

REPORT FOR CONSIDERATION AT SPECIAL PLANNING SUB-COMMITTEE

Reference No: HGY/2013/1690	Ward: West Green
Address: Rear of 199-207 Downhills Way N17 6AH	
Proposal: Demolition of six sheds / garages and construction of 6 terraced dwelling houses comprising 4 x 3 bed and 2 x 4 bed houses	
Existing Use: Residential Garages	Proposed Use: Residential
Applicant: Mr & Mrs Huss Hossein	
Ownership: Private	

DOCUMENTS
Title
Design & Access Statement 02 August 2013

PLANS		
Plan Number	Rev.	Plan Title
265/00		Location Plan
265/001		Site Plan as existing
265/010		Photographs
265/101	03	Block as Proposed
265/102	04	Ground and 1 st floor plans
265/103	03	Loft and roof plans as proposed
265/104	06	Front and side elevations as proposed
265/105	06	Rear and side elevations as proposed
265/106	06	Section A-A and elevations as proposed

Case Officer Contact: Robbie McNaugher
PLANNING DESIGNATIONS: NA
RECOMMENDATION GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

SUMMARY OF REPORT:

This is an application for the demolition of the existing dilapidated garages to the rear of 199-207 Downhills accessed from Penniston Close and construction of 6 terraced dwelling houses comprising 4 x 3 bed and 2 x 4 bed houses.

The proposed design is considered to be high quality and sympathetic to its setting and the surrounding development. It would consist of traditional pitched roofs and be finished in brick and slate with a timber clad area where the terrace crosses the existing access lane. Care has been taken with the detail of the design, in particular the traditional features such as parapets and chimneys and bin storage accommodated in raised planters to the front of terrace. The ridgeline of the dwellings would be in keeping with the height of the surrounding buildings so the proposal would not dominate the surrounding area.

Penniston Close currently suffers from problems with fly tipping which in combination with presence of the existing dilapidated garages does not provide an attractive streetscape. It is considered that the proposed development would significantly enhance the area by introducing a sensitive high quality new development. It would provide a new gate to the existing alleyway and will improve surveillance for Penniston Close which will assist in reducing the fly tipping.

The proposal would provide much needed family sized dwelling with a generous internal layout and garden area. The host houses would also retained a substantial garden area which would remain in keeping with the character of the area.

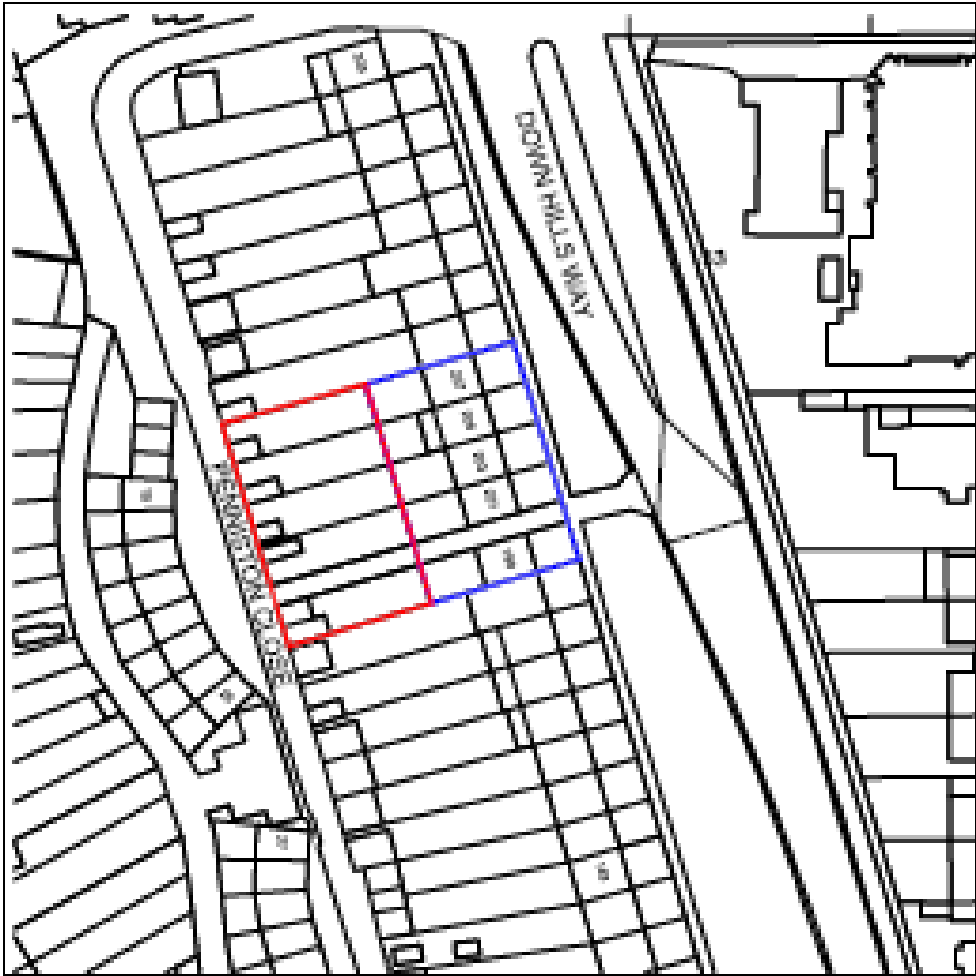
The separation distances between the proposed terrace and neighbouring dwellings is considered to achieve an acceptable relationship with neighbouring buildings and would not have a significant impact on their amenity.

The site is an an accesible location and each dwelling would have 1 off street parking space and cycle storage so would not impact on parking or highway safety.

Overall the proposal is considered to be an acceptable form of backland development which complies with local and national policies and is therefore recommended for approval.

