

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

<b>1. APPLICATION DETAILS</b>	
Reference No: HGY/2013/2008	Ward: Tottenham Green
<p><b>Address:</b> 2A Talbot Road N15 4DH</p> <p><b>Proposal:</b> Erection of 4 new dwellings to include 3 no. single storey with basement 2 bedroom terraced dwellings with lightwells to the front and rear, and 1no. 2 storey 2 bedroom detached dwelling, with provision of refuse / recycling store and bicycle store</p> <p><b>Applicant:</b> Mr David Binton Goldencreek Investments Inc</p> <p><b>Ownership:</b> Private</p> <p><b>Case Officer Contact:</b> Jeffrey Holt</p> <p><b>Site Visit Date:</b> 04/10/2013</p>	
<p><b>Date received:</b> 30/09/2013 <b>Last amended date:</b> 04/07/2014</p> <p><b>Drawing number of plans:</b> PL 001 AR11, PL 002 AR11, PL 002a AR11, PL 002b AR11, PL 003 to 012 incl. rev AR11</p>	
<p><b>1.1</b> The application is for a development which involves a S106 agreement. Under the current scheme of delegation it is therefore referred to the planning sub-committee.</p>	

## 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the provision of additional housing, the dwelling mix and density of the development is acceptable
- The design of the proposed development is such that it would preserve the character of the conservation area
- The impact of the development on the residential amenities of neighbouring properties is acceptable and would not cause unacceptable overshadowing, overlooking, loss of outlook or noise.
- The proposed residential accommodation would be of an acceptable standard as it meets internal floorspace standards and outdoor amenity space
- There would be no significant impact on parking – the site is in a CPZ and the applicant is proposing a car-free development
- Adequate refuse storage is provided
- The development would not result in a loss of trees
- S106 agreement would provide a £1,000 towards car-free designation and two-year free car-club membership and £50 credit for future occupiers

## 2. RECOMMENDATION

- 1) That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated authority to issue the planning permission and impose conditions and informatives and subject to sec. 106 Legal Agreement.
- 2) That the Section 106 Legal Agreement referred to in resolution above is to be completed no later than 15 October 2014 or within such extended time as the Head of Development Management shall in her sole discretion allow; and
- 3) That, following completion of the agreement(s) referred to in resolution 1) within the time period provided for in resolution 2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions imposed on application ref. HGY/2013/2008 including:

### Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Details of landscaping and planting
- 5) Details of boundary treatments
- 6) Details of green roofs/walls
- 7) Achieve Code for Sustainable Homes Level 4
- 8) Details of communal aerial/dish system
- 9) Boiler emissions limit
- 10) Control of construction dust
- 11) Details of waste storage
- 12) Construction Management Plan
- 13) Hydrological and Hydro-geological assessment
- 14) No Permitted Development
- 15) Impact on London underground
- 16) Drainage
- 17) Obscure glazing
- 18) Removal of redundant crossover

### S106 Heads of Terms

- 1) £1,000 contribution to amend the Traffic Management Order and secure car-free designation
- 2) Two years free car club membership and £50 credit for future occupiers
- 3) Cost recovery of £53 (5% of total S106 value)

### Informatives

- 1) CIL liable
- 2) Hours of construction
- 3) Party Wall Act
- 4) Crossover

- 5) Naming and numbering
- 6) Thames Water

In the event that member choose to make a decision contrary to officers' recommendation members will need to state their reasons.

That, in the absence of the agreement(s) referred to above being completed within two weeks of the , the Planning application be refused for the following reasons:

- 1) In the absence of a financial contribution towards designation as car-free development and towards car club membership, the proposal would have an unacceptable impact on parking and traffic and would be contrary to London Plan Policies Policy 6.3 'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', 6.13 'Parking' and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'

<b>TABLE OF CONTENTS</b>	
3.0	PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4.0	CONSULTATION RESPONSE
5.0	LOCAL REPRESENTATIONS
6.0	CONSULTATION
7.0	MATERIAL PLANNING CONSIDERATIONS
8.0	RECOMMENDATION
9.0	APPENDICES: Appendix 1: Consultation Responses Appendix 2 : Plans and images

### 3.1 PROPOSED DEVELOPMENT AND LOCATION DETAILS

#### 3.2 Proposed development

3.3 Permission is sought for the erection of four new dwellings including a two-storey three-bedroom house and three single storey with basement two-bedroom terraced dwellings.

3.4 The two-storey house is located at the front of the site with a frontage on Talbot Road. The house is 'L' shaped on plan and a maximum 7.3m wide and 14.2m deep.

3.5 The additional four houses are located at the rear and are single storey with a basement level. These houses are a maximum 12.3m deep, 2.8m high above ground level and form a terrace 14.1m wide. Each house has front and rear lightwells serving the basement floor. They are accessed from a courtyard in the centre of the site. Access to this courtyard is from a path from Talbot Road, running along the south side of the new house at the front of the site.

