers sufficiently.

6.3.2 The main openings for these dwellings would be to the south, facing toward the rear of properties along Station Road. However, these windows would be located either at ground floor level or lower ground floor level. Some views may be had toward upper floor windows of properties along Station Road. However, these views would be sufficiently oblique as not to result in a significant loss of privacy. There would also be substantial soft landscaping measures provided to that

boundary that would aid in sufficiently reducing the perception of being overlooked and would be secured by way of condition.

- 6.3.3 The proposed two storey dwelling with ground and first floors would replace an existing two storey building in that location. Whilst the replacement building would be wider than that of the existing, it would be lesser in height and would also comprise of an undulating roof form that would reduce in height toward the rear where the closest neighbouring boundaries are along Barratt Avenue. As such, this element of the development would not appear significantly more overbearing or result in a loss of outlook or daylight to neighbouring occupiers over and above the existing site circumstances. There would be no upper floor windows facing directly toward neighbouring properties, with the windows facing towards either the middle of the application site or toward the entrance to the site from Station Road, similar to the positioning of upper floor windows within the existing two storey building on the site.
- 6.3.4 In terms of light and noise disturbance, the proposal would involve the provision of residential dwellings within an existing residential area. As such, it is not considered that the proposed development would result in excessive levels of noise disturbance over and above the use of existing residential dwellings within the locality of the site. Whilst it is noted that the existing site is heavily overgrown with soft landscaping, soft-landscaping measures are proposed as part of the development to help mitigate against any levels of light or noise created from the development. It is accepted that elements of lighting from the development may become apparent in a location where non currently exists. However, this would not constitute harm to the amenity of neighbouring occupiers in terms of disturbance. A condition relating to lighting details can be secured by way of condition.
- 6.3.5 Whilst the dwellings would be somewhat visible from upper floor windows of neighbouring properties, this would not constitute harm to the amenity of neighbouring occupiers. Overall, there would 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.

6.4 Design

- 6.4.0 DM Policy (2015) 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.

- 6.4.1 Good quality contemporary buildings are generally seen as an appropriate architectural response for new buildings rather than a mock or pastiche of an earlier architectural style. In this case, the proposed building would not compete or undermine any of the traditional architectural styles found within the locality.
- 6.4.2 Five of the proposed dwellings would be read as single storey buildings (with additional habitable space provided at basement level). As such the development would appear subservient to the adjacent two storey terraced housing in accordance with policy DM7(f). As per the assessment of the previous application at the site, the lack of a street frontage is noted. However, it is recognised that the site does not allow for this to be achieved.
- 6.4.3 The proposed 'Coach House' dwelling would replace an existing two storey structure in a similar location. Given the similarities in the scale of the built form in that location, it is considered that this element of the scheme would have a similar impact to that of the existing building in terms of its visual prominence.
- 6.4.4 An undulating substrate 'meadow roof' is also proposed to the roof tops of the terrace of five dwellings, which would provide a natural appearance to the dwellings and would soften and integrate the buildings into the surrounding context (further details of which can be secured by way of a planning condition).
- 6.4.5 The proposed hard landscaping materials are permeable, robust and durable elements that would weather well with low maintenance requirements, such as Corten steel for raised planters, gabion walls, and the 'Grasscrete' provides a permeable, and visually fitting surfacing for vehicular access. The overall palette of materials, including the use of white brick, is high quality and well balanced, integrating well with the natural environment.
- 6.4.6 The use of high quality materials is an important part of the justification for the proposed development being considered an acceptable scheme here. As such, notwithstanding the submitted information, a condition is being attached to ensure that physical samples be submitted for further consideration. Subject to the conditions mentioned above it is considered that the external appearance and design of the building together with the proposed landscaping along the perimeters of the site will achieve a scheme of high quality design sensitive to its surroundings.
- 6.4.7 Overall, the concept is considered to be respectful of the landscaped character of the site as it is and is subordinate to the surrounding buildings. There is no in principle objection to the proposed design and this is considered the way forward

in providing a natural / seamless appearance to best reflect the context of the existing site and neighbouring residential use.

6.5 Character and appearance of the conservation area

6.5.0 London Plan Policy 7.8 requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the Development Management, Development Plan Document (2015) states that proposals for alterations and extensions to existing buildings in Conservation Areas should complement the architectural style, scale, proportions, materials and details of the host building and should not appear overbearing or intrusive.

6.5.1 The development site lies within Wood Green Common Conservation Area, in close proximity to the New River, to Avenue Gardens and to the Common and is significantly constrained by the residential terraces which were erected between the end of the 19th century and early 20th century respectively along Barratt avenue and Station Road. Since then. The site has been framed to the north and south by the back gardens of the terraces and seems to have been independently used. It has an almost triangular shape with an east-west orientation and is accessed from Station Road via an entrance route which runs along the west flank of the end of terrace at No 138. The route leads to the back of the terrace, where there is a two storey brick building probably built at the same time as the terrace along Station road, as historic 1914 OS maps seem to suggest.

6.5.2 The site is currently in poor condition and cluttered with dense, overgrown vegetation and a number of run-down sheds which detract from the character and quality of the Conservation Area.

6.5.3 It is noted that as part of the appeal decision relating to the previously refused application at the site, that the Planning Inspector considered that '*the site also provides an important contrast to the bustle of the surrounding streets in a busy urban area*'. '*It is quiet and tranquil, providing a degree of spaciousness within the tight grain of the terraces*' with this degree of spaciousness contributing positively to the significance of the Conservation Area.

6.5.4 The proposal has been developed in consultation with both conservation and urban design officers and originates from a comprehensive design exploration based on clear understanding of the green and visually open character of the site as well as from full appreciation of its spatial and visual relationship with the back gardens of the surrounding residential terraces.

6.5.5 The proposed development is purposely founded on a lower level than the existing residential terraces so to respect and retain the primacy of the surrounding

terraces and is integrated in its landscape, so to not overwhelm the existing rear gardens and so to not detract from the views from the rear elevations of the terraces. The scheme aims to provide the highest level of integration possible with the natural and built landscape of the Conservation Area and is designed to retain the green, open and self-contained character of the site as well as improving its landscaped and built quality and the views from the surrounding houses into the site. This is considered to respond to the views of the Planning Inspector on appeal.

- 6.5.6 The curved forms of the proposed development, the undulate building line and the green roofs aim to mitigate the impact of new development on the surrounding private gardens and create a coherent site experience together with the proposed community garden on site.
- 6.5.7 The existing 'coach house', sits in a secluded location far from the street-front and is constrained in the north-west corner of the development site. Besides being an old building it is not identified or designated as a heritage asset or positive contributor to the Conservation Area, which would require at least a degree of architectural and historic interest or townscape merit, and there is no presumption for said structure to be retained.
- 6.5.8 Given the above, the proposed development is considered to be of appropriate scale, massing and architectural quality and would preserve the character and appearance of the conservation area without causing harm, arguably improving its quality and is therefore considered to comply with policy SP12 and design policies SP11 and DM1, subject to conditions in relation to materials and design specifications.
- 6.5.9 As a result of the incorporation of all of the backland area in this street-block (as opposed to the smaller area previously considered at appeal), the bespoke design-response proposed and the addition of new open space, it is considered that the concerns raised on appeal have been addressed.

6.6 Quality of Residential Accommodation

- 6.6.0 London Plan (2016) policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Local Plan (2017) Strategic Policy SP2 and Policy DM12 of the Development Management DPD 2017 reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered
- 6.6.1 In assessing the proposal against these requirements, the proposed units would accord with the minimum unit size requirements. The minimum standards prescribed for individual rooms are set out within The London Housing Design

Guide and the proposed rooms conform to these standards as shown on the floor plans with the proposed units meeting the minimum requirement as follows:

- Dwelling No. 1 - 3 bedroom, 4 person = 84m² (110m² proposed)
- Dwelling No. 2 - 3 bedroom, 4 person = 84m² (110m² proposed)
- Dwelling No. 3 - 3 bedroom, 4 person = 84m² (110m² proposed)
- Dwelling No. 4 - 3 bedroom, 4 person = 84m² (90m² proposed)
- Dwelling No. 5 - 3 bedroom, 4 person = 84m² (89m² proposed)
- Coach House Dwelling - 4 bedroom, 8 person = 130m² (143m² proposed)

6.6.2 The proposed units would meet the relevant internal space standards for each sized unit. The 5 smaller dwellings would be single aspect, but split level and also south-west facing. They would also be shallow enough in plan to receive good levels of sunlight from the south and daylight from roof lights. The proposed couch house dwelling includes dual aspect views and also south and south west facing. All of the proposed units would provide sufficient levels of outlook from habitable rooms and daylight for future occupiers. Amenity areas are provided by way of courtyard garden areas and inset balconies at ground floor level.