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1.0 LOCATION PLAN



2.0 DRAWINGS & IMAGES



Site Plan as Proposed



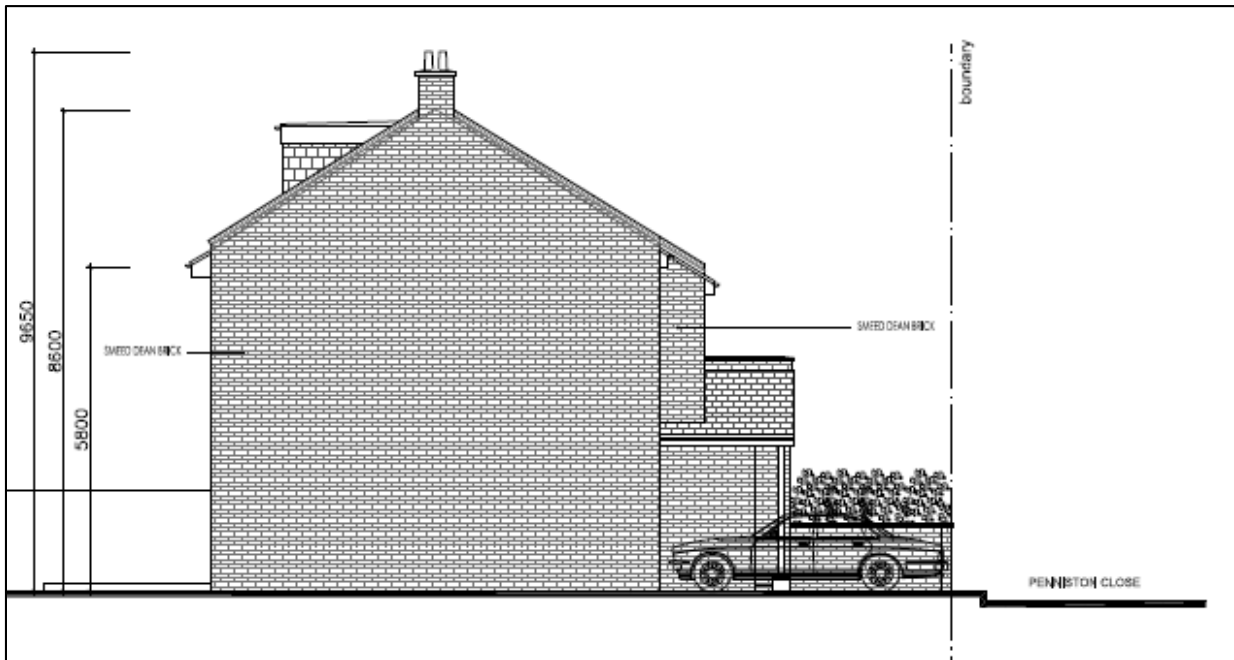
Proposed front elevation



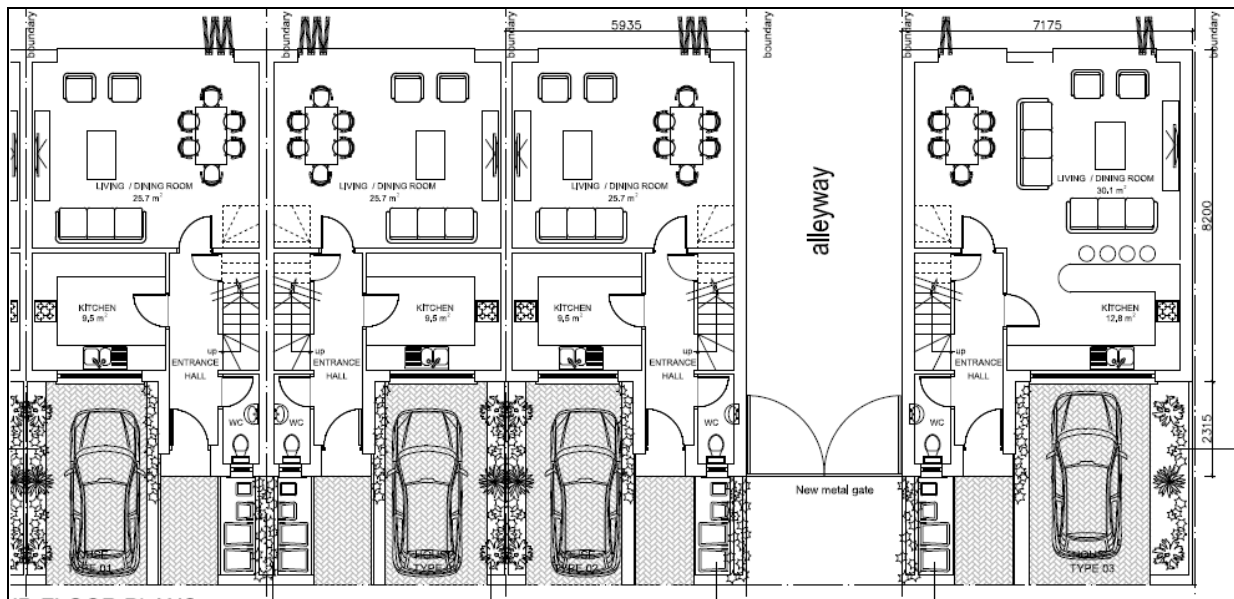
Proposed rear elevation



Proposed side elevation



Proposed floor plans House Type 1, 2 and 3



3.0 SITE AND SURROUNDINGS

3.1 The application site consists of the rear garden areas of five residential properties 199-207 Downhills Way and fronts onto Penniston Close. The new site is a rectangular area measuring 41 m by 26 m and is bound to the north, south and east by the rear gardens of the adjacent residential properties. There is an alleyway from Penniston Close to Downhills Way running through the site. To the west of the site is Penniston Close a modern terraced development of 2 storey houses. The site is presently occupied by several single storey garages and sheds of block and timber construction with flat roofs.

4.0 PROPOSAL DESCRIPTION

4.1 This is an application for the demolition of the existing sheds and garages and the construction of 6 terraced dwelling houses. The dwellings would consist of 4 x 3 bed and 2 x 4 bed houses with garden areas to the rear. The development would straddle the existing alleyway from Downhills Way to Penniston Close with a gate proposed at each end. Each property would have 1 off street parking space. Following discussions with the applicant the proposed design has been amended.