3.6 Refuse, recycling and bicycle storage is provided in the separately for the house at the front and communally for the houses at the rear.

#### 3.2 Site and Surroundings

3.3 The subject site is a mostly vacant plot of land on the east side of Talbot Road, N15. The site was once used as a carpark for a former public house immediately to the south on the corner of Talbot Road and Broad Lane. Currently the site is occupied by two single storey outbuildings near the entrance to the site.

3.4 Development to the south consists of 3-storey terrace buildings along Broad Lane with retail and commercial uses on the ground floor and residential above. To the east the site backs onto a rear garden to a shop on Broad Lane and a house on Tenby Close. To the north is an electrical substation and a 2-storey dwelling house. Further north along Talbot Road are a variety of Victorian, Edwardian and 20<sup>th</sup> Century residential properties. To the west are terrace houses and further west is the large Tesco Supermarket development on Tottenham High Road. Seven Sisters Station and West Green Road District centre are also to the west.

3.5 The site is in the Tottenham High Road/Seven Sisters/Page Green Conservation Area.

#### 3.4 Relevant Planning and Enforcement history

- HGY/2008/2093 - Erection of 2 storey, 4 x one bed house, 2 x two bed house and 2 x three bed self contained flats – REFUSED
- HGY/2007/1666 - Demolition of existing single storey office space and creation of new office space comprising two storey extension. Erection of

three storey infill between existing shop and vacant public house to provide two self contained flats – GRANTED

- HGY/2006/1884 - Erection of single storey shed and change of use of land to create hand car wash - REFUSED

#### 4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

Internal:

- 1) Building Control
- 2) Transportation
- 3) Waste Management
- 4) Conservation and Design
- 5) Tottenham Environmental Health

External:

- 6) Tottenham CAAC
- 7) London Fire Brigade
- 8) Thames Water
- 9) London Underground

The following responses were received:

Internal

- Environmental Health - require conditions in respect of boiler emissions and construction dust
- Building Control – further details required to demonstrate compliance with B5 (access and facilities)
- Conservation:
  - *No objection to most recent scheme*
  - *New building to the front would preserve character and appearance of the locally listed building (no. 4 and 6 Talbot Road) and conservation area*
  - Proposed terrace to the rear would enhance appearance of conservation area  
*In respect of first design*
  - Detached house is a poor pastiche of 1920 style Edwardian house, appears bulky, has a roof form out of keeping with neighbouring properties, fails to preserve and enhance
  - Terrace to the rear is an improvement over withdrawn scheme but is very tight and cramped form of development, is oddly shaped and does not relate to established built form, should not be more than three dwelling at the rear
- Design – no objection

- Transportation – no objection subject to car-free designation
- Waste Management – no objection

#### External

- Tottenham CAAC – no response
- Thames Water – no objection, informatives advised
- London Underground – require conditions and an informative to be applied to protect LUL tunnels beneath site

## 5. LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of a site notice displayed in the vicinity of the site and 76 letters. Letters were first sent 20/09/2013. Following a redesign, a further consultation was undertaken 12/02/2014. The scheme was revised further and a final round of consultation was undertaken 03/07/2014.

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

No of individual responses:

Objecting: 22

Supporting: 0

Others: 1

In addition a petition with 30 signatures was received against the proposed development

5.3 The following local groups/societies made representations:

- n/a

5.4 The following Councillor made representations:

- n/a

5.5 The following issues were raised in representations that are material to the determination of the application. The scheme for consideration by members was developed following the second round of consultation. A final round of consultation was then undertaken, These issues are addressed in the next section of this report:

- The site is actually the rear of 37 Broad Lane
- Poor design
- Out of keeping and harmful to local character and the conservation area
- Height bulk and massing is overbearing and visually dominant
- Loss of light, outlook and privacy to no. 2 Talbot Road
- Increased noise



- The site has poor drainage
- There is a natural spring on this site
- Impact on sewer system
- The site has protected trees
- Poor living conditions for prospective residents
- Cramped development

#### *Second consultation*

- Modest improvement to detached house at the front. 'L' shaped footprint would be better
- Still bulky and causes overshadowing
- Rear development is still cramped form of development
- Increased congestion
- Increased noise
- The site is currently used for waste storage for 37A Broad Lane and this has not be factored into the proposal

#### *Third consultation – These comments are made in response to the current scheme*

- Development is still unacceptable
- Drainage remains an issue
- Loss of light, outlook and privacy
- Insufficient amenity space
- Increased noise
- Poor design
- House at the front is still too large

5.6 The following issues raised are not material planning considerations:

- Prospective residents are likely to be transient (officer comment: this is speculative and not a material consideration)
- The developer does not care for the local area and has mismanaged no. 37A Broad Lane (Officer Comment: the character of the developer is not material)
- Disruption from construction (Officer comment: this is controlled under environmental health legislation)

