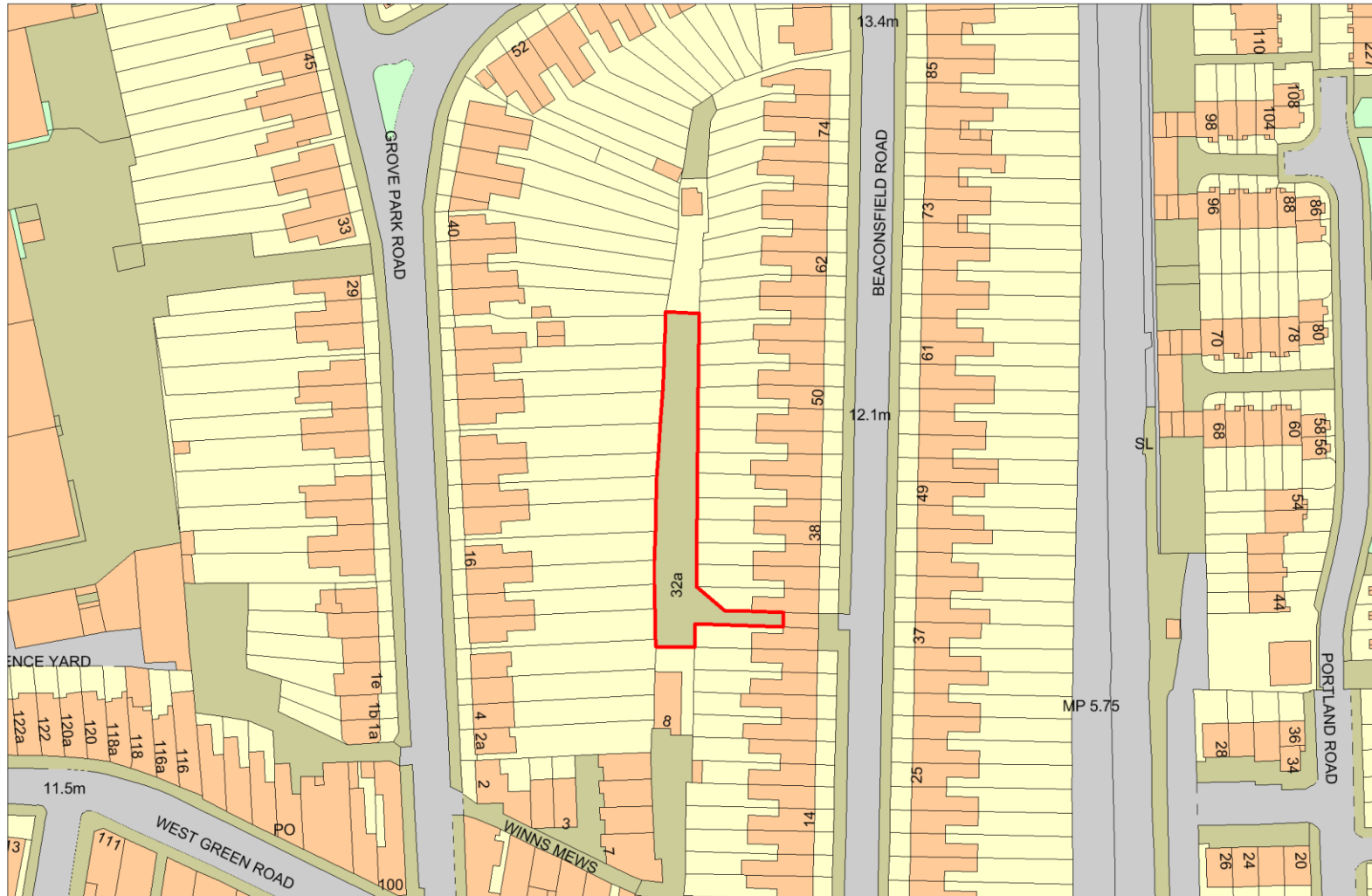


1.0 PROPOSED SITE PLAN

Land rear of 32/A Beaconsfield Road, London N15 4SJ



Produced by Strategy and Business Intelligence, Haringey Council
© Crown copyright. All rights reserved LBH (100019199) (2013)

Town and Country Planning Act 1990 (as amended) Plan relating to the Notice Address

2.0 DRAWINGS & IMAGES



Existing site access on Beaconsfield Road



View towards access



Existing site



Existing site 1



Existing site 2



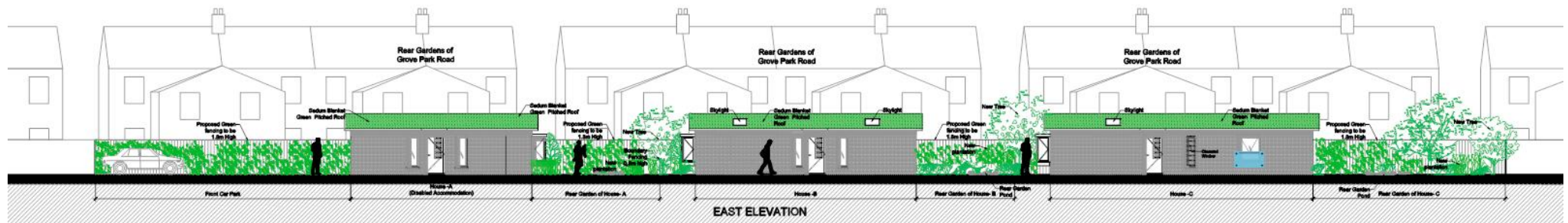
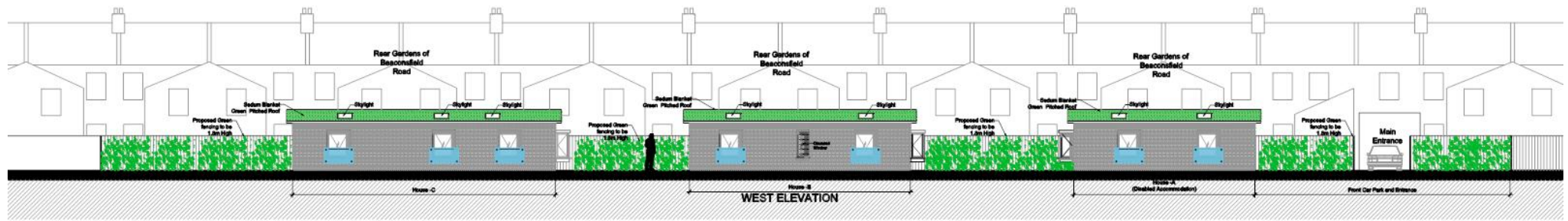
Existing site 3