4.2 The proposal was previously for semi-detached dwellings, the layout has been amended to provide terraced dwellings. The fenestration, roof treatment and detailing have been amended to provide a more detailed traditional design. Bay window features have been included to the front of the building, with traditional pitched roof porches now included. The dormer windows have been amended to move them off the party walls into the centre of the rear roof slopes. Dedicated bin storage and landscaping have been provided to the front of the properties.

5.1 PLANNING HISTORY

5.2 There is no recent or relevant Planning History for the site.

6.0 RELEVANT PLANNING POLICY

6.1 National Planning Policy (March 2012)

The National Planning Policy Framework (NPPF) was adopted in March 2012. This document rescinds the previous national planning policy statements and guidance.

6.2 London Plan (Adopted July 2011)

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

Policy 3.10 Definition of affordable housing

Policy 3.11 Affordable housing targets

Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
Policy 3.13 Affordable housing thresholds
Policy 3.14 Existing housing
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.4 Retrofitting
Policy 7.21 Trees and woodlands
Policy 7.4 Local character
Policy 7.6 Architecture

6.3 Haringey Local Plan (March 2013)

SP0 Presumption in favour of sustainable development
SP2 Housing
SP4 Working towards a Low Carbon Haringey
SP6 Waste and Recycling
SP7 Transport
SP11 Design

6.4 Saved Unitary Development Plan 2006 Policies

UD3: General Principles
UD7 Waste Storage
M9: Car Free Residential Development
M10: Parking for Development
OS17 Tree Protection, tree masses and spines

6.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements Adopted 2006
SPG 3c - Backlands Development Draft 2006
SPG4 Access for All – Mobility Standards Draft 2006
SPD Housing 2008
SPD Sustainable Design and Construction 2013

Mayor's Housing Supplementary Planning Guidance (2012)

7.0 CONSULTATION

7.1 Prior to submitting the application the applicant received pre-application advice from the Council's Planning Department. After submission 30 local properties were consulted in 2 rounds of consultation. 10 letters of objection from 7 individual addresses including 1 petition with 26 signatures and 3 letters of support were received.

7.3 A summary of statutory consultees', residents' and stakeholders' comments and objections can be found in Appendix 1. Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment in section 8.0 of this report.

7.4 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting. Any additional comments will be reported to the planning sub-committee as an addendum.

7.5 The table below lists all internal and external bodies consulted.

Internal	External
<ul style="list-style-type: none"> • Ward Councillors • Building Control • Cleansing • Transportation • Housing Investments and Sites • Environmental Health – Pollution 	<ul style="list-style-type: none"> • Thames Water • London Fire Brigade <p>30 local properties were consulted.</p>

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- The principle of a residential use on the site;
- Dwelling mix and affordable housing;
- Design form and layout;
- Residential Amenity;
- Parking and access;
- Waste management;
- Sustainability.

8.2 Principle of the development

8.2.1 The NPPF provides guidance on decision taking and in particular, introduces a presumption in favour of sustainable development and also outlines a number of core planning principles that should be adhered to. In particular this includes to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings and encouraging the effective use of land by reusing land that has been previously-developed, and to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling. Local Plan Policy SP0 advocates a positive approach and a presumption in favour of sustainable development, unless any adverse impacts of granting permission would outweigh this presumption.

8.2.2 The proposal involves development on the garden areas of 199-207 Downhills Way N17 6AH, the NPPF has specifically excluded private residential gardens from the definition of previously developed land but does not exclude the principle of development on garden areas. The site is in a sustainable location in an existing residential area and therefore the principle of residential use on this site is considered to be acceptable subject to detailed considerations.

8.2.3 The 2006 draft SPG 3c 'Backlands Development' is a material consideration when assessing backland proposals but was never fully adopted and due to the publication of more recent Policies including the London Plan, Local Plan and NPPF can only be given very limited weight. It recommends that if there are lock-up garages on a site, local need will be assessed including whether the garages are actually occupied or are vacant and unused. The site is not currently providing an employment use and given the strong policy presumption in favour of re-using previously developed land and providing housing on appropriate sites there is no policy justification to resist the loss of the existing lockup garages. Furthermore the Council's Transportation Team have not identified the site as suffering from parking stress.

8.3 Dwelling mix and affordable housing

8.3.1 The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing, which is supported by the Council's Housing SPD.

8.3.2 The proposal would provide 4 x 3 bed and 2 x 4 bed houses which would not comply with the mix set out in the Housing SPD. However in this instance the mix is considered acceptable, Local Plan Policy SP2 and the Housing SPD seek to meet local housing requirements for families with children, and advise that in appropriate locations family housing will be particularly encouraged. The Council's Housing Investments and Sites team note that the proposal does not comply with the mix set out the SPD but advises that the provision of much needed family size housing for market sale is welcomed. Furthermore the site is in an area characterised by terraced family dwellings and it would be inappropriate to seek an alternative design which provides a different mix of units. Therefore the provision of large family sized units is supported in this area and considered to comply with the intentions of Local Plan Policy SP2 and the Housing SPD to provide mixed and balanced communities and meet local housing need.

8.3.3 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).

8.3.4 Similarly, The London Plan (2011), Policy 3.12 states that Boroughs should seek "the maximum reasonable amount of affordable housing...when negotiating on individual private residential and mixed-use schemes", having

regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability”. Local Plan Policy SP2 states that affordable housing shall be provided on-site subject to viability and sites capable of delivering ten or more units are required to contribute to the borough-wide target of 50% affordable housing subject to viability. Schemes below the ten unit threshold are required to provide 20% affordable housing on site, based on habitable rooms, or provide financial contributions towards affordable housing provision subject to viability.

8.3.5 The Council’s Housing Investments and Sites Team have advised that the provision of on-site affordable housing in a scheme of this scale would be difficult for private developers and registered affordable housing providers. Therefore as set out in the Council’s practise note for Policy SP2: Housing, they recommend that the Council seeks a financial contribution of £90,000 for affordable housing provision within the borough. The provision will be secured through a Section 106 agreement. Therefore the proposal would comply with the affordable housing requirements set out in Local Plan Policy SP2.