## **6 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the development
2. Density and Dwelling Mix
3. The impact of the proposed development on the character and appearance of the conservation area
4. The impact on the amenity of adjoining occupiers
5. Living conditions for future occupants
6. Parking and highway safety
7. Waste

8. Trees and ecology
9. Energy and sustainability
10. Water Management and Flooding
11. S106

## **6.2 Principle of the development**

6.2.1 The application proposes the erection of four houses on previously developed land. The principle of additional housing is supported by London Plan 2011 Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey Local Plan Policy SP2 'Housing'. The Haringey Local Plan 2013 sets out a target of 8,200 dwellings between 2011 and 2021 (820 per year). Under the proposed further alterations to the London plan (FALP), the 2015-2015 target is proposed to increase to 15,019 (1,502 per year).

## **6.3 Density and Dwelling Mix**

- 6.3.1 National, London and local policy seeks to ensure that new housing development makes the most efficient use of land and takes a design approach to meeting density requirements.
- 6.3.2 Table 3.2 of the London Plan 2011 sets out the acceptable range for density according to the Public Transport Accessibility (PTAL) of a site. The site is considered to be in an 'urban' context and has a PTAL of 6a (high), thus development should be within the density range of 200 to 700 habitable rooms per hectare (hr/ha). The proposed development is on a 0.0773 ha site and provides 17 habitable rooms. This results in a density of 219 hr/ha, which is at the lower end of the target density range.
- 6.3.3 The NPPF 2012 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 2013 Policy SP2 Housing.
- 6.3.4 The proposed development provides four 2-bedroom houses. The provision of family housing in this location is considered acceptable.

## **6.4 The impact of the proposed development on the character and appearance of the conservation area**

6.4.1 Section 72 of the Planning Listed Buildings and Conservation Areas Act 1990 requires that in considering applications for development, the LPA shall pay special regard to the desirability of preserving or enhancing the character and

appearance of the conservation area. Policies 7.4 and 7.6 of the London Plan 2011 and Saved Policy UD3 of the Haringey UDP 2006 require development proposals be of high design quality, complement the character of the locality and are of a nature and scale that is sensitive to the surrounding area. London Plan Policy 7.8 'Heritage Assets and Archaeology' requires developments affecting "Heritage Assets" to conserve their significance.

- 6.4.2 The proposed development has two elements: a detached house at the front and a three attached houses at the rear.
- 6.4.3 The detached house is 'L' shaped on plan and has traditional architectural features which relate to the existing traditional development on Talbot Road, particularly the adjacent no. 2 Talbot Road. It would fill in existing gap in the streetscene and be in keeping with the established character of development that is visible from the public realm.
- 6.4.4 The development to the rear is contemporary in style with a flat roof, rectilinear form and modern materials. By having a simple design and by being only one storey above ground level, it would be subordinate to the taller more vertical traditional development surrounding it. The development would not be easily seen from the public realm except when viewed through the access way into the site. As such it would not have a significant impact on the streetscene and the Conservation Officer considers that it would enhance the Conservation Area.
- 6.4.5 In respect the size of the rear development, the site coverage and relationship to surrounding development is similar to houses immediately to the east on Tenby Close. Although these houses are outside the conservation area, they do form the setting of the conservation area and therefore form of the pattern of development to which the proposed development relates. The size of the development reduced from four houses to three in response to earlier officer comment and local resident objections.
- 6.4.6 The design has been informed by the comments raised by local objectors and by the Council's design and conservation officers. Although local resident objections remain, officers consider that there is no harm to the conservation area and that the proposed development preserves the character of the conservation area, in compliance with the above policies and in accordance with the above statutory test.

## **6.5 The impact on the amenity of adjoining occupiers**

- 6.5.1 London Plan 2011 Policies 7.6 and 7.15 and Saved UDP 2006 Policies UD3 and ENV6 require development proposals to have no significant adverse impacts on the amenity of surrounding development.

*Impact on daylight sunlight*

- 6.5.2 The local resident objections argue that the development would cause harmful overshadowing. The applicant has submitted a shadow diagram for the detached house at the front as it is the closest to nearby development. The diagram shows the shadow cast at midday on the summer and winter solstices and the spring autumn equinoxes. Only during the winter months would windows at no. 2 Talbot Road be affected and these are at ground floor level only. This impact would only be felt from midday to the evening as morning sun would not be affected due to the layout of the new house. It is therefore considered that although there is an impact, it is not considered harmful.
- 6.5.3 The rear development has been designed to minimise impact on neighbouring properties. The building is a maximum 2.8m high and is set 1.8m away from the boundary garden wall at no. 2 Talbot Road. Due to this layout, the resulting overshadowing would be significantly greater than that caused by a 2m high boundary wall. The same would apply to the east where the site adjoins no. 10 Tenby Close. To the south is commercial development and to the west is the forecourt to the development.