6.6.3 It is noted that a reason for refusal of the previous application at the site related to living conditions for future occupiers due to the site not being suitably accessible. However, as highlighted above, this reason for refusal was not sustained as part of the appeal decision, where the appeal inspector considered that having regard to the aims of policy DM2 of the Councils Development Management DPD, *it would otherwise provide an acceptable standard of access and therefore is not in conflict with the policy as a whole. I therefore find that the conflict in this case would not be so harmful as to warrant the withholding of planning permission.* The proposal now provides an additional separate pedestrian access from Barratt Avenue. Given that the issues surrounding access would only improve from the determination of the previous application, such arrangements are acceptable.

6.7 Parking and highway safety

6.7.0 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'.

6.7.1 DM Policy (2017) DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking 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, 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.

- 6.7.2 It is noted that as part of the previously refused application at the site for 3 additional units, no objections were raised by the Council's Transport Officers regarding the development. The impact of that development was not considered to give rise to significant concerns in terms of parking pressure that would necessitate securing the development as car free.
- 6.7.3 The current scheme would provide 6 additional units, and would be subject to being designated as a car free development, secured by way of a section 106 agreement. Given this, in addition to the high public transport accessibility of the site (PTAL 5), future occupiers of the development are more likely to use sustainable modes of transport and that the development would not lead to a significant increase in parking pressure within the locality of the site.
- 6.7.4 It is noted that concerns have been raised in relation to safety / traffic concerns through the construction phase of the development. However, it is considered any potential issues arising from this could be adequately dealt with by way of condition ensuring that a detailed Construction Management Plan be submitted prior to works commencing on site. The Council's Transportation Team have been consulted on the application and no in principle objections have been raised, subject to the imposition of the aforementioned condition.

6.8 Energy and Climate Change

- 6.8.0 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a zero-carbon target beyond Part L 2013 of the Building Regulations.
- 6.8.1 New development is expected to achieve the necessary energy and CO2 requirements within the London Plan and Haringey Council's Local Plan or pay an offset payment. The applicant has submitted an Energy Statement Report and appendices with SAP calculations and a carbon emission reporting spreadsheet. The carbon savings under Be Lean are 23%, which is supported. The total emission savings are up to 60.2%. Whilst not zero carbon, this improvement is supported. In terms of overheating, a dynamic thermal assessment has not been provided. However, the Council's Carbon Management Team have been consulted as part of the application and consider that this element can be dealt with by way of condition. Given that the application relates to minor development, the proposal would not be subject to a carbon off-set contribution.

6.9 Flood Risk and Drainage

6.9.0 London Plan (2016) Policy 5.13 (Sustainable drainage) and Local Plan (2017) 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.

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. The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding. The applicant has not submitted a Flood Risk Assessment. However, the Council's Drainage Officer has been consulted as part of the development and the area isn't within a Critical Drainage Area, as designated by Policy DM26 of the Council's Development Management DPD. The site is classified as a low risk of flooding according to the Environment Agency maps and the Council's Drainage Officer has not raised any concerns, subject to a condition regarding the submission of a drainage strategy.

6.10 Trees and ecology

6.10.0 Haringey local Plan (2013) policy SP13 'Open Space and Biodiversity' requires that all new development shall protect and improve Haringey's parks and open spaces. The Council has a duty to have regard for conserving biodiversity and will not permit development on SINCS and LNRs unless there are exceptional circumstances and where the importance of any development coming forward outweighs the nature conservation value of the site. In such circumstances, or where a site has more than one designation, appropriate mitigation measures must be taken and, where practicable and reasonable, additional nature conservation space must be provided.

6.10.1 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.

6.10.2 It is noted that there are a number of trees on and adjacent to the site. None of the trees are designated under a Tree Preservation Order but are protected by virtue of being located within the Conservation Area.

6.10.3 The site is adjoined by a designated area of Significant Local Open Land (SLOL) and a Site of Importance for Nature Conservation (SINC) of Metropolitan Importance.

6.10.4 It is noted that as part of the assessment of the previously refused scheme at the site, it was highlighted that the site is not an intrinsically dark landscape as it is surrounded by residential properties to the north and south, with associated light coming from existing windows of neighbouring properties as well as street lighting. Mindful of this and the nature of the structures currently on site, the site has limited potential to support a bat population/ habitat. It is accepted that the trees next to the New River may provide a foraging habitat for bats. These trees are not affected by the proposal and therefore foraging routes through and next to the New River will not be affected here. A condition will be imposed in respect of lighting across the site.

6.10.5 A number of trees would need to be removed to facilitate the development. However, the trees to be removed from the site are generally category C trees, or below and of low amenity value. Three category B trees of reasonable amenity value would also need to be removed to facilitate the development. However, this would be subject to the re-planting of 25 trees within the site to off-set the loss of this vegetation. Trees adjacent to the site are to be retained and they would be protected throughout the construction of the development. This would be secured by way of condition to ensure adequate tree protection fencing is installed.

6.10.6 Subject to conditions, the proposal would not have a significant adverse impact upon in terms of loss of trees or biodiversity and would therefore be in accordance with the above policies.

6.11 Basement development

6.11.0 Development Management DPD (2017) policy DM18 sets out the Council's requirements for residential basement development, including new basements, extensions to existing basements and the creation of lightwells. All proposed basement development must be undertaken in a way that that does not harm the amenity of neighbours, compromise the structural stability of adjoining properties, increase flood risk or damage the character of the area or natural environments. A Basement Impact Assessment (BIA) containing all relevant information around potential impacts must be submitted as part of the application.

6.11.1 A BIA has been submitted as part of this application which shows that there is no risk of flooding from either surface water or from rivers or seas (including the New River) resulting from the excavation of the basements and lightwells that might affect future occupiers. The Council's Building Control Team have been consulted as part of the application and did not raise any objections subject to conditions. Similarly, the Council's Drainage Officer has raised no objections to the proposed development.

6.11.2 In terms of ground movements, the assessment shows that either none or very slight levels as most existing residential properties lie beyond the distance to no horizontal or vertical ground movement due to the basement excavations and wall

constructions. Calculations indicate that only the rear single storey extension to 19 Barratt Avenue may experience very slight hairline cracks that can be easily treated.

6.11.3 Given the separation involved, the recommendations outlined in the BIA should also be sufficient to further mitigate any residual risk. Moreover, the Party Wall Act and Building Regulations would provide further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. The necessary party-wall agreements with adjoining owners would need to be in place prior to commencement of works on site. The Party Wall Act 1996 exists separately from the planning system, to reconcile differences that adjoining development might cause.

6.11.4 In summary while it is recognised that certain aspects of the works here cannot be determined absolutely at the planning stage, the information submitted to the LPA to date does provide assurances that the works here can be carried out successfully without affecting adjoining properties. A condition will be imposed to ensure that the structural side of the basement is overseen by a suitably qualified chartered engineer.

6.12 Conclusion

6.12.0 The principle of the creation of additional family sized housing is considered acceptable. The development would comply with policy DM7, therefore the principle of backland development would be acceptable in this location. Based on the detailed design response, and taking into account improvements to open space, the heritage concerns arising from the previous appeal are considered to have been addressed. Taking into account all material considerations, the proposal is considered acceptable and is in accordance with policy and overcomes the previous reasons for refusal.