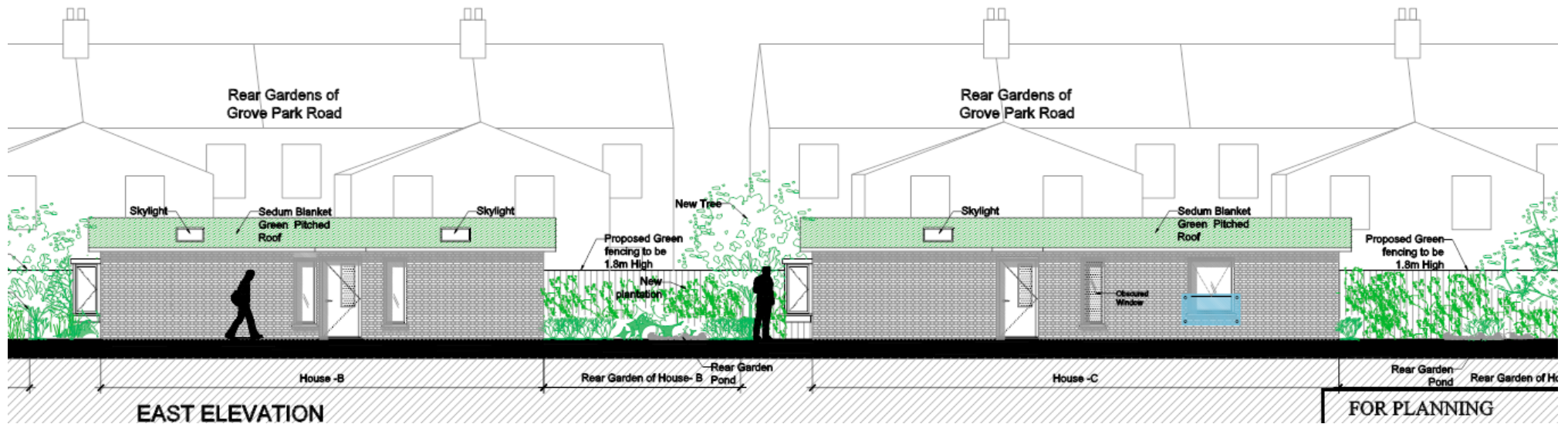
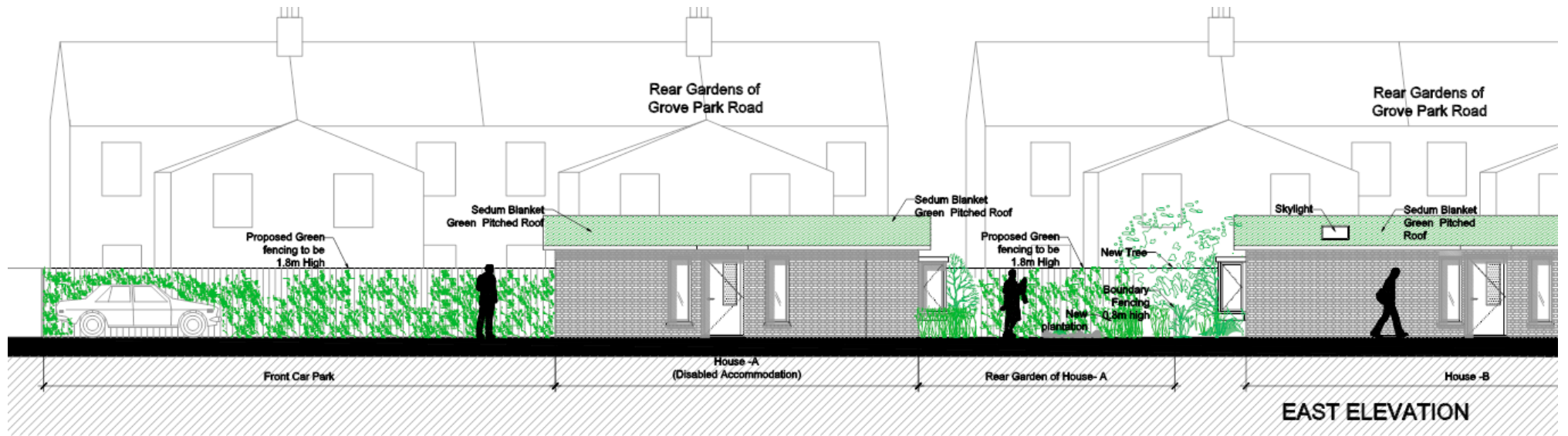
Existing site 4



Proposed floor plan



Proposed east and west elevations and section



Proposed east elevations

Foliage Screening Specialist Fencing

The Green Foliage Screen fencing' is a living fence, consisting of a 5mm weld mesh galvanized steel security fencing covered with plants. The plants are grown in a biodegradable pot, which is fitted at the bottom of the metal security fencing. Once the 'Foliage screen high security fencing' is installed the pot will degrade completely in the soil. The 'Green Screen' is available in different sizes and with various types of plants, including Ivy, Beech and Hornbeam and can be cut to fit by using a bolt cutter