#### *Outlook*

- 6.5.4 No. 2 Talbot Road has south facing windows on both ground and first floor level which would have their outlook affected by the front house. However, the property is a single dwelling house and would continue to benefit from the outlook provided by all the other windows on the house. The affected windows would also continue to receive sunlight for most of the year. Consequently, the impact to outlook is not considered to be harmful living conditions of that property

#### *Overlooking and privacy*

- 6.5.5 The front house has windows in all directions but those which are side facing and on the first floor are obscure glazed and this is secured by Condition 17. There would be no overlooking to surrounding properties.
- 6.5.6 Windows on the houses at the rear are at ground level only and would not view surrounding properties.

#### *Noise*

- 6.5.7 Objections have been received in respect of noise. The proposal is for a purely residential development and is unlikely to result in endemic noise conflicts. Any noise disturbance from future residents would be subject to environmental health regulation.
- 6.5.8 The proposed development would therefore cause no significant harm to amenity in compliance with the above policies.

### **6.6 Living conditions for future occupants**

- 6.6.1 London Plan 2011 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 standards by which this is measured are set out in the Mayor's Housing SPG 2012.
- 6.6.2 The detached house is 129.5 sqm in area and well exceeds the 83 sqm minimum set out in the Housing SPG for a 2-bedroom/4-person house. The houses at the rear are each 91 sqm in area, exceeding the 77 sqm required for a 2-bedroom/3-person house.
- 6.6.3 The houses at the rear have their bedrooms in a basement level. The bedrooms are located at each end of each house and all benefit from a lightwell 1.8m long and 3.15m wide. Although they would not benefit from a view, they would receive daylight. Under BRE guidance, daylight and sunlight is most important for living areas with bedrooms of secondary importance. For this reason the kitchen and living areas are at ground level.

#### *Amenity Space*

- 6.6.4 The detached house has a 53 sqm private garden. The private gardens for the rear houses vary in size. Unit 2 has 23 sqm, Unit 3 has 13.5 sqm and Unit 4 has 61 sqm. Although they vary, they are considered to provide useable spaces in excess of the minima set out in the Housing SPG.

#### *Child Playspace*

- 6.6.5 London Plan Policy 3.6 'Children and young people's play and informal recreation facilities' requires developments make provision for play and informal recreation, based on the expected child population generated by the scheme. The Mayor's SPG "Shaping Neighbourhoods: Play and Informal Recreation" 2012 provides minimum standards for the provision of children's play space. The Haringey Open Space and Recreation Standards SPD sets out the Council's own play space standards under the Local Plan.
- 6.6.6 Using the formula set out in the above SPG the scheme would have a child yield of 3.2. The London Plan only requires on-site playspace for developments where there is an expected child yield of 10 or more. However, the family-size houses all benefit from private gardens which would provide doorstep playspace. Furthermore there is a play area for older children on Wakefield Road less than 300m away.
- 6.6.7 Overall the dwellings would provide adequate living accommodation in compliance with the above policies.

### **6.7 Parking and highway safety**

- 6.7.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies Policy 6.3

'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', 6.13 'Parking' and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'.

- 6.7.2 The application proposes no off-street parking. The Council's transportation team has assessed the application and do not object. The site is in an area of high public transport accessibility and is subject to on-street parking control. Cycle parking spaces have been provided for up to 10 cycles. It is therefore considered appropriate for a car-free development which would be facilitated by a S106 agreement.
- 6.7.3 The site has a crossover which would be made redundant by the development. It will be required to be reinstated to a footway in order to improve pedestrian access and to reinstate an on-street parking bay. Condition 18 secures these works.
- 6.7.4 Subject to the above, the development would not harm transport networks in compliance with the above policies.

## **6.8 Waste**

- 6.8.1 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.
- 6.8.2 The development makes provision for the storage of a full kerbside collection set for the front house and a communal storage area for the houses at the rear. The council's Waste Management team have no objection to the proposal
- 6.8.3 The local objections raise the concern about waste storage for the adjacent 37A Broad Lane, N15, which is owned by the applicant. The plans show a space for any excess storage at the front of site.
- 6.8.4 Condition 11 would secure exact details of the waste storage structure so that they are acceptable in appearance.

## **6.9 Trees and Ecology**

- 6.9.1 Under Policy OS17 'Tree Protection, Tree Masses and Spines' of the Haringey UDP, the Council will seek to protect and improve the contribution of trees to local character. London Plan Policy 7.4 'Trees and Woodlands' states that existing trees of value should be retained and any loss as the result of development should be replaced.
- 6.9.2 There are small trees along the northern border of the site but these are not protected or of any particular merit. The local resident has stated that there are protected trees on site. The site is in a Conservation Area and works to trees

would be subject to prior notification being given to the Council to allow time for a protection order to be considered. However there are no existing Tree Protection Orders on site.