6.12.1 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 £33,219.48 (557 sqm x £59.64) and the Haringey CIL charge will be £128,438.63 (557 sqm x £230.59). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions subject to conditions in Appendix 1 and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s) 001B, 002B, 003B, 101B, 301B, 302B, 401B, 402B, 800B, 900B, Arboricultural Impact Assessment, Arboricultural Method Statement, Basement Impact Assessment, Outline Construction Logistics Plan, Design & Access Statement, 1678-EX-001, 1678-EX-002, 1678-EX-003, 1678-EX-004, 1678-PA-010, 1678-PA-011, 1678-PA-012, 1678-PA-013, 1678-PA-014, 1678-PA-015, 1678-PA-016, 1678-PA-017, 1678-PA-017, 1678-PA-019, 1678-PA-020, 1678-PA-021, Energy Statement Report P03, Heritage Statement, Daylight Report Rev 2 & Transport Statement

Subject to the following condition(s)

Appendix 1

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 (001B, 002B, 003B, 101B, 301B, 302B, 401B, 402B, 800B, 900B, Arboricultural Impact Assessment, Arboricultural Method Statement, Basement Impact Assessment, Outline Construction Logistics Plan, Design & Access Statement, 1678-EX-001, 1678-EX-002, 1678-EX-003, 1678-EX-004, 1678-PA-010, 1678-PA-011, 1678-PA-012, 1678-PA-013, 1678-PA-014, 1678-PA-015, 1678-PA-016, 1678-PA-017, 1678-PA-017, 1678-PA-019, 1678-PA-020, 1678-PA-021, Energy Statement Report P03, Heritage Statement, Daylight Report Rev 2 & Transport Statement). 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. Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced including the following:
 - Detail design to scale 1:20 in plan section and elevation of proposed buildings and landscape

- Detail design to scale 1:20 in plan section and elevation of proposed architectural lighting and
- Details to scale 1:10 and material specification of windows, rooflights, doors, walls, stairs, roofs, green roofs, balustrades, finishes. All details both internal and external.
- Material samples of the above details to be submitted in the form of sample panels for approval. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted 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. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:
 - A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
 - B. Where appropriate, details of a programme for delivering related positive public benefits.
 - C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.
5. Full details of the lighting across the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the approved development. The details shall include the location and full specification of all lamps; light levels/spill lamps, floodlights, support structures. The lighting measures shall be carried out strictly in accordance with the details so approved, shall be installed prior to occupation of the development and shall be maintained

as such thereafter. Reason: To ensure that any resulting general or security lighting is appropriately located, designed do not adversely impact neighbouring residential amenity and are appropriate to the overall design of the buildings as well as protecting the biodiversity value of the site.

6. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 12 no. cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

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. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy 5.17 of the London Plan 2016.

8. No development shall commence until a scheme for the treatment of the surroundings of the proposed development including the timescale for the planting of trees and/or shrubs, the maintenance of trees to be retained on site and appropriate hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be implemented 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.

9. No development shall take place, including any works of demolition, until a Construction Logistics Plan, 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

- g) site investigation
- h) site specific boreholes; and
- l) basement construction method details

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.

10. No works shall be carried out on site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved in writing by the Local Planning Authority. The plan shall be completed in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: To Comply with Policy 7.14 of the London Plan.

11. No development shall be carried out until such time as the person carrying out the work is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: In the interests of residential amenity.

12. Before development commences other than for investigative work:

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

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

- i) a risk assessment to be undertaken,

ii) refinement of the Conceptual Model, and
iii) the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for written approval.

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

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 2016 and Policy DM23 of The Development Management DPD 2017.

13. 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.

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

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

15. Living Walls and Roofs

Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- (a) A roof plan identifying where the living roofs will be located;
- (b) A substrate of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
- (c) Sections showing the diversity of substrate depths and types across the roof to provide contours of substrate, such as substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- (d) A plan showing the location of log piles / flat stones for invertebrates;
- (e) The range of native species of wildflowers 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);
- (f) Irrigation, management and maintenance arrangements.

The development shall be implemented in accordance with the approved scheme prior to its first occupation and the living roofs shall be retained and managed thereafter in accordance with the approved management arrangements. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Reason: To ensure a sustainable development that provides provision towards the creation of habitats for biodiversity, mitigate against climate change and support water retention, consistent with Policy 5.11 of the London Plan 2016 and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan 2017..

16. No part of the 'living roof' shall be used as an amenity area.

Reason: In order to protect the amenity of occupants of the adjoining residential properties consistent with Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

17. Prior to occupation details of all enclosures around the site boundary (fencing, walling, openings etc) including measures to prevent impact on the Tunnel Gardens SINC and method of installation of boundary fences adjoining the New River SINC at a scale of 1:20, have been submitted to and approved in writing by the Local Planning Authority. Details shall include the proposed design, height and materials. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: In the interest of public safety and security and to protect the visual amenity of the locality consistent with Policies 3.5, 7.4, 7.5 and 7.6 of the London Plan 2016 and Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (and any order revoking and re-enacting the order) no extensions or outbuildings shall be built and no new window or door

openings inserted into any elevation of the buildings (other than that development expressly authorised by this planning permission).

Reason: To safeguard the amenities of neighbouring occupiers and the general locality.

19. The basement works hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the Council prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith and retained for the duration of the construction works.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policy.

20. No development shall take place other than site set up and demolition works, until a drainage strategy for the control of surface water has been submitted and approved in writing by the Local Planning Authority. The drainage strategy shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

21. Prior to the commencement of development, a detailed Overheating Assessment must be submitted and approved in writing by the Local Planning Authority and shall be informed by Dynamic Thermal Modelling based on CIBSE TM59 guidance and TM49 weather files for London's future weather/temperature projections. The assessment shall be undertaken in line with the following:

- The urban dataset for the three DSYs;
- Future weather patterns to projected impacts over the time periods 2020s, 2050s and 2080s, all time periods should be modelled. Mitigation for the 2020s period must be integrated into the design through passive design measures. The risks and the mitigation strategy for the periods of the 2050s and 2080s should be set out in a retrofit plan, confirming that measures can be fitted in the future and who will own the overheating risk;
- Floor plans highlighting the modelled dwellings across the development and showing all rooms (with unique reference number). The applicant is expected to model the following most likely to overheat dwellings:
 - At least 15% of all rooms across the development site;

- All single-aspect dwellings facing west, east, and south;
- At least 50% of rooms on the top floor;
- 75% of all modelled rooms will face South or South/west;
- Rooms closest to any significant noise and / or air pollution source, with windows closed at all times (unless they do not need to be opened and confirmed in the Noise and the Air Quality Assessments).

Any overheating mitigation measures set out in an approved Overheating Assessment shall be implemented before any of the dwellings in the Block to which they relate are first occupied and retained thereafter.

Reason: To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy 5.9 of the London Plan, Draft Policy SI4 of the draft New London Plan, and Policies SP4 and DM21 of the Local Plan.

22. The development hereby approved shall be constructed in accordance with the Energy Statement Report prepared by Delta Green (dated 24 September 2020, Rev P03) delivering a 60.2% improvement on carbon emissions over 2013 Building Regulations Part L with high fabric efficiencies and air source heat pumps (ASHPs).

Prior to construction, details of the proposed ventilation and heating systems shall be submitted to the Local Planning Authority. This must include:

- efficiency and location of the proposed Mechanical Ventilation and Heat Recovery (MVHR) and ASHPs, with plans showing the rigid MVHR ducting and ASHP pipework;
- proposed noise and visual mitigation measures for the ASHP;
- evidence that the ASHP complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements.

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft New London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.

23. Prior to the first occupation of the development, a full Service and Delivery Plan (SDP) shall be submitted in writing to and for approval by the Local Planning Authority. The service and delivery plan must also include the restricted hours of delivery as agreed by the Council's parking management team. The plan shall be implemented as approved and maintained thereafter unless agreed in writing by the Local Planning Authority.

REASON: To protect amenity, reduce congestion and mitigate obstruction to the flow of traffic.

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 £33,219.48 (557 sqm x £59.64) and the Haringey CIL charge will be £128,438.63 (557 sqm x £230.59). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

INFORMATIVE :

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

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

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

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

INFORMATIVE: The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

INFORMATIVE:

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

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

Appendix 2 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>Access arrangements As a car free development, there will be foot and cycle access only to the houses, from the track to the side of No. 138 Station Road, and from another foot connection off Barratt Avenue. It is assumed a keyfob security system or similar will be in place.</p> <p>It is detailed that fire tender access will not be required as a sprinkler system will be installed in the new units, the emergency services will have to confirm their approval or the proposed arrangements.</p> <p>Car Parking considerations This is proposed as a car free development. It has very good accessibility to public transport services, and it would be appropriate as a permit free site. If granted consent, the applicant will have to enter into the appropriate planning agreement to meet the Council's costs of formalising the permit free status and prevent the new occupiers from obtaining CPZ permits.</p> <p>Whilst appropriate for the status of a car free/permit free site, all of the units are family sized units so there is potential for some additional car parking demands being generated. The applicant has included within their TA details of a Parking Stress Survey carried out during February 2020, and this recorded parking stresses at 60% within Station Road, with 6 spaces available out of the 15 in the closest proximity to the site. Parking pressures were high within Barratt Avenue with only two spaces available.</p> <p>2011 census recorded average car ownership at around 0.55 vehicles per household, and considering this information is now 10 years old, the permit free status, and very good access to public transport services, it is considered that any new parking demands arising from the site will be minimal and should not create any adverse parking impacts.</p>	<p>Comments noted and condition attached in relation to the submission of a Construction Management Plan, cycle storage, refuse storage and delivery and servicing plan.</p> <p>The development would be subject to a S106 agreement relating to restricting future occupiers obtaining car parking permits and car club provision.</p>