The green screen is available with the following types of plants



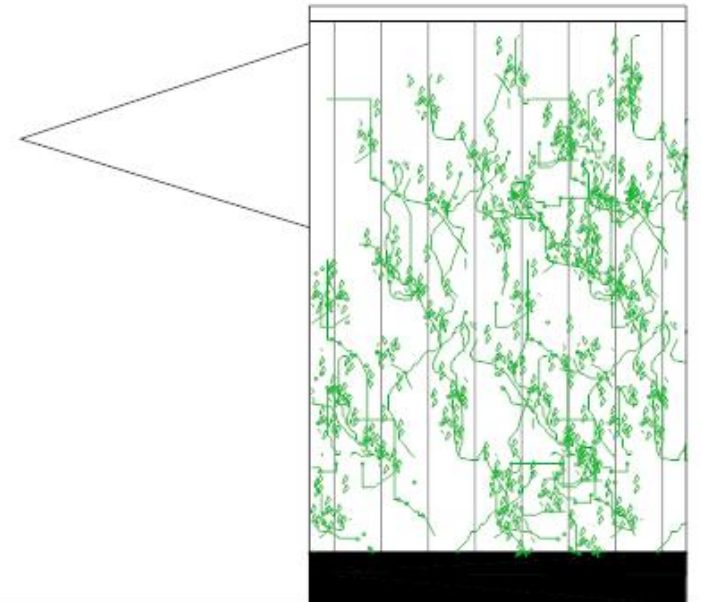
Hedera (ivy)



Fagus (beech)



Carpinus (horn beam)



Proposed fencing details

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is located on the western side of Beaconsfield Road which opens up at the rear. The shape of the site is long and narrow and is currently vacant. The applicant confirms the land was formerly used as a second hand car tyre storage and machinery use, which would not be traditionally uncommon for a backland site such as this.
- 3.2 The site is bounded by the rear gardens of the two-storey terrace residential properties at Nos. 30 to 58 Beaconsfield Road to the east, Nos. 10 to 32 Grove Park Road, the Winns Mews residential development (ref. HGY/2006/0933) to the south, and vacant land on its northern boundary. The long terrace on the west side of Beaconsfield Road incorporates an archway between Nos. 30 & 32 providing access to land at the rear of the dwellings.
- 3.3 The development site falls within Clyde Circus Conservation Area No. 19 within the Council's adopted Local Plan Proposals Map. Beaconsfield Road is a long straight road that links Clyde Road with West Green Road to the south. It is fronted by relatively consistent two-storey terraces of Victorian dwellings and is lined intermittently with trees, which contribute to the streetscene.
- 3.4 Nos. 4 to 30 (even) Beaconsfield Road, Nos. 32 to 78 (even) Beaconsfield Road, Nos. 100 to 116 (even) Beaconsfield Road on the west side and Nos. 1 to 139 (odd) Beaconsfield Road, are identical properties constructed of yellow London stock brick with slate roofs. They have ground floor canted bay windows and entrance surrounds that incorporate stucco detailing as well as first floor decorative stucco window lintels.
- 3.5 Grove Park Road is a tree-lined residential street, which curves to connect Beaconsfield Road with West Green Road. The road is fronted by two and three - storey terraces of Victorian properties and late 20th Century infill buildings.

4.0 PROPOSAL

- 4.1 The proposal is for the change of use and construction of 3 x 1 storey dwellings, comprising 1 x 1 bed unit, 1 x 2 bed unit and 1 x 3 bed unit, with associated landscaping.
- 4.2 2 car parking spaces of which 1 is to be a designated disabled bay are proposed. A bicycle storage, and refuse / recycling store are also proposed within the communal forecourt area and adjacent to the designated parking.
- 4.3 The new development will be constructed out of bricks with a shallow pitched green roof. A 1.8 metre timber high fence will be installed around the perimeter of the site.

5.0 PLANNING HISTORY

5.1 Planning Application History

HGY/1993/1235 - Use of land for residential purposes (outline). – withdrawn 16/03/1994

5.2 Planning Enforcement History

CUC/2006/00005 - Unauthorised change of use– case closed 22/02/2006 following an investigation.

6. RELEVANT PLANNING POLICY

6.1 National Planning Policy Framework, March 2012

Chapter 1	Building a strong, competitive economy;
Chapter 4	Promoting sustainable transport;
Chapter 6	Delivering a wide choice of high quality homes;
Chapter 7	Requiring good design;
Chapter 8	Promoting healthy communities;
Chapter 10	Meeting the challenge of climate change, flooding and coastal change;
Chapter 12	Conserving and enhancing the historic environment

6.2 London Plan, July 2011

Policy 3.1	Ensuring equal life chances for all;
Policy 3.3	Increasing housing supply;
Policy 3.4	Optimising housing potential;
Policy 3.5	Quality and design of housing developments;
Policy 3.8	Housing choice;
Policy 4.1	Developing London's economy;
Policy 5.1	Climate change mitigation;
Policy 5.2	Minimising carbon dioxide emissions;
Policy 5.3	Sustainable design and construction;
Policy 5.7	Renewable energy;
Policy 6.3	Assessing effects of development on transport capacity;
Policy 6.9	Cycling;
Policy 6.10	Walking;
Policy 6.11	Smoothing traffic flow and tackling congestion;
Policy 6.13	Parking;
Policy 7.1	Building London's neighbourhoods and communities;
Policy 7.2	An inclusive environment;
Policy 7.3	Designing out crime;
Policy 7.4	Local character;
Policy 7.5	Public realm;
Policy 7.6	Architecture;
Policy 7.8	Heritage Assets and Archaeology;
Policy 7.14	Improving air quality;
Policy 7.15	Reducing noise and enhancing soundscapes;
Policy 7.19	Biodiversity and access to nature; and
Policy 7.21	Trees and woodlands

6.3 Haringey Local Plan, March 2013

Policy SP0	Presumption in favour of sustainable development;
Policy SP1	Managing growth;
Policy SP2	Housing;