8.4 Layout and standard of accommodation

8.4.1 London Plan Policy 3.5 ‘Quality and Design of Housing Developments’ requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The Mayor’s Housing SPG sets out the space standards for all new residential developments to ensure an acceptable level of living accommodation is offered.

8.4.2 Local Plan Policy SP2 ‘Housing’ states that high quality new residential development in Haringey will be provided by ensuring that new development complies with the housing standards and range of unit sizes set out in the Council’s Housing Supplementary Planning Document (SPD) 2008 and is built to 100% Lifetime Homes Standards.

8.4.3 The proposal consists of 3 house types, the proposed internal floor spaces of the dwellings and London Plan requirements are set out below.

London Requirement	Plan		Proposed room size	Compliance?
House Type 1		3b5p		
Kitchen/Diner/Living Room		29	35	Yes
Bedroom 1		12	15	Yes
Bedroom 2		12	12	Yes
Bedroom 3		12	14	Yes
Total Floor Area		102	110	Yes
Private Amenity		8	72	Yes
LBH SPD		50		Yes
House Type 2		4b6p		

Kitchen/Diner/Living Room	31	35	Yes
Bedroom 1	12	19	Yes
Bedroom 2	12	15	Yes
Bedroom 3	12	12	Yes
Bedroom 4	12	14	Yes
Total Floor Area	113	140	Yes
Private Amenity	8	72	Yes
LBH SPD	50		Yes
House Type 3	4b6p		
Kitchen/Diner/Living Room	31	32	Yes
Bedroom 1	12	12	Yes
Bedroom 2	12	12	Yes
Bedroom 3	8	8	Yes
Bedroom 4	12	14	Yes
Total Floor Area	113	128	Yes
Private Amenity	8	89	Yes
LBH SPD	50		

8.4.4 As set out above the proposed dwellings would exceed the floorspace minima set out in the Major's Housing SPG. The garden areas provided are in excess of the requirements of the Major's Housing SPG and Council's Housing SPD and the host dwellings would retain large gardens in excess of 70 sq.m to comply with the Housing SPD and retain the existing amenity for these houses.

8.4.7 All the houses will meet the Lifetime Homes standards and conditions will be imposed requiring 10% of the dwellings to be wheelchair accessible or easily adapted for wheelchair users. Overall the proposal is considered to provide reasonable living conditions for prospective occupiers in accordance with London Plan Policy 3.5 and Local Plan Policy SP2.

8.5 Design

8.5.1 London Plan Policies 7.4 'Local Character' and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context. Haringey Local Plan Policy SP11 'Design' and Saved UDP Policy UD3 'General Principles' continue this approach.

8.5.2 The site is currently occupied by 6 domestic garages several of which are poorly maintained and detract from the appearance of the area. Although the site address is Downhills Way the proposal will front onto Penniston Close which was originally a rear access lane which has been developed to provide social housing in the form of blocks of flats and a curved terrace of the dwellings opposite the application site. Given the presence of the existing terrace of dwellings a further terraced development fronting onto Penniston Close would not be out of character with the area.

- 8.5.3 The proposal would introduce a larger development to the rear of the dwellings on Downhills Way and result in a subdivision of their garden areas. This would alter the character of the area but is not considered to be harmful to the area. The existing gardens of these properties are exceptionally large within the wider area and sufficient garden areas will remain to prevent the development from being cramped. It is acknowledged that this proposal may also encourage further development of the neighbouring garden areas to provide similar infill housing developments, these would have to be assessed on their own merits but this would not set an unwanted precedent given the need to provide housing within the Borough while retaining high quality residential areas.
- 8.5.4 The proposed design is a traditional pitched roofed terraced design and will be finished in brick and slate with a timber clad area where the terrace crosses the existing alleyway. The amended design is considered to be high quality and care has been taken with the detail of the design, in particular the traditional features such as parapets and chimneys and bin storage accommodated in raised planters to the front of terrace. The pitched roof porches and bay features with traditional eaves detailing provide an attractive frontage. The ridgeline of the dwellings would be in keeping with the height of the surrounding buildings so the proposal would not dominate the surrounding area.
- 8.5.5 Penniston Close currently suffers from problems with fly tipping which in combination with presence of the existing dilapidated garages does not provide an attractive streetscape. It is considered that the proposed development would significantly enhance the area by introducing a sensitive high quality new development. It would provide a new gate to the existing alleyway and will improve surveillance for Penniston Close which will assist in reducing the fly tipping.
- 8.5.6 Overall the proposal will introduce a high quality design which is sympathetic to its setting and the surrounding development. Therefore the proposal is considered an acceptable design which will enhance Haringey's built environment. The proposal is therefore considered to comply with Policy SP11 of Haringey's Local Plan 2013, Policy UD3 of the Haringey Unitary Development Plan 2006 (UDP), and the Council's Housing Supplementary Planning Document (SPD) and SPG1a Design Guidance (SPG)

8.6 Impact on neighbouring amenity

- 8.6.1 London Plan Policies 7.6 and 7.15 and Saved UDP Policies UD3 and ENV6 require development proposals to have no significant adverse impacts on the amenity of surrounding development. A number of concerns have been raised in relation to the impact of the proposal on neighbouring amenity in terms of privacy, daylight, sunlight, overbearing effects and noise.
- 8.6.2 With regard to privacy the Council's Housing SPD advises that to prevent overlooking and loss of privacy all rear facing habitable rooms directly opposite

one another should be a minimum of 20 metres apart for two storey developments. An additional 10 metres is required for each additional storey. The 2nd storey windows would be 24 metres from the rear of the existing 2 storey windows of the dwellings on Downhills Way complying with the requirement of the Housing SPD. There would be 3rd floor dormer windows which would be 25 metres from the rear of the dwellings on Downhills Way although this would fall short of the requirement of the SPD the proposal is not considered to have significant impact on the privacy of these properties. The dormer would each have 1 obscure glazed bathroom window and 1 bedroom window so would not have the main habitable rooms of the properties. There are no 3rd floor windows in the rear elevations of the existing dwellings and these 3rd floor windows are not considered to significantly increase the loss of privacy to these neighbouring properties.