Stakeholder	Question/Comment	Response
	<p>It is suggested also that a car club facility be provide and funded by the developer, given these are all family sized houses. The applicant should liaise and consult with the car club operator and obtain their recommendations for provision for these units. It is expected that their recommendation will be for three years membership and a £50 driving credit per household. Provision of a car club facility for the development will reduce the likelihood of parking demands arising from the development and can be included within the S106.</p> <p>Cycle parking It is noted that two cycle parking spaces are proposed for each unit to be incorporated into the houses themselves. In principle this is fine subject to the proposed arrangements having sufficient security and space to easily and comfortably store two cycles. Full details are required for review and approval prior to commencement of the works and this can be covered by condition.</p> <p>Two visitor cycle parking spaces are proposed for location in the small green area to the south of the new units. Given there will be some form of keyfob security or similar this should be fine with respect to visitor cycle parking security.</p> <p>Delivery and servicing arrangements In total it is proposed that there would be on average one servicing/delivery trip to the houses per day. In reality this could be higher than that, however in any event, there will be opportunities for delivery/service vehicles to park and well within CPZ bays for up to 20 minutes to make deliveries so this is not expected to be problematical.</p> <p>Refuse and recycling arrangements A bin store is proposed for location along the main access track from Station Road to the site. It is detailed that bins here will be within the requisite maximum pull distances permitted by the Council (10m to the highway).</p> <p>Construction Phase Transportation have already commented on the submitted CLP and</p>	

Stakeholder	Question/Comment	Response
	<p>the separate comments are added to this response. There are details still required for the CLP that need to be provided for review and this should be conditioned for approval prior to commencement of the construction works to ensure safe and workable arrangements are in place.</p> <p>Summary This application is for redevelopment of the land behind Nos. 124 to 138 Station Road, to construct 6 new residential dwellings and retain and refurbish No. 140 Station Road. It is proposed as a car free development. In principle this is acceptable and appropriate, subject to the development being formally designated as car free, and the provision of a car club facility, both to be covered within the S106. In addition to this the developer will need to fund the reinstatement of the redundant crossover and footway and should enter into the appropriate agreements to do so. Again, this can be covered via the S106. Finally, full details of the cycle parking arrangements will be required for review and approval prior to commencement of the works for the development and this can be covered by condition along with a completed final version of the Construction Logistics Plan.</p> <p>Subject to the above condition and S106 contributions, Transportation does not object to the application.</p> <p>The following comments relate to the CLP included in the application.</p> <p>The overall aims of the applicant's CLP are as follows;</p> <ul style="list-style-type: none"> • To ensure construction vehicles are timed such that only one attends the Site at any one time. • To ensure no construction vehicles will load on-street with all accommodated within off-street loading facilities. • To ensure pedestrian and cyclist safety is maintained at all times along Station Road <p>The submitted CLP is a draft pending appointment of a contractor for the construction work for the development. Transportation have</p>	

Stakeholder	Question/Comment	Response
	<p>reviewed it and have the following comments;</p> <ul style="list-style-type: none"> • An 18 month build out is proposed, a programme will be required that details the durations of the different phases of the work (demolition, foundations, main build etc.) • For the initial demolition phase, skip lorries and any associated construction vehicles for that phase will need to reverse into the site under banksmen supervision to enable exit in a forward gear. • Upon completion of the demolition it is detailed all vehicles will be able to enter and exit in a forward gear. • The largest vehicle proposed to access the site is a readymix lorry, 2.39 metres wide and 8.36m long. • Whilst swept path plots have been provided showing vehicles are able to make manoeuvres, the swept paths plots do not appear to have 300mm safety buffers included. More details should be provided as to the clear widths available at the site access adjacent to No. 138 Station Road and along the access track into the site. • There are no details of the numbers of construction vehicles arrivals and departures on a daily/weekly basis. The document details this information can be provided in an updated CLP upon appointment of a main contractor. • It is commented that 'best endeavours' will be employed to avoid arrivals and departures during the 08:00-09:00 and 15:00-16:00 periods. These periods should be expanded to 0800 – 0930 and 1500 – 1630. There is also reference to demolition vehicles only arriving or departing during the 0930 – 1430 period. The regime of permitted arrival and departure times should be clarified to avoid peaks and school day start and finish periods so the 0930- 1500 period seem most appropriate. 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • There is reference to scheduling of vehicle arrivals and departures, there will need to be a managed slot booking system employed by the site to avoid construction related vehicles waiting on the highway and adhere to the time periods referred to above. • The use of the northern side of Station Road for vehicle waiting/holding is proposed for up to 40 minutes. In principle vehicle waiting/holding should not be happening on the Highway, the scheduling/slot system should ensure this does not happen. The proposed location, if it is the short length of Single Yellow line close to the site, has access points for Thames Water and the Electrical utility company, and parked lorries at this location would also block the advisory cycle lane towards Wood Green Town Centre. So, this would not be acceptable. If the applicant wishes to utilise holding areas of any sort, they need to agree anything proposed for the public highway with the Borough's Network Management Team in the first instance and there is no guarantee they will be amenable to any proposals. <p>Summarising, whilst the draft CLP does provide some useful information, a finalised version should be provided for review and approval prior to commencement of the works. In particular, for the following;</p> <ul style="list-style-type: none"> • Clarification of the access widths at the narrowest points and along the access track • Provision of swept path plots with 300mm safety buffers to confirm that the proposed regime of vehicles serving the site is appropriate given the width available for access • Clarification of the regime for permitted hours for arrivals and departures • Confirmation that no vehicles will wait on the highway. And provision of agreed details for any vehicle holding/waiting arrangements 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • A phased programme for the build out plus confirmation of the numbers of construction vehicle arrivals and departures to and from the site on a daily/weekly basis • Confirmation of the arrangements for ensuring no debris or dust appears on the highway and associated wheel washing/highway inspection/cleaning regime proposed. <p>Upon sight of the updated CLP Transportation can review.</p>	
Building Control	This BiA is very much a desktop study, there is no site investigation, no site specific boreholes and no construction details – all of which could be pre commencement conditions.	Noted and conditions attached requiring a site investigation, site specific boreholes and construction details.
Conservation	<p>The development site lies within Wood Green Common Conservation Area, in close proximity to the New River, to Avenue Gardens and to the Common and is significantly constrained from the residential terraces which were erected between the end of the 19th century and early 20th century respectively along Barratt avenue and Station Road.</p> <p>Since then, the site has been framed to the north and south by the back gardens of the terraces and seems to have been independently used.</p> <p>It has an almost triangular shape with an east-west orientation and is accessed from Station Road via an entrance route which runs along the west flank of the end of terrace at No 138. The route leads to the back of the terrace, where there is a two storey brick building probably built at the same time as the terrace along Station road, as the historic 1914 OS map seems to suggest.</p> <p>The site is currently in poor conditions and cluttered with dense, overgrown vegetation and a number of run-down sheds which detract from the character and quality of the Conservation Area. It requires enhancement and also provides an opportunity for development, being very close to the metropolitan centre, amenities and public transport connections of Wood Green.</p>	Noted and conditions attached requiring materials and detail specifications to be submitted prior to the commencement of works.

Stakeholder	Question/Comment	Response
	<p>Within this context it is now proposed to demolish the existing structures, including the brick building by the access route and erect 6 dwellings sunk in a landscaped area and complemented by a community garden.</p> <p>The proposal has been developed in consultation with both conservation and urban design officers and originates from a comprehensive design exploration based on clear understanding of the green and visually open character of the site as well as from full appreciation of its spatial and visual relationship with the back gardens of the surrounding residential terraces.</p> <p>The proposed development is purposely founded on a lower level than the existing residential terraces so to respect and retain the primacy of the surrounding terraces and is totally integrated in its landscape, so to not overwhelm the existing rear gardens and so to not detract from the views from the rear elevations of the terraces.</p> <p>The scheme aims to provide the highest level of integration possible with the natural and built landscape of the Conservation Area and is designed to retain the green, open and self-contained character of the site as well as improving its landscaped and built quality and the views from the surrounding houses into the site.</p> <p>The curved forms of the proposed development, the undulate building line and the green roofs aim to mitigate the impact of new development on the surrounding private gardens and create a coherent site experience together with the proposed community garden on site.</p> <p>It may be useful to note that the existing 'coach house', which seems a very utilitarian, ancillary building, sits in a secluded location far from the street-front and is constrained in the north-west corner of the development site. Besides being an old building it is not identified or designated as a heritage asset or positive contributor to the Conservation Area, which would require at least a degree of architectural and historic interest or townscape merit, and there is no presumption for said structure to be retained. This application correctly identifies the heritage assets impacted and</p>	