6.9.3 The site is not within a designated ecological site and has no particular ecological merit due to being almost completely covered in hardstanding.

6.9.4 Details of a suitable a planting and landscaping scheme for the new development is secured by Condition 4.

## **6.10 Water Management and Flooding**

6.10.1 London Plan 2011 Policy 5.12 requires developments to comply with flood risk and assessment requirements set out in PPS25 in order to minimise flood risk. Policy 5.13 requires the use of Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so. This is reflected Haringey Local Plan 2013 Policy SP5.

6.10.2 The site is not in an area of flood risk but there is concern from local residents that the basement excavation would interfere with a natural spring. Conditions 12 and 13 secures a construction management plan and hydrological and hydro-geological impacts assessments respectively. Condition 16 secures a suitable drainage scheme.

## **6.11 Energy and Sustainability**

6.11.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. This approach is continued in Local Plan 2013 Policy SP4, which requires residential developments to achieve Code for Sustainable Homes Level 4. This is equivalent to a 25% reduction in emissions over a Building Regulations 2010 baseline.

6.11.2 Condition 7 would secures this.

## **6.12 S106 Planning Obligations**

6.12.1 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.

- £1,000 contribution to amend Traffic Management Order to secure car-free designation
- two-year free car-club membership and
- £50 credit for future occupiers
- S278 agreement to remove redundant crossover and reinstate footway

## **6.13 Conclusion**

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

## 6.6 CIL

Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £14,105 (403 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. An informative will be attached advising the applicant of this charge.

## 8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and s106 and s278 legal agreements

Applicant's drawing No.(s) PL 001 AR11, PL 002 AR11, PL 002a AR11, PL 002b AR11, PL 003 to 012 incl. rev AR11

Subject to the following condition(s)

### TIME LIMIT

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

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

### PLANS

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

PL 001 AR11, PL 002 AR11, PL 002a AR11, PL 002b AR11, PL 003 to 012 incl. rev AR11

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

### SAMPLES OF MATERIALS

3. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external 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 and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

#### LANDSCAPING

4. No development shall commence until a scheme for the treatment of the surroundings of the proposed development including the timescale for the planting of trees and/or shrubs and appropriate hard landscaping has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

#### BOUNDARY TREATMENT

5. No development shall take place until details of all enclosures around the site boundary (fencing, walling, openings etc) at a scale of 1:20, have been submitted to and approved in writing by the Local Planning Authority. Details shall include the proposed design, height and materials. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: In the interest of public safety and security and to protect the visual amenity of the locality consistent with Policies 3.5, 7.4, 7.5 and 7.6 of the London Plan 2011 and Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

#### GREEN WALLS/ROOFS

6. No development shall commence until details of a scheme for a "vegetated" or "green" roof(s)/wall(s) for the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The details shall include its (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 vegetated or green roof/wall 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 consistent with Policy 5.11 of the London Plan 2011 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

#### SUSTAINABILITY

7. The dwellings 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.

#### COMMUNAL AERIAL

8. The proposed rear development of three houses shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to protect the visual amenities of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

#### BOILER EMISSIONS

9. 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.

#### DUST

10. No demolition or construction works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition dust has been submitted and approved by the LPA. 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 LPA prior to any works being carried out on the site.

Reason: In order to ensure that the effects of the construction upon air quality is minimised.

## WASTE STORAGE

11. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

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

## CONSTRUCTION MANAGEMENT PLAN

12. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall include identification of potential impacts of basement developments methods of mitigation of such impacts and details of ongoing monitoring of the actions being taken. The approved plans should be adhered to throughout the construction period and shall provide details on:

- i) The phasing programming and timing of the works.
- ii) The steps taken to consider the cumulative impact of existing and additional basement development in the neighbourhood on hydrology.
- iii) Site management and access, including the storage of plant and materials used in constructing the development;
- iv) Details of the excavation and construction of the basement;
- v) Measures to ensure the stability of adjoining properties,
- vi) Vehicle and machinery specifications

Reason: In order to protect the residential amenity and highways safety of the locality

## HYDROLOGY AND HYDRO-GEOLOGY

13. Prior to the commencement of the development hereby permitted an assessment of the hydrological and hydro-geological impacts of the development and any necessary mitigation measures found to be necessary shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the details approved.

Reason: To ensure the development provides satisfactory means of drainage on site and to reduce the risk of localised flooding.

## NO EXTENSIONS

14. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 or any Order revoking or re-enacting that Order, no extensions, including roof extensions, shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy 7.4 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

## LONDON UNDERGROUND

15. The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning

Guidance 2012.

## DRAINAGE

16. The authorised development shall not begin until drainage works have been carried out in accordance with details to be submitted to and approved by the Local Planning Authority.

Reason: In order to ensure a satisfactory provision for drainage on site and ensure suitable drainage provision for the authorised development and comply with Policy 5.13 of the London Plan 2011, Policies SP0 and SP4 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2013.