Policy SP4 Working towards a low carbon Haringey;
 Policy SP5 Water management and flooding;
 Policy SP6 Waste and recycling;
 Policy SP7 Transport;
 Policy SP8 Employment;
 Policy SP11 Design;
 Policy SP12 Conservation;
 Policy SP13 Open space and biodiversity; and
 Policy SP14 Health and well-being

6.4 Saved Haringey Unitary Development Plan (post Local Plan Adoption, March 2013)

Policy UD1 Planning statements;
 Policy UD3 General principles;
 Policy UD7 Waste storage;
 Policy ENV11 Contaminated land;
 Policy HSG2 Change of use to residential;
 Policy M10 Parking for development;
 Policy OS17 Tree protection, tree masses and spines; and
 Policy CSV7 Demolition in Conservation Area

6.5 Supplementary Planning Guidance / Documents

SPG1a Design guidance (Adopted 2006);
 SPG2 Conservation and archaeology (Draft 2006);
 SPG3c Backlands Development (Draft 2006);
 SPG4 Access for all – mobility standards (Draft 2006);
 SPG5 Safety by design (Draft 2006);
 SPG7a Pedestrian & vehicular movement (Draft 2006);
 SPG9 Sustainability statements (Draft 2006);
 SPG10c Educational needs generated by new housing (Draft 2006);
 SPD Sustainable Design & Construction (Draft); and
 SPD Housing (Adopted 2008)

6.6 Other

London Borough of Haringey – Community Infrastructure Study;
 Mayor of London ‘London Housing Design Guide’; and
 Conservation Area No. 19 Clyde Circus Conservation Area Character Appraisal

7.0 CONSULTATION

Internal	External
Ward Councillors	<u>Amenity Groups</u>
Building Control	Clyde Circus Residents Association
Transportation	Tottenham CAAC
Waste Management	
Environmental Health	<u>Local Residents</u>
Housing Design & Major Projects	97 adjoining properties on Beaconsfield Road, Grove Park Road and Winns Mews
Nature Conservation	
Conservation & Design Team	<u>Stakeholders</u>
	Thames Water

	London Fire Brigade
--	---------------------

8.0 RESPONSES

8.1 Haringey Transportation:

No objection subject to on-site parking and cycle storage conditions.

“The application makes provision for two on-site parking spaces, one of which is to be designated as disabled parking space. This level of parking provision is in line with standards set out within the Haringey Council UDP. The applicant also intends to provide five cycle stands as indicated on drawing no. A102, which is a level that exceeds the London Plan standard of three. However, in order to comply with the Councils standards the cycle storage area will need to be covered as well as secure.

It is considered that the proposed development would not have any significant impact on the existing highway network or parking demand within the vicinity of the site. Therefore, the highway and transportation authority have no objection to the above planning application subject to the imposition of the following conditions:

1. Prior to the first occupation of the development hereby permitted the proposed on-site car park and manoeuvring area shall be laid out and demarcated in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking manoeuvring area, in the interests of highway safety.

2. Prior to the first occupation of the development hereby permitted the applicant shall provide secure and covered cycle storage for at least three bicycles.

Reason: To encourage the use of sustainable modes of transport and to comply with Haringey Council standards”.

8.2 Haringey Environmental Health:

No objection subject to contamination, environmental code, green roof and combustion and energy plant conditions.

8.3 Haringey Building Control:

No comments.

8.4 Haringey Nature Conservation:

No objection subject to bat house and green roof conditions.

“Although the desk study fails to include information from the local records office I am satisfied that the site only offers minimal roosting opportunity for bats and accept the report conclusion and recommendations”

8.5 Haringey Conservation & Design Team:

No objection subject to a materials condition.

“The proposed scheme is for three detached single storey bungalow type dwellings with green roofs. These would not be visible from the street frontages and as such would not have an impact on the character and appearance of the conservation area.

In terms of design, the dwellings are modern and whilst not of high aesthetic quality, are unobtrusive in nature and would not have any discernible impact on the conservation area. In fact, the current site is unused and the proposed houses would bring the land locked site into a formal use that would enhance the appearance of the conservation area. It is, therefore, acceptable”.

8.6 Thames Water:

No objection subject to informatives.

Local Representations:

8.7 1 letter of support and 24 letters of objection including Councillors Vanier and Watson and from properties at Nos. 28, 30, 32, 40, 42, 58, 60, 62, 64 Beaconsfield Road, No. 14 Nelson Road, No. 55 Clyde Road, No. 15 Janson Road, No. 122 Myddleton Road and Nos. 18, 24, 32 and 36 Grove Park Road have been received on the following grounds:

- Principle of development;
- Impact on wildlife, habitat and trees;
- Impact on property structure;
- Noise and disturbance including during construction;
- Safety and security;
- Lack of emergency and fire appliances access;
- Bat house in low level location;
- Provision of cycle storage;
- Overlooking and loss of privacy;
- Design and appearance; and
- Lack of social housing

The issue raised with regard to the potential damage of the proposal on existing buildings is a civil matter, but all the other matters raised are material planning considerations and considered in the following report.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

9.1 The main issues in respect of this application are considered to be:

- principle of development;
- impact on wildlife;
- impact on trees;
- affordable housing;
- design and impact on the streetscene;

- impact on residential amenity;
- transport and parking;
- accessibility; and
- sustainability

9.2 Principle of development

- 9.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

Backland development

- 9.2.2 Backland sites are generally landlocked, such as rear gardens and private open space. Because of their very nature and the physical constraints of backland sites, the Council recognises that these sites are notoriously difficult to develop. However each backland site planning application is considered on its merits. Draft SPG3c 'Backlands Development' goes on to say, "*The Council will normally only grant planning permission for development schemes which involve backland or rear garden sites where they meet all appropriate standards*". It should be noted that this draft 2006 SPG was not fully adopted by the Council, therefore no weight has to be attached to this document. As such, this SPG should be read as technical guidance.
- 9.2.3 It should be noted that the Council granted planning permission for several similar backland sites earlier this year at the Land to the rear of 76 St James's Lane for '*Erection of 3 no. single storey three bedroom houses*', and the Land rear of 27-47 Cecile Park '*Demolition of 33 existing lock-up garages and erection of 4 x 2 storey four bedroom houses with basement floors and associated landscaping and car parking*'. Although each application has to be assessed on their individual planning merits, these permissions demonstrate that the principle of backland sites can be developed on the proviso that they are compliant with all other material planning considerations.
- 9.2.4 The Council also gave consent to the adjacent backland site development at the Land at Winns Mews (Off Grove Park Road) for '*Demolition of existing building and erection of 4 x 2 storey (3 bedroom) houses and one single storey (2 bedroom) bungalow. Bin store and cycle store*'. The last consent is relevant to this scheme as it abuts the southern property boundary of the application site and concerns a part single, part two storey development.