Stakeholder	Question/Comment	Response
	<p>sensitively turns a neglected interstitial site into much needed residential accommodation and public garden while preserving the landscaped qualities of the site and of the Conservation Area.</p> <p>The proposed development is considered to be of appropriate scale, massing and architectural quality and would preserve the character and appearance of the conservation area without cause any harm, actually improving its quality and is therefore supported form conservation grounds depending on approval of the following:</p> <ul style="list-style-type: none"> • Detail design to scale 1:20 in plan section and elevation of proposed buildings and landscape • Detail design to scale 1:20 in plan section and elevation of proposed architectural lighting and • Details to scale 1:10 and material specification of windows, rooflights, doors, walls, stairs, roofs, green roofs, balustrades, finishes. All details both internal and external. • Material samples of the above details to be submitted in the form of sample panels for approval. 	
<p>Design Officer</p>	<p>Design Approach The five 2 storey terraced dwellings with undulating meadow roof is set into the ground to reduce the height and impact on surrounding properties by appearing single storey.</p> <p>The residential offer is modern and high quality, each home has dedicated cycle storage, promoting active travel, and the larger three of the five houses have a separate office and a small amount of desk space for home working.</p> <p>Each home has a generous amount of private external amenity, a hard-landscaped terrace accessible from the bedrooms at lower ground level.</p> <p>Each of the terraced homes is single aspect, however shallow enough in plan to receive good levels of sunlight from the south and daylight from roof lights. The amount of overhang fluctuates giving each home a different quality of light. It is advised that the levels of</p>	<p>Noted and conditions attached requiring details of materials, landscaping and management and green roof details.</p> <p>Conservation Officer has not objected to the demolition of the Coach House building.</p> <p>Daylight assessment provided demonstrates that the proposed units would receive sufficient levels of daylight.</p>

Stakeholder	Question/Comment	Response
	<p>light are somewhat equalised between the homes, and that some daylight testing should be carried out on the design to better appreciate the impact of the roof design.</p> <p>The existing structure of the existing two storey coach house could be retained and refurbished to anchor the new development in the existing context and reduce the amount of demolition on site. An investigation into the condition of existing buildings should be carried out before opting to demolish. As a new two storey structure it does not follow the same architectural logic of the proposed terrace, and appears over-scaled and insensitive to the site. The current office/studio use of this building is already suitable for the site, and there should be a consideration to retain it to create a more balanced, mixed small development.</p> <p>Rainwater harvesting recommended in BIA - could the applicant provide clarification of how this will be actioned through the design?</p> <p>Landscape 15 trees on the site will be lost to accommodate the development, however the proposed comprehensive soft and hard landscape strategy introduces a minimum of 3 new trees will be planted to replace the 3 felled category B trees. In addition, diverse plant species will be added to the existing natural character of the site, as well as the public benefit of a communal garden and additional high quality homes.</p> <p>Intensifying planting on the site's boundary gives natural screening and enhanced visual amenity to the surrounding neighbours, reducing the potential visual impact of the new development on existing residents.</p> <p>The introduction of water to the site with the pond and rill will bring in new wildlife and enhance the site to be used and enjoyed by children in particular. With the proposed safety grids in place this could be a pleasant, child friendly space for the local communities to use. The felled trees could be reused on site as interpretive play</p>	

Stakeholder	Question/Comment	Response
	<p>structures or the timber could be otherwise repurposed within the design.</p> <p>The landscape maintenance plan and management schedule are very clear and ensure that the publicly accessible areas of the site remain clean and well looked after.</p> <p>Materials The proposed hard landscaping materials are permeable, robust and durable elements that should weather well with low maintenance requirements, such as Corten steel for raised planters, gabion walls, and the Grasscrete provides a permeable, and visually fitting surfacing for vehicular access. The overall palette of materials is high quality and well balanced, integrating well with the natural environment.</p> <p>The applicant demonstrates that the Bauder meadow roof system has been used successfully in other precedent projects, and that the team have experience delivering this type of construction in their portfolio.</p>	
Carbon Management	<p>On 25/09/2020, the applicant submitted a revised Energy Statement Report (dated 24 September 2020, Rev P03) and appendices with SAP calculations and the carbon emission reporting spreadsheet.</p> <p>Sustainability No response has been provided in relation to the sustainability points made above, this aspect of the scheme is still not supported in principle.</p> <p>Be Lean It is good to see the fabric has been improved in response to the earlier comments. The carbon savings under Be Lean are now 23%, which is supported.</p> <p>Proposed fabric properties have been improved to: Floor u-value 0.13 W/m2K</p>	<p>Noted and conditions attached requiring details of green roofs, an overheating statement, and ventilation and heating systems to be submitted. The proposal is to be built in accordance with the submitted energy strategy.</p> <p>The development would not be subject to a carbon offset contribution as it does not relate to a major development and therefore does not meet this requirement.</p>

Stakeholder	Question/Comment	Response																		
	<p>External wall u-value 0.13 W/m2K Roof u-value 0.13 W/m2K Door u-value 1.40 W/m2K Window u-value 1.40 W/m2K G-value 0.76-0.80 Air permeability rate 3 m3/hm2 @ 50Pa MVHR efficiency 89%</p> <p>Carbon offset contribution The total emission savings have been increased to 60.2%. Whilst not zero carbon, this improvement is supported. A carbon offset contribution will be due for this scheme.</p> <table border="0"> <thead> <tr> <th></th> <th>tCO2</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Baseline emissions</td> <td>12.23</td> <td></td> </tr> <tr> <td>Be Lean savings</td> <td>2.81</td> <td>23%</td> </tr> <tr> <td>Be Clean savings</td> <td>0</td> <td>0%</td> </tr> <tr> <td>Be Green savings</td> <td>4.55</td> <td>37.2%</td> </tr> <tr> <td>Cumulative savings</td> <td>7.36</td> <td>60.2%</td> </tr> </tbody> </table> <p>Carbon shortfall to offset (tCO2) 4.87</p> <p>The indicative carbon offset contribution will be £13,879.50. [Based on 4.87 tCO2 x £95 x 30 years]</p> <p>Overheating The applicant submitted the Domestic Overheating Checklist, which is useful to see. However, a dynamic thermal assessment still needs to be undertaken to demonstrate the risk of overheating has been minimised. If this cannot be provided prior to determination, this report should be conditioned.</p> <p>Planning conditions</p> <p>Overheating Prior to the commencement of development, a detailed Overheating Assessment must be submitted and approved in writing by the</p>		tCO2	%	Baseline emissions	12.23		Be Lean savings	2.81	23%	Be Clean savings	0	0%	Be Green savings	4.55	37.2%	Cumulative savings	7.36	60.2%	
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Stakeholder	Question/Comment	Response
	<p>Local Planning Authority and shall be informed by Dynamic Thermal Modelling based on CIBSE TM59 guidance and TM49 weather files for London's future weather/temperature projections. The assessment shall be undertaken in line with the following:</p> <ul style="list-style-type: none"> - The urban dataset for the three DSYs; - Future weather patterns to projected impacts over the time periods 2020s, 2050s and 2080s, all time periods should be modelled. Mitigation for the 2020s period must be integrated into the design through passive design measures. The risks and the mitigation strategy for the periods of the 2050s and 2080s should be set out in a retrofit plan, confirming that measures can be fitted in the future and who will own the overheating risk; - Floor plans highlighting the modelled dwellings across the development and showing all rooms (with unique reference number). The applicant is expected to model the following most likely to overheat dwellings: <ul style="list-style-type: none"> - At least 15% of all rooms across the development site; - All single-aspect dwellings facing west, east, and south; - At least 50% of rooms on the top floor; - 75% of all modelled rooms will face South or South/west; - Rooms closest to any significant noise and / or air pollution source, with windows closed at all times (unless they do not need to be opened and confirmed in the Noise and the Air Quality Assessments). <p>Any overheating mitigation measures set out in an approved Overheating Assessment shall be implemented before any of the dwellings in the Block to which they relate are first occupied and retained thereafter.</p> <p>Reason: To enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy 5.9 of the London Plan, Draft Policy SI4 of the draft New London Plan, and Policies SP4 and DM21 of the Local Plan.</p> <p>Energy Strategy</p>	