## OBSCURE GLAZING

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

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 General Principles of the Haringey Unitary Development Plan 2006.

## REDUNDANT CROSSOVER

18. Prior to the occupation of the development hereby permitted, the redundant crossover applicant shall be removed and the footway reinstated. The necessary works will be carried out by the Council at the applicant's expense. The cost of the works must be paid to the Council in full before any development commences on site. The applicant should telephone 020 8489 1316 to obtain a cost estimate and to arrange for the works to be carried.

Reason: To reinstate the continuity of the footway and improve the quality of the pedestrian environment in compliance with London Plan 2011 Policy 6.10 'Walking' and Haringey Local Plan 2013 Policy SP7 'Transport'.

## INFORMATIVES

**INFORMATIVE : Community Infrastructure Levy**

The application is advised that the proposed development 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 £14,105 (403 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: Hours of Construction Work**

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

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

**INFORMATIVE: Party Wall Act**

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

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

**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.

**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 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. Reason - to ensure that the surface water Discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water will aim to provide customers with a minimum pressure of 10m head

(approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Appendix 1: Consultation responses.

No.	Stakeholder	Question/Comment	Response
	INTERNAL		
	Environmental Health	<p>❖ Control of Construction Dust:</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 with reference to the London Code of Construction Practice. 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>❖ Combustion and Energy Plant:</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>Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by The</p>	Noted. Conditions and informatives added.



No.	Stakeholder	Question/Comment	Response
		<p data-bbox="598 242 929 272">London Plan Policy 7.14.</p> <p data-bbox="598 375 837 405">As an informative:</p> <p data-bbox="598 443 1518 628">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.</p>	
	Transportation	<p data-bbox="598 801 1568 1377">The proposed development is located where the public transport accessibility level is high (PTAL 6), with Seven Sisters underground station and High Road Tottenham bus corridor within easy walking distance. We have therefore considered that the majority of the prospective residents of this site would travel by public transport, especially given the proximity of the underground station. There is also the presence of the Seven Sisters controlled parking zone (CPZ), operating Monday to Saturday from 08:00am to 06:30pm and providing adequate on-street car parking control at this location. The applicant has also proposed to provide 1 off street car parking space and 5 sheltered secure cycle parking stand capable of accommodating 10 cycles; the cycle parking provision is largely in line with Haringey's Saved UDP Policy M10 and the 2011 London Plan. Furthermore, the site does not fall within an area that has been identified within the Haringey Council Saved UDP Policy HSG11 as that suffering from high level on-street parking</p>	Noted. Conditions, informatives and s106 added.

No.	Stakeholder	Question/Comment	Response
		<p>pressures. In addition, this development proposal is suitable for dedication as a car-free development. The creation of the residential units will make large sections will require the reconstructed of the existing crossover and amendments to adjacent on street parking bays, which forms part of the Seven Sisters CPZ be extended to cover the area of carriageway fronting the redundant crossover. All costs associated with these works including amendments to the existing traffic management order (TMO) are to be borne by the applicant.</p> <p>Therefore, there are no highways and transportation objections to the above development proposal, subject to the following conditions:</p> <p>1)The applicant enters into a S.106 agreement that "The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the TMO for this purpose.</p> <p>Reason: To encourage the use of sustainable travel modes at this location.</p> <p>2)Prior to the commencement of the development hereby permitted the redundant</p>	

No.	Stakeholder	Question/Comment	Response
		<p>section crossover shall be removed and the footway re-instated, and the existing Seven Sisters CPZ extended to cover the carriageway fronting the site. The necessary works and amendment to the traffic management order will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out before work commences on site.</p> <p>Reason: In order to safeguard residential amenity, and secure additional on street parking to service the need of the proposed development.</p> <p>Informative</p> <p>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.</p>	
	Conservation	<p>Background: This is a vacant site within Seven Sisters/ Page Green Conservation Area, at the edge of Tottenham Green Conservation Area. At present the site is in an unkempt condition and detracts from the appearance of the conservation areas. A previous application for a similar development was withdrawn. Talbot Road (Tottenham Green Conservation Area) has a varied architectural character with mostly late Victorian semi-detached properties. There are some modern interventions.</p>	Noted. Roof design has been amended accordingly.