Loss of existing employment-generating use

- 9.2.5 The lawful use of the existing site according to the applicant is use for a second hand car tyre storage and machinery with low employment use. It is understood that the activities associated with the second hand car tyre storage and machinery use ceased from an unknown period. A site visit confirms this. The change of use proposal will therefore result in the loss of an existing employment-generating use.

- 9.2.6 Saved Policy EMP4 supports a change of use in an employment generating use provided: *“a) the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and b) there is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the DEAs, or 3 years within a DEA; or c) the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits”*.
- 9.2.7 Local Plan Policy SP8 protects employment uses to meet forecasted demand and supports local employment and Small Medium Enterprises (SME) businesses. It goes on to say that *“the Council will safeguard Locally Significant Industrial Sites (LSIS) for a range of industrial uses (B1 (b), (c), B2 and B8) where they continue to meet demand and the needs of modern industry and business”*. According to the Local Plan, the site is not designated as a Locally Significant Industrial Site (LSIS). In addition, the site has no defined employment use designation within the Proposals Map.
- 9.2.8 SPG3c ‘Backlands Development’ sets out, *‘If the site has previously had an employment use, but is in a residential area, and the employment use has resulted in detriment to the surrounding properties, this will be a material consideration in determining a change of use from employment to, say, residential’*.
- 9.2.9 It is recognised that the proposal would involve the loss of an existing employment use, but an inspection of the site reveals that the land has been vacant for a significant period and any employment would have not have been high enough quality to justify its protection. Moreover, the second hand car tyre storage and machinery use by reason of their general activities is considered a non-conforming use within a predominantly residential setting, so its removal in favour of residential would be more compatible and supported in land use terms by Officers. The loss of the historic employment use would therefore be acceptable in principle in meeting the intent of saved UDP Policy EMP4 and Local Plan Policy SP8 which aim to safeguard identified industrial and employment land uses.

New residential use

- 9.2.10 The provision of housing would in principle be supported as it would augment the borough’s housing stock in accordance with Local Plan Policies SP1 and SP2, and London Plan Policy 3.3, and would align with one of the Council’s strategic priorities to foster mixed sustainable and cohesive communities. However a change of use to housing would only be accepted if meets the policy criteria of saved UDP Policy HSG2 if the site:

“a) does not fall within a defined employment area unless specified for housing in Table 4.1 and Schedule 1 or where a proposal satisfies the criteria in policy EMP4; or b) it does not involve the loss of protected open space; or c) it is not in a primary or secondary shopping frontage or d) the building can provide satisfactory living conditions”.

- 9.2.11 As noted earlier in this report, the site does not lie within a defined employment area (part a), involve the loss of protected open space (part b) or falls in a primary or secondary frontage of a designated town centre (part c). In terms of part d), the

case of whether the proposal provides a good quality of accommodation is considered under section 9.8 of this report.

9.3 Impact on wildlife

- 9.3.1 Local residents have objected to the application as they set out they have witnessed a bat colony and a number of site species at the site which would be threatened by the proposal.
- 9.3.2 Local Plan Policy SP13 states that, *“all development shall protect and improve sites of biodiversity and nature conservation”*. London Plan Policy 7.19 cites, *“development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity”* (Part a), and *“not adversely affect the integrity of European sites, and be resisted where they have significant adverse impact... on the population or conservation status of a protected species, or a priority species or habitat identified in a UK”*.
- 9.3.3 It should be noted that the site has no biodiversity or nature conservation designation within the Proposals Map.
- 9.3.4 Bats are protected by law and the Council has a legal obligation to determine whether bats are likely to be affected by any development proposals.
- 9.3.5 In response to the residents concerns, the applicant has submitted a bat survey which demonstrates there are no bats on the site. The findings of the report have been verified by Council Officers. Local Plan Policy SP13 notes that, new development proposal should consider green and brown roofs, rainwater harvesting, green walls, bird and bat nesting/roosting opportunities to contribute to wildlife and ecological habitats. The application includes green roofs with bat houses to encourage a greater diversity of wildlife at the site. As such, the proposal has the potential to enhance rather than impact upon local wildlife and habitats, and the impact (if any) arising from the new development is considered negligible.
- 9.3.6 Residents have questioned the location of the proposed bat houses on top of the roof of the dwellings. The Council agree that their placement at roof level is not ideal owing to its low height. Instead, the bat houses should be placed in trees or on poles, and as such further details has been secured by condition of the siting of the bat houses. The applicant has agreed to this condition.

9.4 Impact on trees

- 9.4.1 Objections have been received on the grounds that the proposal would have a detrimental impact on existing trees.
- 9.4.2 Local Plan Policy SP13 seeks the protection and improvement Haringey’s parks and open spaces from new development. Draft SPG3c‘Backlands Development’ states, *“Many backland sites will comprise of open land with a variety of trees and shrubbery on the site. In assessing any application, regard will be had to the value of the trees on site including any trees which are the subject of tree preservation orders, the impact of the development on the existing trees, and proposals for replacement trees on and around the site”*.