8.6.3 To the front of the dwellings the separation distance would range from 16 metres to 19 metres due to the curved design of the terrace on Penniston Close. The Housing SPD does not provide guidance on window to window distances for front windows however the separation distances provided are considered to be acceptable in this instance. They would be similar to those found in other terraced residential areas where buildings front onto one another with a road's width between the properties. The 2nd floor windows on the proposed dwellings would serve bedrooms and the stair wells so would not serve the main habitable rooms. Therefore the proposal is not considered to result in a significant loss of privacy to these properties.

8.6.4 With regard to daylight and sunlight, it is considered that due to the distance between the proposed dwellings and the neighbouring properties and the orientation of the site it would not have a significant impact on daylight and sunlight at the neighbouring properties. The applicant has provided a section through the site showing that the proposed dwellings would not break a 25 degree line from the ground floor windows of the neighbouring properties which is the BRE standard for assessing the impact on daylight. The proposed houses would be due east of the dwellings on Penniston Close so although there would be some overshadowing to these properties it would not be sufficient to cause significant harm to the residential amenity of these properties. In respect of concerns that the proposal would be overbearing, it would introduce 2 storey development on the boundary with the garden areas of 209 and 197 Downhills Way but given the depth of these garden areas and the distance from the rear of the dwellings at these properties the proposal would not significantly harm the amenity of these properties through an overbearing appearance. To the front of the property the separation distance is considered sufficient to prevent the dwellings from having an unacceptable overbearing appearance to the dwellings on Penniston Close.

8.6.5 The additional dwellings and subdivision of the garden areas is not considered to result in a significant increase in noise to the neighbouring properties above what is expected in a residential area. Conditions will be attached requiring the applicant to provide a construction and environmental management plan (CEMP) to minimise the impacts of the development in terms of noise,

vibration, air and water pollution during construction. A condition will be attached to require whoever carried out the works to be a member of the Considerate Constructors Scheme.

8.6.6 Overall the proposal is not considered to result in significant harm to neighbouring amenity and is therefore considered to comply with Saved Policy UD3

8.14 Access & Parking

8.14.1 Local Plan Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport and adopting maximum car parking standards and car free housing wherever feasible. UDP Saved Policy M10 advises that development proposals will be assessed against the parking standards set out in Appendix 1 of the UDP. Parking requirement will be assessed on an individual basis as part of the Transport Assessment. Saved

8.14.2 Concerns have been raised by local residents that the proposal would increase traffic and cause parking problems in the area. The Council's Transportation Team has provided comments and note that the application site has a medium PTAL rating of 3 and is located close to The Roundway shopping area, which is served by the 123, 144, 217, 231, 243 and 444 bus routes that operate with a two-way frequency of 76 buses per hour providing access to services in nearby Wood Green and Tottenham High Road. On this basis it considers that prospective residents would use sustainable modes of transport for the majority of journeys to and from the site.

8.14.3 The Transportation Team note that the site is located within the Belmont controlled parking zone, which operates between Monday to Friday 8:30am–6:30pm and provides a good level of on-street parking control. It notes that the proposal provides for one off-street parking space per residential unit, which is a level that accords with standards set out within the Haringey Council adopted UDP (saved policies 2013). They also note that the application includes secure cycle storage facilities in line with London Plan standards. Furthermore, the area has not been identified within the UDP as an area known to have high car parking pressure. The proposal is therefore unlikely to have any significant impact on the surrounding highway network or on parking demand at this location.

8.14.4 Concerns have been raised by local residents about traffic and parking during the construction of the proposed development. A condition will be attached requiring the submission of a construction management plan (CMP) and construction logistics plan (CLP) which should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians is minimised.

8.14.5 Concerns have been raised in respect of the site access in terms of fire engines and refuse collection. Concerns have also been expressed that there would be poor access for pedestrians. The Transportation Team have advice that the site gains vehicular access from privately controlled Penniston Close, which is an estate road that already serves 34 properties. This access road measures in excess of the 3.7 metres required for access by fire appliance. They note that although the application does not include a detailed refuse collection strategy, the drawings indicate individual bin storage areas to the front of each property. This arrangement echoes that already provided for properties numbered 19-34 Penniston Close. However, as the Council's Neighbourhood Action Team have not been given the opportunity to provide full comments on the final refuse collection arrangements, the applicant should be required to provide a Refuse Management Plan in connection with the development.

8.14.6 It is therefore considered that the proposal would not have any significant impact upon the surrounding highway network or car parking demand at this location. Therefore, there are no objections on highway and transportation grounds. On this basis the proposal is considered to comply with Local Plan Policy SP7 and Saved Policy M10.

8.15 Sustainability

8.15.1 The NPPF, London Plan and local policy requires development 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. Chapter 5 of the London Plan and Local Plan Policy SP4 require all new homes to meet Level 4 of the Code for Sustainable Homes.

8.15.2 A condition has been imposed to ensure that these measures are provided and the proposal is therefore considered to comply with Local Plan Policy SP4.

8.16 Waste Management

8.16.1 London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection.

8.16.2 The Council's Waste Management Team has been consulted and raises no objections. The amended proposal includes waste and recycling storage to the front of the site which is sufficient to accommodate the standard 'kerbside collection full set' to comply with the Council's requirements for waste storage. Conditions have been attached requiring a refuse management plan and for the proposed waste storage arrangements to be provided prior to the occupation of the dwelling and retained in perpetuity.

8.17 S106 Planning Obligations and Community Infrastructure Levy (CIL)

8.17.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development. Below are the agreed Heads of Terms.

Affordable housing

£90,000 for affordable housing provision within the borough.

Education

£58,375.84 towards school places

Implementation and Monitoring Costs

£7,418.792 (3% of overall s106 value)

Mayoral Community Infrastructure Levy (CIL)

Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £2,4780 (708 sq. m x £35).

9.0 SUMMARY AND CONCLUSION

9.1 The layout, design and scale of the proposed dwellings is considered to be an acceptable form of backland development which achieves an acceptable relationship with neighbouring buildings and provides an adequate standard of accommodation and amenity for future occupants. The proposal would not have a significant impact on the amenity of neighbouring properties or have a negative impact on highway safety and is therefore recommended for approval.