No.	Stakeholder	Question/Comment	Response
		<p>Immediately to the north of the site, No. 2 Talbot Road is a detached two storey locally listed building that is constructed of yellow London stock brick with a hipped slate roof. The ground floor has a recessed entrance porch with a painted timber door case with flat bracketed hood and a large canted bay window. Nos. 4 and 6 Talbot Road is a pair of late 19th Century pair of semi-detached three storeys locally listed buildings constructed of yellow London stock brick and a shared slate hipped roof. They each have two sashes with stucco heads and a ground floor canted bay with hipped roof and round headed recessed entrance porch. These have group value within the conservation area and are an attractive feature within the streetscene.</p> <p>Comments: The scheme proposes a detached building fronting Talbot Road and a terrace of three units to the rear of the site.</p> <p>Detached dwelling: The proposed design has improved substantially from the previous scheme. The revised scheme, whilst still pastiche, relates well with the locally listed building in terms of its scale and proportions. The building would close an unkempt gap in the streetscene and would complete the street frontage. It is recommended that the roof height could be increased slightly to improve the proportions of the proposed building. This could be achieved without increasing or decreasing the slope of the roof.</p> <p>Provided that the roof alterations are undertaken, the proposed house would be considered to preserve the character and appearance of the</p>	

No.	Stakeholder	Question/Comment	Response
		<p>conservation area.</p> <p>Terrace to the rear: The design of the proposed terrace is considered to be appropriate, in that it reflects a modern and contemporary architectural style, which could potentially contribute positively to the conservation area. To address the previous concerns of overdevelopment and massing, the revised scheme has been reduced to three units. These sit more comfortably within the site and with some breathing space along the edges. Whilst backland development is not ideal, the layout of the proposed terrace would be similar to the narrow terraces along Broad Lane. As such it would be considered a contemporary addition to the conservation area that would enhance its appearance. It is, therefore, acceptable.</p> <p>In context of the recent case on Barnwell Manor, the Council's duty to consider whether new development preserves or enhances the character of heritage assets has been assessed. In this instance, it is felt that the new building to the front would preserve the character and appearance of the locally listed building and the conservation area. Overall, the development would not cause any harm to the conservation area and the new development would preserve or enhance (provided that the changes above are implemented) the area. It is, therefore acceptable.</p> <p>Conclusion: Acceptable.</p>	
	Building Control	Further details are required to demonstrate compliance with the requirements of B5 of the Building Regulations (Access and facilities for the Fire Service), and will require an application to be submitted to this	A further application will be required to secure building Regulation approval.

No.	Stakeholder	Question/Comment	Response
		office.	
	Waste	The above planning application for 5 new dwellings to include 4no. single storey 2 bedroom terraced dwellings with lightwells to the front and rear, and 1no. 2 storey 3 bedroom detached dwelling, with provision of refuse / recycling store and bicycle store, This part of the application has been given RAG traffic light status of GREEN for waste storage and collection arrangements.	Noted.
	EXTERNAL		
	Thames Water	<p>Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at <a href="http://www.thameswater.co.uk">www.thameswater.co.uk</a></p> <p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to</p>	Noted. informatives added.

No.	Stakeholder	Question/Comment	Response
		<p>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.</p> <p>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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.</p> <p>Any piling must be undertaken in accordance with the terms of the</p>	

No.	Stakeholder	Question/Comment	Response
		<p>approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.</p>	
	London Underground	<p>Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. This site is above London Underground Victoria line tunnels. It will need to be demonstrated to the satisfaction of LUL engineers that:</p> <ul style="list-style-type: none"> <li>- the development will not have any detrimental effect on our tunnels and structures either in the short or long term</li> <li>- the design must be such that the loading imposed on our tunnels or structures is not increased or removed</li> <li>- we offer no right of support to the development or land</li> </ul> <p>Therefore we request that the grant of planning permission be subject to conditions to secure the following:</p> <p>The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London</p>	Noted. Conditions and informatives added.



No.	Stakeholder	Question/Comment	Response
		<p>Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:</p> <ul style="list-style-type: none"> <li>- provide details on all structures</li> <li>- accommodate the location of the existing London Underground structures and tunnels</li> <li>- accommodate ground movement arising from the construction thereof</li> <li>- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.</li> </ul> <p>The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p> <p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012</p>	