9.4.3 London Plan Policy 7.21 requires, “Existing trees of value should be retained and any loss as the result of development should be replaced following the principle of ‘right place, right tree’”.

9.4.4 It should be noted that the site is not a designated protected open/green space or green chain, according to the Proposals Map.



9.4.5 The site is overgrown following the cessation of the former second hand car tyre storage and machinery use. There are a number of large trees within the rear garden of the surrounding properties which overhang the site. The site contains a large tree against the rear garden of 40 Beaconsfield Road, and a cluster of trees to the rear of the properties at 32 and 34 Grove Park Road. The existing trees will not be felled as part of the proposal.

9.4.6 In addition, the site has no designated Tree Preservation Orders (TPO). The proposed scheme seeks to introduce additional trees and landscaping in line with London Plan Policy 7.21 which necessitates, “the planting of additional trees should be included in new developments, particularly large-canopied species”. As such the proposal is envisaged to enhance rather than detract from the visual amenity and character of the site and neighbouring gardens.

9.5 Affordable Housing

9.5.1 The proposed development is for 3 residential units which is below the 5 unit threshold required to provide 20% affordable housing on-site, based on habitable rooms, or provide financial contributions towards affordable housing provision as set out in Local Plan Policy SP2 and accompanying 'Planning Note: Implementation of off-site affordable housing contribution for sites below 10 units in Local Plan Policy SP2 Housing'.

9.5.2 The 3 unit residential scheme would therefore not be subject to provide on-site affordable housing, or be required to make a cash in lieu payment towards affordable housing.

9.6 Housing Mix

9.6.1 The Council's SPD 'Housing' sets out the private and affordable housing dwelling mix for all residential development proposals. The application makes no provision for affordable housing as the number of units proposed is considered below the Council's 20% requirement for on-site affordable housing as detailed under Local Plan Policy SP2.. Therefore the recommended dwelling mix for this private housing development is:

Dwelling Mix for Private Market Housing	
1 bed	37
2 bed	30
3 bed	22
4+ bed	11

9.6.2 Based on the number of units proposed, at least one 3 or more bed unit of which there is an identified need should be provided. The housing mix proposed comprises 1 x 1 bed, 1 x 2 bed and 1 x 3 bed units which would therefore provide a much wanted family size unit and an acceptable dwelling mix to foster mixed, sustainable and cohesive communities and meeting the housing needs of the local population meeting London Plan Policy 3.8, Local Plan Policy H2 and SPD 'Housing'.

9.7 Design

Impact on conservation area/streetscene

9.7.1 The application site falls within Clyde Circus Conservation Area No. 19. Local Plan Policy SP11 promotes high quality and attractive places, buildings and landscaping, where the borough's heritage assets such as conservation areas are protected under London Plan Policy SP12. This stance aligns to the NPPF and alongside with London Plan Policy 7.8, which identifies heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

9.7.2 Draft SPG3c'Backlands Development' cites, "Where backland development is proposed, care must be taken to ensure that the design respects and is sympathetic to the character of the area and that the proposal either preserves or enhances that character".

- 9.7.3 Local residents have objected to the design as they believe it does not fit it with the design and form of the buildings within the conservation area. With the exception of the new Winns Mews development to the south, the local vernacular comprises two-storey, brick terraced Victorian properties with slate roofs which are a characteristic of Clyde Circus Conservation Area No.19. In contrast, the proposal is a simple modular and low level modern design, and it is evident that this form is not consistent with the prevailing design and pattern of development in the locality.
- 9.7.4 However, the siting of the three individual buildings deep within the plot means that they can only be seen from the rear gardens and rear-facing windows of neighbouring properties within Beaconsfield Road and Grove Park Road. The buildings are general low-key and would be higher (2.3m eaves and 3.1m ridge) than the existing/proposed 1.8m boundary fencing and existing single-storey rear outbuildings. The extensive use of a green roof would also reduce and 'soften' its visual impact when viewed from adjacent gardens and properties. It should be further noted that the Council granted permission for the adjacent part single, part two-storey Winns Mews development to the south, therefore a precedent has been set in the area. In addition, the Council's Conservation Officer has considered the proposal and does not object to the design of the proposal. As a summary, the design of the proposed development would maintain the character and visual amenity of the wider conservation area setting, and thereby be in accordance to the NPPF and to Local Plan Policies SP11 and SP12 and London Plan Policies 7.6 and 7.8.

Safety and security

- 9.7.5 Local Plan Policy SP11, SPG5 'Safety by design' and London Plan Policy 7.3, aim to create safe, secure and appropriately accessible environments. The site is currently secured from the street following the cessation of the previous second hand car tyre storage and machinery use. Local residents have expressed concerns over safety and security issues, citing that the proposed development would attract anti-social behaviour and crime which is not an existing issue.
- 9.7.6 Entrance into the site is obtained via the existing access point and archway on the north side, and in between the properties at Nos. 30 and 32 Beaconsfield Road. The narrow entrance/access eventually opens up into a long and narrow strip at the rear. Proposed parking/refuse/cycle storage is located at the end of the access way with three individual residential units covering the breadth of the site. To enhance security, CCTV units are proposed to be mounted at the street entrance and to the front wall of each unit. The habitable room belonging to House A will overlook the designated parking and refuse area to ensure a degree of natural surveillance within this space. It is further judged that the residential units across the site would offer significant natural surveillance to neighbouring properties rather than encouraging an unsafe and unsecured environment in meeting the aims and objectives of Local Plan Policy SP11, SPG5 'Safety by design' and London Plan Policy 7.3.
- 9.7.7 The Council recognises any back land site that abuts residential properties would raise security issues among occupiers of those units. The Council is satisfied that the proposal has been designed to ensure it will be safe and secure and will not attract anti-social behaviour and crime.

9.8 Quality of Accommodation

9.8.1 Local Plan Policy SP2 requires all residential development proposals to meet the London Plan space standards. London Plan Policy 3.5 and accompanying London Housing Design Guide set out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered.