9.2 Therefore, subject to the imposition of conditions and the signing of a section 106 legal agreement securing financial contributions and other relevant clauses, the planning application for the proposed development is recommended for approval.

10.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s) 265/00, 265/00, 265/010, 265/101 03, 265/102 04, 265/103 03, 265/104 06, 265/105 06, 265/106 06

Subject to the following condition(s)

IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of three 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 and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

DRAWINGS

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans:

265/00, 265/00, 265/010, 265/101 03, 265/102 04, 265/103 03, 265/104 06, 265/105 06, 265/106 06

Reason: To avoid doubt and in the interests of good planning.

SAMPLES OF MATERIALS

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 construction is commenced. 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 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN

4. No development shall be commenced unless a construction and environmental management plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of how noise, vibration, air and water pollution, among other impacts on amenity shall be minimised. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to ensure the efficient use of resources and reduce the impact of the proposed

CONSIDERATE CONSTRUCTORS

5. 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.

CODE FOR SUSTAINABLE HOMES

6. The dwelling(s) hereby approved shall achieve Level 4 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that Code Level 4 has been achieved.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

LIFETIME HOMES

7. All residential units within the proposed development shall be designed to Lifetime Homes Standard unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of Lifetime Homes.

WHEELCHAIR ACCESSIBLE

8. At least 10% of all dwellings shall be wheelchair accessible or easily adaptable for wheelchair use unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings.

CONSTRUCTION MANAGEMENT PLAN AND CONSTRUCTION LOGISTICS PLAN

9. The applicant/developer is required to submit a construction management plan (CMP) and construction logistics plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Penniston close and the surrounding roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.

PARKING

10. The car parking spaces shown on the approved drawings shall be marked out on the site. These spaces shall thereafter be kept continuously available for car parking and shall not be used for any other purpose without the prior permission in writing of the Local Planning Authority.

Reason: In order to ensure that adequate provision for car parking is made within the site consistent with Policy 6.13 of the London Plan 2011 and Saved Policies UD3 and M10 of the Haringey Unitary Development Plan 2006.

CYCLING PROVISION

11. The development shall not be occupied until the cycle parking spaces for users of the development, have been installed in accordance with Drawing 265/100 Rev 04. 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 2011 and Policy SP7 of the Haringey Local Plan 2013.

SUSTAINABLE DRAINAGE

12. No development shall commence until a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme 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.

REFUSE & WASTE STORAGE

13. The development shall not be occupied until the waste storage and recycling facilities shown on Drawing 265/102 Rev 04 have been installed. The storage facilities shall be retained thereafter for this use only.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

BOILERS

14. Prior to installation details of the boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by The London Plan Policy 7.14.

CONTAMINATED LAND

15. 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:-

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.

REFUSE MANAGEMENT

16. Prior to the occupation of the development hereby permitted the applicant/developer shall be required to submit a Refuse Management Plan for the approval of the Local Planning Authority.

Reason: In the interests of maintaining highway efficiency and safety.

INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Transportation Group (tel. 020 8489 1000) at least six weeks before the development is occupied to arrange for the allocation of a suitable address.

INFORMATIVE: Hours of Construction Work

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

INFORMATIVE: The 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 £24780 (708 sq. m x £35). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

INFORMATIVE: 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 offsite 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. To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

INFORMATIVE: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVE: 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.

11.0 APPENDICES

Appendix 1 – Consultation Responses

No.	Stakeholder	Question/Comment	Response
	INTERNAL		
	LBH- Transportation	<p>The application site has a medium PTAL rating of 3 and is located close to The Roundway shopping area, which is served by the 123, 144, 217, 231, 243 and 444 bus routes that operate with a two-way frequency of 76 buses per hour. These bus routes provide access to services in nearby Wood Green and Tottenham High Road. It is therefore considered that prospective residents would use sustainable modes of transport for the majority of journeys to and from the site.</p> <p>The site is located within the Belmont controlled parking zone, which operates between Monday to Friday 8:30am – 6:30pm and provides a good level of on-street parking control. The proposal provides for one off-street parking space per residential unit, which is a level that accords with standards set out within the Haringey Council adopted Unitary Development Plan (saved policies 2013). The parking levels within this development also accord with Unitary Development Policies M10-7.21 and M10-7.22 and Haringey’s Local Plan Strategic Policies (2013-2026) outlined within SP1, SP4 and SP7.</p>	Noted.

No.	Stakeholder	Question/Comment	Response
		<p>It has been noted that the application also includes secure cycle storage facilities in line with London Plan standards. Further to this, the area has not been identified within the Unitary Development Plan as that renowned to have high car parking pressure. The proposal is therefore unlikely to have any significant impact on the surrounding highway network or on parking demand at this location.</p> <p>The site gains vehicular access from privately controlled Penistone Close, which is an estate road that already serves 34 properties. This access road measures in excess of the 3.7metres required for access by fire appliance. Although the application does not include a detailed refuse collection strategy, the drawings indicate individual bin storage areas to the front of each property. This arrangement echoes that already provided for properties numbered 19-34 Penniston Close. However, as the Councils Neighbourhood Action Team have not been given the opportunity to provide full comments on the final refuse collection arrangements, the applicant should be required to provide a Refuse Management Plan in connection with the development.</p> <p>Therefore, the highway and transportation authority would not object to the above proposals subject to the imposition of the following pre-commencement conditions:</p> <p>1. Prior to the occupation of the development hereby permitted the applicant/developer shall be required to</p>	

No.	Stakeholder	Question/Comment	Response
		<p>submit a Refuse Management Plan for the approval of the Local Planning Authority. Reason: In the interests of maintaining highway efficiency and safety.</p> <p>2. The Applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on Downhills Way and Penniston Close is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.</p> <p>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.</p>	
	Housing Investments and Sites	<p>Affordable Housing Provision The proposed development is below ten unit threshold, therefore will be required to provide 20% affordable housing on site , based on habitable rooms, or provide financial contributions towards affordable housing</p>	Noted. The dwelling mix and affordable housing contribution are considered in paragraphs 8.3.2 and 8.17.1 respectively. A condition has been attached requiring 10% of the units to be