Stakeholder	Question/Comment	Response
	<p>The development hereby approved shall be constructed in accordance with the Energy Statement Report prepared by Delta Green (dated 24 September 2020, Rev P03) delivering a 60.2% improvement on carbon emissions over 2013 Building Regulations Part L with high fabric efficiencies and air source heat pumps (ASHPs).</p> <p>Prior to construction, details of the proposed ventilation and heating systems shall be submitted to the Local Planning Authority. This must include:</p> <ul style="list-style-type: none"> - efficiency and location of the proposed Mechanical Ventilation and Heat Recovery (MVHR) and ASHPs, with plans showing the rigid MVHR ducting and ASHP pipework; - proposed noise and visual mitigation measures for the ASHP; - evidence that the ASHP complies with other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification Requirements. <p>Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft New London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.</p> <p>Living roofs Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. The details shall include:</p> <ul style="list-style-type: none"> (a) A roof plan identifying where the living roofs will be located; (b) A substrate of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs; (c) Sections showing the diversity of substrate depths and types across the roof to provide contours of substrate, such as substrate mounds in areas with the greatest structural support to provide a variation in habitat; (d) A plan showing the location of log piles / flat stones for invertebrates; (e) The range of native species of wildflowers and herbs 	

Stakeholder	Question/Comment	Response
	<p>planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native); (f) Irrigation, management and maintenance arrangements.</p> <p>The development shall be implemented in accordance with the approved scheme prior to its first occupation and the living roofs shall be retained and managed thereafter in accordance with the approved management arrangements. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.</p> <p>Reason: To ensure a sustainable development that provides provision towards the creation of habitats for biodiversity, mitigate against climate change and support water retention, consistent with Policy 5.11 of the London Plan 2016 and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan 2017.</p>	
Drainage Officer	<p>I do apologise for the delay responding to you, I did initially start to review the BIA, report where the drainage information can be found, as the site is minor the LLFA, wouldn't normally provide comments and a Flood Risk Assessment is not required.</p> <p>Based on the information in the report, the area isn't in a CDA, and is classified as a low risk of flooding according to the Environment Agency maps. The applicant could provide more detail how the surface water would be dealt with on the site, there's no information on existing runoff rates or proposed discharge rates, this could be provided on the Haringey, pro-forma, supported by a drainage strategy and drawings.</p> <p>The report didn't raise anything that would cause concern for us. Please let me know if you need anything else from us at this stage.</p> <p>If you do include a condition, it could be based around the following: - no development shall take place other than site set up and demolition works, until a drainage strategy for the control of surface water has been submitted and approved in writing by the LPA?.</p>	Noted and a condition requiring details of a drainage strategy is to be attached.

Stakeholder	Question/Comment	Response
EXTERNAL		
Historic England	<p>The above case has been brought to my attention by a local resident. The scheme falls just outside the Wood Green Archaeological Priority Area but in view of the bulk excavation proposed for the development, and the wide impact on any buried remains that would arise, I offer the following advice. My advice is informed by the applicant's heritage statement and the study produced by Mr Colin Kerr.</p> <p>Past archaeological investigation in the area has been very limited and thus far I am not aware of any fieldwork projects seeking to elucidate Wood Green's past. There are a handful of records of spotfinds of prehistoric material in the wider landscape and the local settlements may have mediaeval or even Saxon roots. The north west edge of the site is bounded by the original course of the New River before its route was shortened in the 1850s.</p> <p>I am grateful for Mr Kerr's reproduction of the 1619 Dorset Plan, which shows a building on the application site and this may be the same building also shown on the First Edition OS plan before it was demolished in the late nineteenth century and which is referred to as The Grange in the material. This building and its neighbours faced the green of Wood Green itself and, in common with settlement patterns elsewhere in the borough as well as in LBs Enfield and Waltham Forest, this position may represent a historic settlement focus common to the area.</p> <p>The bulk excavation proposed to develop the site would result in the removal of any buried archaeological remains, including any remnants of the seventeenth century building.</p> <p>Should the LPA grant consent for the scheme, I recommend that the following condition be added to any forthcoming consent in order to identify any remains and then appropriately manage harm to them, through investigation and improved public understanding of the area's heritage:</p>	

Stakeholder	Question/Comment	Response
	<p>CONDITION:</p> <p>No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.</p> <p>If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:</p> <p>A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works</p> <p>B. Where appropriate, details of a programme for delivering related positive public benefits.</p> <p>C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.</p> <p>Informative:</p> <p>Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.</p>	

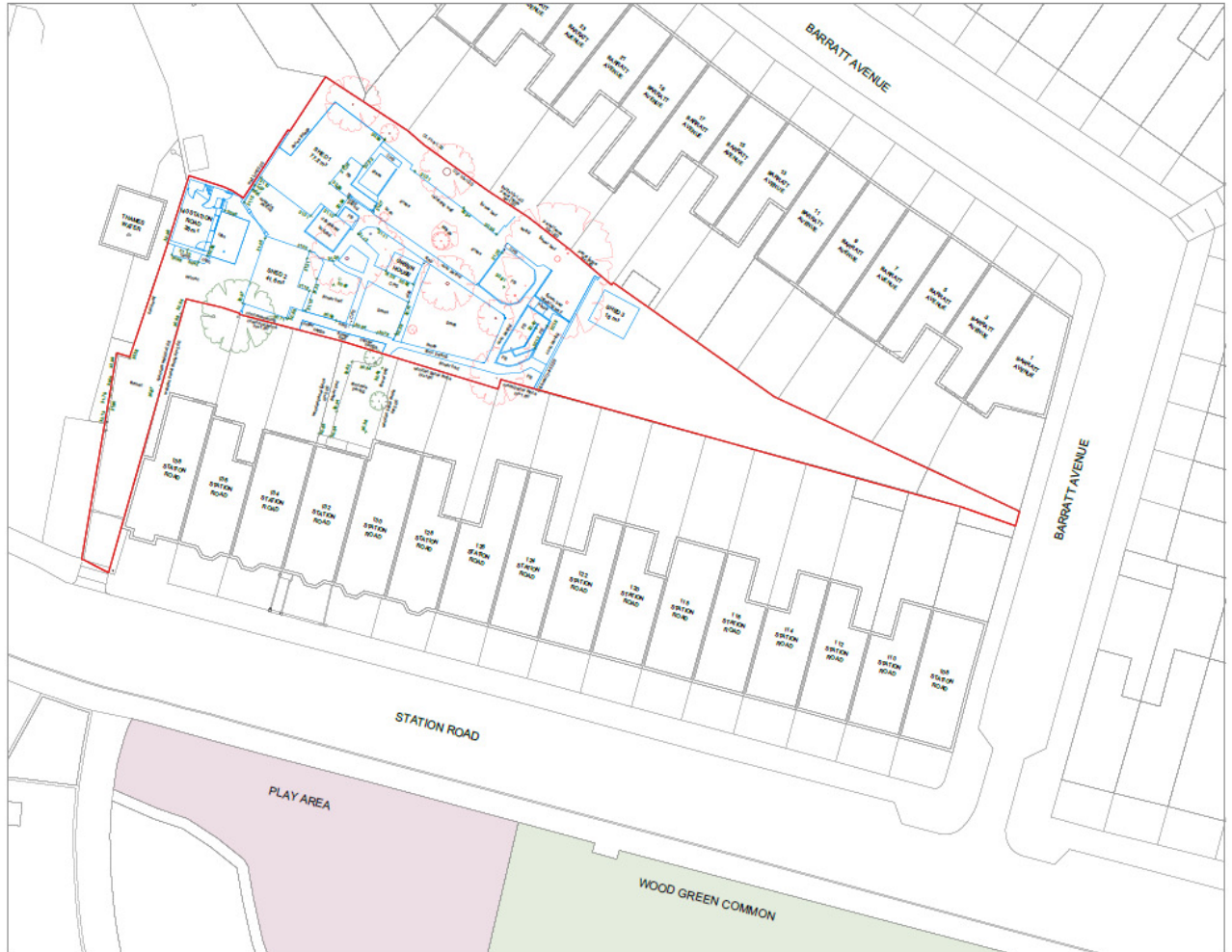
Stakeholder	Question/Comment	Response
Local Representations		
Cllr Peter Mitchell	<p>In line with the Planning Protocol (section 2.21), I would like to request that the application HGY/2020/1841, land at the rear of 132 Station Road N22, is referred to the Planning Committee for determination if officers are recommending it for approval.</p> <p>This is a significant backland development and there is likely to be substantial local interest, as there was for the previous application, HGY/2017/2182, which was referred to the Planning Committee. The application was refused by the Committee and an appeal was dismissed.</p> <p>The previous application was for 3 houses, while this latest one is for 6 houses, though this does include the demolition of an existing building which was not part of the previous application.</p> <p>I have already been approached by residents asking if this can go to the Planning Committee.</p>	
NEIGHBOURING PROPERTIES		
	<ol style="list-style-type: none"> 1 Housing needs are already being met 2 Noise and disturbance 3 Increase in traffic 4 Out of character with the open space / conservation area 5 Light pollution 6 Loss of biodiversity / wildlife / protected species 7 Safety concerns during construction 8 Materials at odds with conservation area 	<p>1. Government policy as set out in the National Planning Policy Framework 2019 requires Local Planning Authorities to significantly boost the supply of housing. The 2020 Housing Delivery Test (HDT) results were published on 19 January 2021 and as a result the LPA is now a “presumption authority” and paragraph 11d of the NPPF is relevant. Given the Council’s delivery of housing over the last three years is substantially below its housing target and so paragraph 11d) of the NPPF is engaged by virtue of footnote 7 of the NPPF.</p> <p>2. This is a residential area. Proposed additional residential dwellings would not lead to noise creation harmful to the amenity of neighbouring residents.</p>