London Plan Requirement	Proposed unit size	Compliance?
Unit A - 1 bed 2 persons unit - 50 sqm	57 sqm	Yes
Unit B - 2 bed 3 persons unit - 61 sqm	66.8 sqm	Yes
Unit C - 3 bed 5 persons unit - 74 sqm	76.5 sqm	Yes

9.8.2 All of the units accord with the minimum unit size requirements. The minimum standards prescribed for individual rooms within The London Housing Design Guide are set out below.

London Plan Requirement	Proposed room size	Compliance?	
Unit A - 1 bed 2 persons unit			
Kitchen/Diner/Living Room	23 sqm	26.3 sqm	Yes
Bedroom	12 sqm	18 sqm	Yes
Private Amenity	5 sqm	8.75 sqm	Yes
Unit B - 2 bed 3 persons unit			
Kitchen/Diner/Living Room	25 sqm	26.1 sqm	Yes
Bedroom 1	12 sqm	16.3 sqm	Yes
Bedroom 2	8 sqm	10.75 sqm	Yes
Private Amenity	6 sqm	36.85 sqm	Yes
Unit C - 3 bed 4 persons unit			
Kitchen/Diner/Living Room	29 sqm	29 sqm	Yes
Bedroom 1	12 sqm	1 sqm	Yes
Bedroom 2	8 sqm	sqm	Yes
Bedroom 3	8 sqm	9.15 sqm	Yes
Private Amenity	8 sqm	80 sqm	Yes

9.8.3 All the indicative individual rooms and private garden areas would exceed the minimum space standards to result in spacious and generous living conditions for future occupiers of the new development. Pop-out and oblique habitable windows would avoid direct overlooking and loss of privacy effects between opposite habitable room windows of the houses of the new development. Sky lights are proposed for the individual rooms to improve general ventilation and daylight within these spaces.

9.8.4 The orientation of the new units is dual aspect with an east/west orientation. This arrangement affords an acceptable level of natural ventilation and daylight within the individual rooms. The layout and orientation of the new accommodation is therefore acceptable. The proposed size and layout of the units would offer an acceptable standard of residential accommodation for future occupiers of the new development in meeting Local Plan Policy SP2, London Plan Policy 3.5 and London Housing Design Guide.

9.9 Impact on residential amenity

Daylight/sunlight and privacy

- 9.9.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.
- 9.9.2 The application site abuts the rear garden of the terrace properties of Nos. 30 to 58 Beaconsfield Road to the east, Nos. 10 to 32 Grove Park Road. The single-storey residential units will be set back and pitched away from the property boundaries so as to not incur any significant loss of residential amenity in terms of sunlight/daylight and outlook impact to adjacent rear gardens.
- 9.9.3 Residents have complained that the proposal would lead to overlooking issues. The habitable room windows of the development will be confined to ground floor level only. The proposed 1.8 metre fencing around the perimeter of the site means that it will act as a screen between opposite habitable windows, and hence avoid any loss of privacy effects to neighbouring properties.

Noise and disturbance

- 9.9.4 Noise pollution is dealt with under saved UDP Policy UD3 which resists developments which would involve an unacceptable level of noise beyond the boundary of the site. This stance aligns to the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan.
- 9.9.5 Residents have complained the proposal would lead to noise issues including during the construction phase. The Council acknowledges that there will be a degree of disruption incurred during construction in particular for the properties at the entrance at Nos. 30 and 32 Beaconsfield Road, but the imposition of an environmental code for any consent would minimise the impact upon local amenities during the construction of the development.
- 9.9.6 The lawful use of the site is a second hand car tyre storage and machinery use according to the applicant. This established use would have caused a greater degree of noise and disturbance in terms of vehicle movement, slamming of vehicle doors and the use of machines to local residents. The proposed residential use would hence be considered as a suitable alternative use which would not give rise to any new noise impacts in meeting the NPPF, saved UDP Policy UD3, London Plan Policy 7.15 and Local Plan Policy SP14.

9.10 Transport and parking

- 9.10.1 The site has a public transport accessibility level (PTAL) rating of 6 which represents excellent access to sustainable local public transport services including Seven Sisters tube and rail stations. The site also falls within Seven Sisters Controlled Parking Zone (CPZ), and is therefore subject to on-street parking controls during Monday to Saturday 08:00 to 18:30. However, the site does not lie within an area that has been identified to suffer from significant parking stress.

- 9.10.2 Appendix 1 of the Haringey UDP sets a maximum number of car parking spaces of a dwelling house: 1.5 spaces per unit. However, each case needs to be assessed on an individual basis. The proposal makes provision for 2 off-street parking spaces of which one is to be for disabled use. Although the quantum of off-street parking is under the expressed maximums, the excellent accessibility coupled with the physical constraints of the site would justify the level of parking offered.
- 9.10.3 Moreover, the site and surrounding roads have been identified as not suffering from any significant parking stress, and the provision of cycle storage which exceeds London Plan standards, would justify the parking shortfall which in turn would also promote a sustainable mode of travel over the private motor vehicles in accordance with London Plan Policy 6.9 and Local Plan Policy SP7.
- 9.10.4 The applicant has also demonstrated that motor vehicles are able to enter and leave the site in forward gear without prejudicing road users and pedestrians using this section of the adjacent highway on Beaconsfield Road.
- 9.10.5 To alleviate residents' concerns over the emergency access, underground fire hydrants have been strategically positioned within the site so emergency services are able to deal with a fire in the event of an emergency and without the need for a fire appliance vehicle to have to enter the site.