No.	Stakeholder	Question/Comment	Response
		<p>provision. (4.18).</p> <p>The council recognises however, that the provision of on-site affordable housing, particular as part of smaller schemes may be difficult to achieve both for private developers and registered affordable housing providers.</p> <p>For sites containing 5- 9 units' net additional units, an off-site affordable contribution relating to a 20% affordable contribution, based on habitable rooms will be sought.</p> <p>As set out in the Housing SPD 5.20 and Local Plan policy SP2: Housing, the council will be seeking a financial contribution of £90,000.</p> <p>Consultation There has been no pre-application consultation by the applicant with the Enabling Team.</p> <p>Tenure /Mix Current mix does not provide a range of units; the council will require a mix to be in line with the council SPD.7.1</p> <p>This proposal provides much needed family size housing for market sale.</p> <p>Wheelchair The council requires 10% of new residential developments to be fully wheelchair accessible to ensure a housing choice for disabled residents.</p>	<p>suitable of wheelchair users.</p>

No.	Stakeholder	Question/Comment	Response
		<p>CONCLUSION: The Housing Investments and Sites service is opposed to this scheme in its current form principally on the grounds that it does not comply with Haringey's affordable housing off-site requirements and does not comply with the council dwelling mix.</p> <p>There are currently high levels of social rented housing in the Tottenham constituency wards. In order to balance the tenure and reduce the socio-economic problems associated with high concentrations of social rented housing, such as wordlessness, poor education attainment levels and anti-social behaviour and promote the area's regeneration, current Local plan policies promotes higher proportions of market sale homes and intermediate housing in the east of the borough. This position is supported and sections 5.28 – 5.30 of the Housing SPD.</p>	
	Building Control	This work will be subject to Building Regulations and a Full plans application should be submitted to this office prior to works commencing on site.	Noted.
	Cleaving	<p>The proposed application of demolition of six sheds / garages and construction of 6 semi-detached dwelling houses comprising 4 x 3 bed and 2 x 4 bed houses will require space for the 'Standard kerbside collection full set' to be left for collection within the area of the property as close as possible to the access point to the property for collection teams. Details of the 'Standard kerbside collection full set' are given below.</p> <p>The proposed application does to not provide detailed</p>	Noted. Condition 13 attached requiring waste storage to be provided prior to the occupation of the development.

No.	Stakeholder	Question/Comment	Response
		<p>information on waste collection and storage. Detailed information is required in order to provide bespoke comments.</p> <p>Street-based households receiving kerbside collection services require space for the 'Standard kerbside collection full set' to be left for collection within the area of the property as close as possible to the access point to the property for collection teams. Details of the 'Standard kerbside collection full set' are given below.</p> <p>Wheelie bins or bulk waste containers must be provided for household collections</p> <p>Wheelie bins must be located no further than 25 metres from the point of collection.</p> <p>Route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary. If waste containers are housed, housings must be big enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed.</p> <p>Internal housing layouts must allow all containers to be accessed by users. Applicants can seek further advice about housings from Waste Management if required.</p> <p>Waste container housings may need to be lit so as to be</p>	

No.	Stakeholder	Question/Comment	Response
		<p>safe for residents and collectors to use and service during darkness hours. All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them. Waste collection vehicles require height clearance of at least 4.75 metres. Roads required for access by waste collection vehicles must be constructed to withstand load bearing of up to 26 tonnes. Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required.</p>	
	<p>Environmental Health – Pollution</p>	<p>Contaminated land:</p> <p>Before development commences other than for investigative work:</p> <p>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.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be</p>	<p>Noted. Conditions and informatives attached as recommended.</p>

No.	Stakeholder	Question/Comment	Response
		<p>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:-</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for</p>	

No.	Stakeholder	Question/Comment	Response
		<p>environmental and public safety.</p> <p><u>Control of Construction Dust:</u></p> <p>No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. (Reference to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.</p> <p><u>Combustion and Energy Plant:</u></p> <p>Prior to installation details of the boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p> <p><i><u>Reason:</u> To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by The London Plan Policy 7.14.</i></p> <p><u>As an informative:</u></p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and</p>	

No.	Stakeholder	Question/Comment	Response
		type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.	
	EXTERNAL		
	Thames Water	<p>Water Comments</p> <p>There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.</p> <p>Water Comments</p> <p>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 offsite 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</p>	Noted. Informatives attached

No.	Stakeholder	Question/Comment	Response
		<p>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. To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>Water Comments On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.</p>	
	London Fire Brigade	The Brigade is satisfied with the proposals for fire fighting access.	Noted
	Local residents		
	<p>Letters of objection have been received from; 209, 211, 213 Downhills Way, 38 Langham Road and Metropolitan and Nottingham Housing Association as Landlords for Penniston Close. A petition has been received from the following</p>	<p>The concerns raised are summarised as follows:</p> <p><u>Impact on neighbouring properties</u></p> <ul style="list-style-type: none"> • The proposal will reduce natural light into neighbouring gardens and houses. • Overshadowing which will be detrimental to amenity • Increase in noise nuisance • Reduction in privacy for neighbouring residents gardens and rooms including bedrooms • Disruption during the construction process • Violates the Right of Light Act • Garden is the one outside space and used therapeutically which in turn has a very positive impact on my mental health • Overshadowing will impact on the need for more electric lighting and heating as sunlight contributes to 	<p>This is addressed in paragraph 8.6.4 of the report As above This is addressed in paragraph 8.6.5 of the report This is addressed in paragraphs 8.6.2 and 8.6.3 of the report This is addressed in paragraph 8.6.5 The right of light act is not a planning matter so cannot be considered in the assessment of this application. The neighbouring garden areas would not be</p>