Stakeholder	Question/Comment	Response
	<p>9 Plumbing and drainage issues</p> <p>10 Overlooking and loss of privacy</p> <p>11 Re-development of existing building on site overbearing</p> <p>12 Loss of employment</p> <p>13 Overdevelopment of the site</p> <p>14 Impact from the basement</p> <p>15 Security issues</p> <p>16 Archaeological impacts</p>	<p>3. Officers are of the opinion that the scheme would not result in an increase in parking demand that would have an adverse impact upon supply of on street parking within the local area.</p> <p>4. The design of the proposed dwellinghouses is considered to be acceptable and would not harm visual amenity or the character and appearance of the conservation area.</p> <p>5. The potential for light pollution is not considered to be harmful.</p> <p>6. The site is not a designated site for Nature Conservation and the impact on local ecology is not considered to be harmful.</p> <p>7. LBH Transportation have been consulted and consider that these issues can be dealt mitigated against by the submission of a Construction Management Plan.</p> <p>8. The provisional details of materials are considered to be of high quality. More detailed information regarding materials is to be submitted as part of a condition.</p> <p>9. The site is not within a Critical Drainage Area. The Council's Drainage Officer has been consulted and raised no in principle objections. A condition is to be attached requiring a drainage strategy be submitted prior to works commencing on site.</p> <p>10. The development is not considered to result in unacceptable levels of overlooking or loss of privacy to neighbouring occupiers.</p>

Stakeholder	Question/Comment	Response
		<p>11. The buildings would be relatively low in height and would not result in an unacceptable overbearing impact.</p> <p>12. The proposal would not involve the loss of any designated employment land or floorspace. The loss of the use of the existing building would not be significant in employment terms. The proposed use would be residential and more appropriate land use for the locality.</p> <p>13. Site coverage and layout is considered to be acceptable.</p> <p>14. A Basement Impact Assessment (BIA) has been submitted in line policy and no significant harm to surrounding buildings was identified. No further technical evidence has been submitted to refute the findings of the BIA.</p> <p>15. The site is a vacant backland plot. It is considered that security would be improved given increased passive surveillance resulting from occupation.</p> <p>16. The site is not located within a designated area for Archaeological importance. Comments have been received by GLAAS of Historic England and suggested conditions have been attached in relation to a written scheme of investigation.</p>

Appendix 3 Plans and Images

Site Location Plan





Proposed Site Plan



Site image (looking north)



Site image (looking south)



View of Access Road into site from Station Road.



View of one of existing structures on site



View of one of existing structures on site



Internal view of one of existing structures on site



View of site from the rear of 138 Station Road



View of site from the access from Barratt Avenue



View of site from the access from Barratt Avenue



Basement Plan



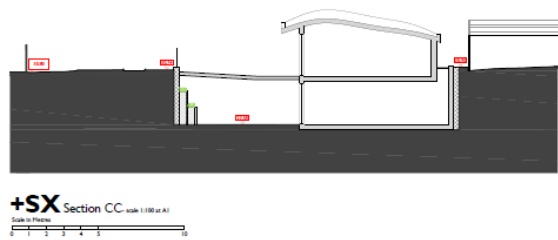
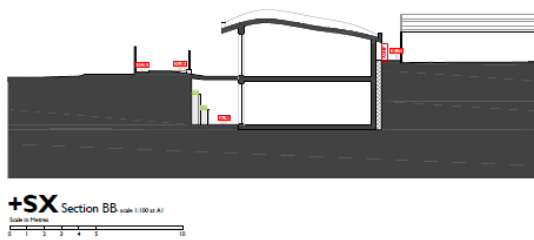
Ground Floor Plan



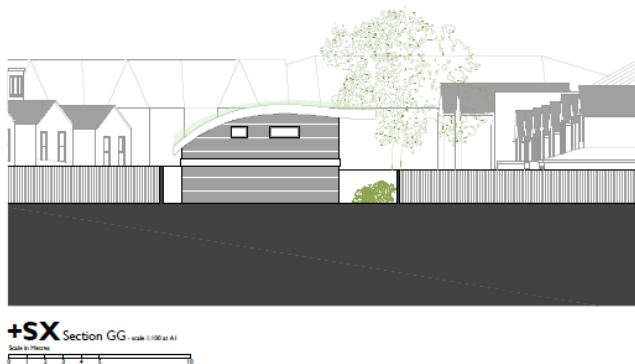
First Floor Plan



Roof Plan



Section / Elevation Drawing



Side Elevation Drawing of Coach House Building



+SX Section DD - scale 1:100 (at A1)



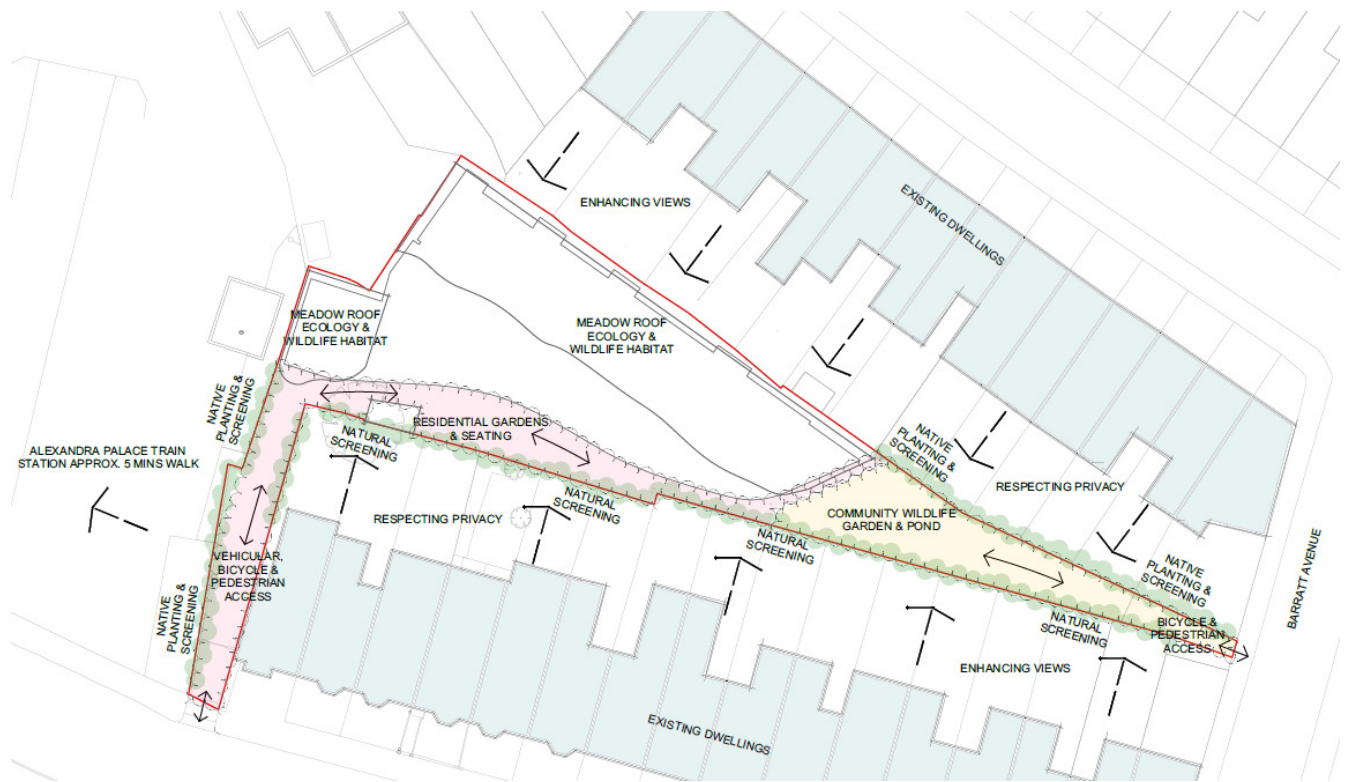
+SX Section EE - scale 1:100 (at A1)

+SX Section FF - scale 1:100 (at A1)

Elevation Drawings



Landscape Plan



Landscape Strategy Plan

Appendix 4 Appeal Decision APP/Y5420/W/18/3196614



Appeal Decision

Site visit made on 13 June 2018

by Elaine Gray MA(Hons) MSc IHBC

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 29th June 2018

Appeal Ref: APP/Y5420/W/18/3196614

Land at the rear of 132 Station Road, Wood Green, London N22 7SX

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Danny Sofizade against the decision of the Council of the London Borough of Haringey.
 - The application Ref HGY/2017/2182, dated 21 June 2017, was refused by notice dated 22 January 2018.
 - The development proposed is demolition of existing structures and redevelopment of the site to provide 3 no. two storey family sized dwellings (with basement floors) and associated refuse shelters, cycle parking and additional landscaping.
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Decision

1. The appeal is dismissed.

Preliminary Matters

2. The description of the development varies between the application form and the subsequent documents. I have used the version given on the decision notice, as it describes the proposal more accurately.