9.11 Accessibility

- 9.11.1 The NPPF and London Plan Policies 3.8 and 7.2 and Local Plan Policy SP2 require all development proposals to provide satisfactory access for disabled people. All residents units should be built in accordance with Lifetime Homes Standards (LTH) and Part M of Building Regulations to ensure any new housing development is suitable for the disabled users.
- 9.11.2 Draft SPG3c 'Backlands Development' says, "*Any disabled car parking should be located as close as possible to the fully accessible entrance of the building and clearly marked for use by disabled people only*". A wheelchair accessible unit which includes a disabled WC has been provided for disabled users and those with mobility difficulties and is welcomed by the Council. This unit is served by a disabled bay adjacent to the property for direct and unimpeded access for those with disabilities.
- 9.11.3 In terms of the design and layout proposed, all the individual units enjoy a level entry to facilitate ease of entry, wide corridors and a 300mm leading edge has been achieved to all doors to meet Lifetime Homes standards and needs of disabled users. On balance, the applicant has demonstrated that the new dwelling houses have been inclusively designed to meet the requirements of the wider community in meeting London Plan Policies 3.5, 3.8, 7.2 and 7.6 and Local Plan Policy SP2.

9.12 Sustainability

- 9.12.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Core Strategy set out the sustainable objectives in order to tackle climate change. Information is sought regarding how far residential development proposals meet the Code for Sustainable Homes Level 4 criteria, and

where sustainability measures such as the use of rainwater harvesting, renewable energy, energy efficiency, etc are included as part of the proposals.

9.12.2 Although a pre-assessment has not been submitted with the application to demonstrate it achieves a minimum Code Level 4 (Level 5 proposed), the applicant has within its design and access statement provided a number of energy measures to be incorporated with the scheme. The proposal will include green roofs, PV panels, rainwater harvesting, low energy lighting among other things. The submission of a certified certificate to prove the energy credentials prior to the commencement and occupation of the development has been conditioned to ensure compliance.

10.0 CIL Applicable

10.1 The Mayoral CIL has been in effect since 1st April 2012 in accordance with Regulation 25 (a) of the Community Infrastructure Regulations 2010 (as amended). The collection of Mayoral CIL will help contribute towards the funding of Cross Rail. According to the Mayoral CIL charging schedule, the proposal would be liable to Mayor CIL at a rate of £35 per square metre.

10.2 Based on the accumulative floor area of the proposal, the application is likely to attract a CIL sum of £7,210 (£35 x 206).

11.0 HUMAN RIGHTS

11.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

12.0 EQUALITIES

12.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

13.0 CONCLUSION

13.1 The proposed backland development is acceptable as it would augment the provision of housing stock, in particular providing a much needed family-sized unit in the area. The proposal has been designed and sited in a manner so as not to adversely affect the living conditions of adjacent properties in terms of loss of daylight/sunlight, outlook and privacy effects. The new units would provide a satisfactorily level of residential accommodation in terms of overall unit and individual room sizes, and the proposed development has been sensitively designed and proportioned to preserve the special character of the conservation

area. The proposal will not adversely impact on local wildlife or existing trees and has been inclusively designed to meet the needs of the wider community.

14.0 RECOMMENDATION

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) A102 Rev A, A103 Rev A, A104 Rev A, A105 Rev A, A201, A202 Rev A, A203, A204, A205 Rev A, A206

Subject to the following condition(s):

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

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

2. The development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

3. Notwithstanding the provisions of Article 3 of the Town & Country Planning General Permitted Development Order 1995 as amended by the (No.2) (England) Order 2008 or any Order revoking or re-enacting that Order, no development within Part 1 (Classes A-H) [AND Part 2 (Classes A-C)] of Schedule 2 of that Order shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations

4. Notwithstanding the description of the materials in the application, no development shall take place until precise details of the materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

5. No development shall take place until full details of both hard and soft landscape works have been submitted to, and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines

etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme]. The soft landscaping scheme shall include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

6. a) No development shall commence until a desktop study and Conceptual Model shall be submitted to, and approved in writing by the Local Planning Authority. A desktop study 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. 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:-

a risk assessment to be undertaken, refinement of the Conceptual Model, and 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.

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.

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.

7. No development shall commence until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted to, and approved in writing by the Local Planning Authority. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on the site.

Reason: To ensure that the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties.

8. No development shall commence until details of a scheme for the green roofs of the development hereby permitted have been submitted to, and approved in writing by the Local Planning Authority. The details shall include their type, vegetation, location and maintenance schedule. The development shall be implemented in accordance with the approved scheme prior to its first occupation and the green roof shall be retained thereafter. 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 and to enhance the biodiversity in the area.

9. Prior to installation, details of the boilers to be provided for space heating and domestic hot water shall be submitted to, and approved in writing to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NO_x emissions not exceeding 40 mg/kWh (0%).

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution.

10. No development shall commence until evidence that the development is registered with the Building Research Establishment (BRE) under the Code for Sustainable Homes and an Interim Code for Sustainable Homes Certificate has been issued by

the BRE confirming that the development will achieve not less than Code 4 level has been submitted to, and approved in writing by the Local Planning Authority.

Reasons: To ensure that the development achieves a high level of sustainability

11. Prior to the occupation of the development hereby permitted, a Building Research Final Code Certificate confirming that the development has achieved not less than a Code 4 level for Sustainable Homes shall be submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high level of sustainability.

12. a) No development shall commence until details of the bat houses provided within the development hereby permitted shall be submitted to, and approved in writing by the Local Planning Authority. Details shall include their fixed locations, type and sizes.

b) The bat houses approved shall be installed and available to use prior to the occupation of the development.

Reason: To promote biodiversity in the area.

13. Prior to the first occupation of the development hereby permitted the proposed on-site car park and manoeuvring area shall be laid out and demarcated in accordance with the approved plan, and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking manoeuvring area, in the interests of highway safety.

14. Prior to the occupation of the development hereby permitted the applicant shall provide secure and covered cycle storage for at least three bicycles, and retained thereafter available for that specific use.

Reason: To encourage the use of sustainable modes of transport.

Informatives:

a) *Thames Water*

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses 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 Ground Water. 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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Water - 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.

b) Transportation

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

c) Community Infrastructure Levy

The applicant is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £7,210 (£35 x 206 sqm). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

d) Working with the applicant

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.