No.	Stakeholder	Question/Comment	Response
	addresses: 175,177, 179, 181, 187, 189, 191, 193, 209, 211, 213, 215, 217, 219, 223 Downhills Way and 21, 22, 23, 24, 25, 26, 27, 30, 31, 32, 34 Penniston Close.	the heating requirements of a home through passive solar heating <ul style="list-style-type: none"> • There will be unacceptable intrusion in the form of odour of waste material • Will not feel safe or comfortable in my own property, constantly attempting to keep a distance between myself and the other residents. <u>Drainage</u> <ul style="list-style-type: none"> • Detrimental effect on the water table with reduced water drainage • The construction will prevent access to sewers which cross the site <u>Traffic and parking</u> <ul style="list-style-type: none"> • Increase in traffic • Movement of cars along Penniston Close Road raise health and safety concerns • The construction work in close proximity to the access to Penniston Close would cause and safety hazard • The access road to the proposed buildings, Penniston close, is a narrow road and exits on to the corner of Downhills Way at Lordship Lane which is a major junction of very heavy traffic at most times. The close is already inadequate for the current resident traffic along its length and will be regarded as over use with more vehicles, especially at this dangerous junction. • Adding 6 dwellings with a single parking space for properties when they have 3 and 4 beds in each will require much more parking space and not the loss of existing garage parking 	significantly affected as set out in the report. Paragraph 8.6.4 notes that there would be no significant overshadowing to neighbours. There would not be an increase in odour or waster as a result of the proposed development. Paragraphs 8.6.2 and 8.6.3 note that the separation distances are considered acceptable. Condition 12 has been attached to ensure sustainable drainage is provided. An informative has been attached advising the applicant of their requirements in relation to sewers within the site. Paragraph 8.14.3 notes that there would be no significant impact from increased traffic. As above Condition 9. Requires a construction management plan to ensure there is no impact on pedestrian during construction. Paragraph 8.14.3 notes that the parking is considered to be adequate and meets the Council's standards.

No.	Stakeholder	Question/Comment	Response
		<ul style="list-style-type: none"> • Refuse trucks will be unable to properly access communal bins <p><u>Design and impact on the character of the area</u></p> <ul style="list-style-type: none"> • The proposal will change the character of the rear row of terraces by replacing gardens with houses • Loss of green space will have a negative impact on the environment and wildlife • The modern design would not be inkeeping with the late 1920s and 1930s style of the houses on Downhills Way • The proposal would transform the nature and character of the area <p><u>Waste and dumping</u></p> <ul style="list-style-type: none"> • Increase in waste pollution, there have been problems with waste being dumped in this area • Increase in waste pollution • Communal bin areas will be facing the proposed houses and fly tipping in front of the bins is a current problem <p><u>Other matters</u></p> <ul style="list-style-type: none"> • Can a development forum be arranged? • Subsidence to the garage and house at 211 Downhills Way • Reduced access to the rear of 211 Downhills Way and its garage • The Mayor of London has spoken out for the protection of rear gardens in London therefore the 	<p>This is addressed in paragraph 8.14.5 of the report</p> <p>Noted, this is considered acceptable. There are not considered to be any significant impacts on the environment of wildlife. The area is mixed in terms of design so a modern addition in a traditional style is considered appropriate. The proposal is considered to retain the character of the area.</p> <p>The proposal would increase surveillance and assist in preventing dumping problems. As noted above.</p> <p>As noted above.</p> <p>A development Forum was not considered necessary given the scale of the proposal and the level of objection.</p>

No.	Stakeholder	Question/Comment	Response
		<p>proposal is contrary to his policy for London</p> <ul style="list-style-type: none"> • Concerns about the nature and tenure of these properties- short term lease of the properties are more likely to cause anti-social behaviour and management issues • A site visit should be carried out • The proposal is garden grabbing and current laws should prevent it • Could lead to unauthorised access to land and property – no mention of security • Economic cost for property owners due to a fall in property value • The proposal will create a precedent for other residents in Downhills Way to convert garden space into dwellings • The very nature of this proposal is inappropriate and the use of land/property should not change because it will undoubtedly diminish its positive environment and present serious issues to the surrounding neighbourhood. • The Mayor of London, Boris Johnson, has long spoken out for the protection of rear gardens in London against development for housing; surely this planning application is contrary to his policy for London • To build over the alleyway and block access from pedestrians is outrageous. This is a pedestrian right of way and should not be blocked, this will add considerable time and inconvenience each time I want to go down Downhills Road. • The closure of the alleyway will mean that pedestrians will be forced to walk in the road where visibility from 	<p>This would be dealt with through building regulations</p> <p>Noted, all those who have a right of access using the alleyway will have to be provided with keys to use the alleyway</p> <p>The loss of garden areas is considered in paragraph 8.2.2</p> <p>This cannot be controlled through Planning legislation</p> <p>A site visit has been carried out</p> <p>The loss of garden areas is considered in paragraph 8.2.2</p> <p>There would be no increase in accessibility to neighbouring garden areas, the proposal is likely to limit the ability to enter the garden areas of Downhills Way</p> <p>Loss of property value is a private matter and therefore not a material planning consideration</p> <p>The proposal would not set an unwanted precedent.</p> <p>The loss of garden areas is considered in paragraph 8.2.2</p> <p>The loss of garden areas is considered in paragraph 8.2.2</p>

No.	Stakeholder	Question/Comment	Response
		<p>cars is restricted due to the tight angle the road follows. The proposed houses will mean that there will be more cars using this turning and vehicles used during construction and that all pedestrians will have no choice but put themselves at risk</p> <ul style="list-style-type: none"> • It is a gross over-development • If the development is allowed to go ahead, there will be 11 houses with very small gardens on the site where 5 houses with adequate gardens were originally built 	<p>The alleyway has had significant problem with fly tipping and litter and although access will be limited alternative access would still be available along Penniston Close</p> <p>The Council's Transportation Team are satisfied that the access is adequate and would not cause safety issues. They note that the access already serves a number of dwellings without any significant concerns.</p> <p>The design and impact on the area are considered in section 8.5</p> <p>As above.</p>
	<p>Letters of support have been received from the following addresses: 187 195 197 Downhills Way</p>	<ul style="list-style-type: none"> • I am happy for this to go ahead • Happy for this development to be built • Please withdraw my previous objection to the above application as I felt that I was pressured into objecting from local residents 	<p>Noted</p>