Main Issues

3. The main issues are the effect of the development on the character or appearance of the Wood Green Common Conservation Area, and whether the development would provide adequate living conditions for future occupants, with particular reference to access arrangements to the site.

Reasons

Conservation area

4. The Wood Green Common Conservation Area (CA) is characterised by terraces of residential buildings which are interspersed with large areas of green space that were previously combined as a large common. A number of other building types are present, such as institutional, educational and retail premises. The appeal site comprises a triangular piece of land that is confined on three sides by terraces on Barratt Avenue, Park Avenue and Station Road. These streets comprise predominantly two storey buildings whose traditional character is typical of that found in the CA.
5. The appeal site is currently occupied by a number of structures associated with its use as a garden area for 132 Station Road. It is subservient in terms of the small scale and impermanent nature of the buildings, and its informal, natural

appearance. The historic maps indicate that the site has remained largely undeveloped since it was enclosed by the surrounding development. As a result, its historic form and layout remain clearly legible.

6. The site also provides an important contrast to the bustle of the surrounding streets in a busy urban area. Although largely hidden from public view, it is overlooked by a substantial number of private residences. It is quiet and tranquil, providing a degree of spaciousness within the tight grain of the terraces. The existing planting softens the site's appearance, and provides a buffer between the buildings, promoting an ambiance of privacy and seclusion. I note that the Wood Green Common Conservation Area Appraisal identifies the site as a neutral contributor to the area. However, in my view, all these attributes contribute positively to the significance of the CA.
7. The development would create three detached new dwellings, whose access would be taken from Station Road along the existing lane. The proposed new dwellings would broadly reflect the footprints of the existing structures, and their position closest to the access track. However, the development would introduce a cluster of principal dwellings within an area that is defined by ancillary structures. It therefore would be at odds with the prevailing historic pattern of development in the CA, whereby the principal elevations of the houses face directly onto the street, rather than a secondary space.
8. The new dwellings would be built with a basement level so as to appear single storey in height, and would be installed with green roofs. However, the green roofs would not have the same visual qualities as the garden land. The scheme would also provide landscaped gardens, reflecting to a degree the existing appearance of the site. Nonetheless, by its nature and usage, the residential development would fundamentally alter the character of the site, introducing hardscaping, lighting and domestic paraphernalia where none currently exist. Whilst the development would be physically lower in height than the terraces, the significance of the site as a subordinate space would be lost, and as a result, the character and appearance of the CA would be unacceptably harmed.
9. Accordingly, overall, the proposal conflicts with the overarching statutory duty as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990, which must be given considerable importance and weight, and with the National Planning Policy Framework (the NPPF), which seeks to protect heritage assets. In addition, it would fail to comply with Policy SP11 of the Haringey Local Plan, which requires development to respect local character and historic significance, and Policy DM1 of the Haringey Development Management DPD (DPD), insofar as it seeks a positive contribution to the distinctive character of the local area.
10. It would also conflict with DPD Policy DM9 and Policy 7.8 of the London Plan (LP), which jointly seek to protect heritage assets, LP Policy 7.4, which relates to local character, and LP Policy 7.6, insofar as it requires development design to be appropriate to its context.
11. Although serious, the harm to the heritage asset in this case would be less than substantial, within the meaning of the term in paragraph 133 of the NPPF. Paragraph 134 requires that, where a proposal would lead to less than substantial harm, the harm should be weighed against the public benefits of the proposal.

12. The scheme would add three dwellings to the housing supply in an accessible location, which is to be given significant weight. Were it able to be achieved, the removal of the metal gate would result in a small visual improvement to the CA. However, these factors would not outweigh the harm I have identified.
13. Paragraph 132 of the NPPF states that great weight should be given to the conservation of a designated heritage asset and any harm requires clear and convincing justification. Drawing all the above factors together, the combined public benefits do not outweigh the harm I have identified to the heritage assets.

Living conditions

14. The Council's second reason for refusal relates to the proposed general access arrangements to the site for services. I note that there would be no vehicle access to the development.
15. However, the refuse storage area would be located adjacent to the end of the access track, and I do not consider the distance from the street to be excessive. The Council has suggested a condition be imposed, in the event that I were to allow the appeal, seeking details of a scheme for the storage and collection of refuse from the premises. I am satisfied that such a condition would be sufficient to address this matter. In terms of access for fire-fighting, the installation of sprinkler systems within the new dwellings would be required by Building Regulations to mitigate fire risk, and so the scheme is acceptable in this regard.
16. The track is fairly wide, and is mostly visible from Station Road, and so would benefit from natural surveillance. On my visit, it did not strike me as being unappealing or potentially unsafe, and there is little evidence before me of the security problems alluded to be the Council. I agree that home deliveries are part of modern life, but there is little evidence to suggest that these could not be accommodated.
17. In its statement of case, the Council refers to the issues of access for mobility impaired and elderly users. It is clear that the development would not be suitable for those dependent on the use of the car for mobility. However, it is not unusual in densely populated urban areas for a proportion of residences to be inaccessible directly by car, and car-free developments are common in areas with good public transport links. Therefore, a conflict would arise with DPD Policy DM2, insofar as it requires new developments to be able to be used by all. Nonetheless, having regard to the policy's aims, it would otherwise provide an acceptable standard of access and therefore is not in conflict with the policy as a whole. I therefore find that the conflict in this case would not be so harmful as to warrant the withholding of planning permission.
18. I therefore conclude that the proposed development would provide adequate living conditions for future residents in terms of access arrangements. It would thus accord with DPD Policy DM7, which amongst other things, seeks to ensure good access, and with the overall aims of DPD Policy DM2.

Other Matters

19. The grade II listed tunnel entrance to the New River is located to the west of the site. However, it would not appear to be intervisible with the appeal site,

and there is no compelling evidence to show that its setting would be harmed by the development proposal.

20. I note that the scheme has undergone a number of revisions, and that the planning officer's report was favourable towards the development. I have also had regard to Policy H2 of the Draft London Plan, which relates to small sites. However, these matters have not led me to a different conclusion.
21. My attention has been drawn to four approved developments within the same Council area that the appellant considers comparable to the appeal scheme. All four related to land either within, or on the edge of a conservation area. However, I am not aware of the full details of the circumstances that led to these proposals being accepted, and so I cannot be sure that they represent a direct parallel to the appeal proposal. Whilst these examples demonstrate that the development of small backland sites was acceptable in each of these cases, I am bound to consider the appeal scheme on its own merits, and on the evidence before me.
22. I note that the first two examples, one at land to the rear of Cornwall Avenue and one at the rear of 60-68 Cecile Park, were determined in 2008, and so they pre-date the adoption of the NPPF, which further limits the weight I can afford them. I have also taken into account the recent court judgement, *Dorothy Bohm v SSCLG [2017] EWHC 3217*, which is cited by the appellant. However, I am satisfied that the scheme as a whole has been fully considered in this case.
23. I acknowledge the appellant's stance that the site is a wasted resource, and that the appeal scheme would be an efficient use of the land. However, I do not share the view that open, undeveloped spaces within conservation areas, particularly those within urban locations, are inherently without value. Furthermore, the aim of optimising the development potential of the site would not strike an acceptable balance with the harm I have identified.

Conclusion

24. Despite the fact that the development would provide adequate living conditions for future occupiers, it would unacceptably harm the character and appearance of the conservation area. The proposed development would thus conflict with the development plan as a whole, and so the appeal is dismissed.

Elaine Gray

INSPECTOR