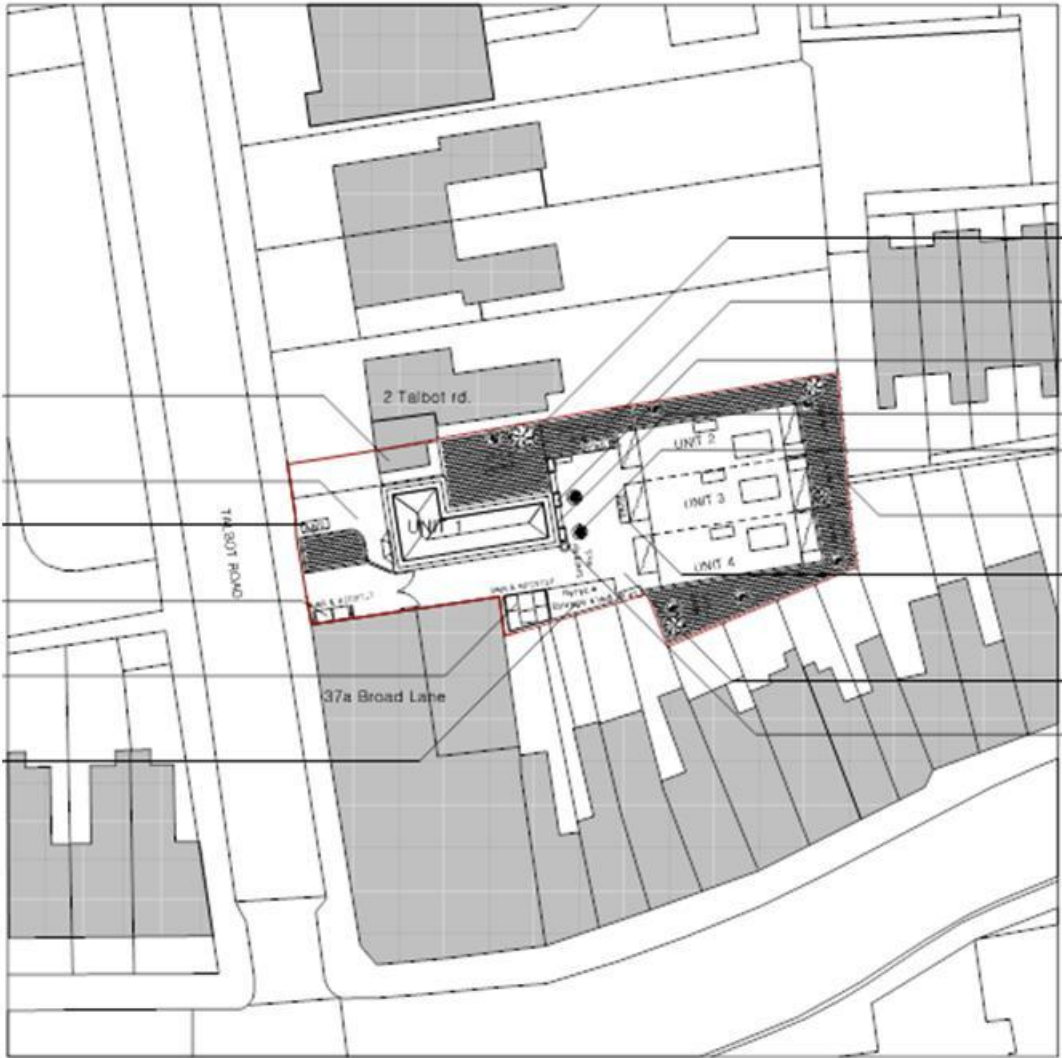
No.	Stakeholder	Question/Comment	Response
		<p>We also ask that the following informative is added:</p> <p>The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods.</p>	
	<b>Local Residents</b>		
	<p>Objecting: 22 Supporting: 0 Others: 1</p>	<ol style="list-style-type: none"> <li>1. The site is actually the rear of 37 Broad Lane</li> <li>2. Poor design</li> <li>3. Out of keeping and harmful to local character and the conservation area</li> <li>4. Height bulk and massing is overbearing and visually dominant</li> <li>5. Loss of light, outlook and privacy to no. 2 Talbot Road</li> <li>6. Increased noise</li> <li>7. The site has poor drainage</li> <li>8. There is a natural spring on this site</li> <li>9. Impact on sewer system</li> <li>10. The site has protected trees</li> <li>11. Poor living conditions for prospective residents</li> <li>12. Cramped development</li> </ol> <p><i>Second consultation</i></p> <p>13. Modest improvement to detached house at the front. 'L'</p>	<ol style="list-style-type: none"> <li>1. Noted. Accurate site plan has been submitted</li> <li>2. Design has improved following comments</li> <li>3. Building has been reduced in size</li> <li>4. Front and rear buildings have been amended to reduce impact</li> <li>5. As above</li> <li>6. Development is residential, no significant noise generated</li> <li>7. Drainage condition applied</li> <li>8. Hydrology and hydrogeology studies secured by condition</li> <li>9. Thames Water do not object</li> <li>10. No protected trees</li> <li>11. Dwellings receive adequate light</li> </ol>

No.	Stakeholder	Question/Comment	Response
		<p>shaped footprint would be better</p> <p>14. Still bulky and causes overshadowing</p> <p>15. Rear development is still cramped form of development</p> <p>16. Increased congestion</p> <p>17. Increased noise</p> <p>18. The site is currently used for waste storage for 37A Broad Lane and this has not be factored into the proposal</p> <p><i>Third consultation</i></p> <p>19. Development is still unacceptable</p> <p>20. Drainage remains an issue</p> <p>21. Loss of light, outlook and privacy</p> <p>22. Insufficient amenity space</p> <p>23. Increased noise</p> <p>24. Poor design</p> <p>25. House at the front is still too large</p>	<p>12. Development reduced in size</p> <p>13. Noted</p> <p>14. Building reduced in size</p> <p>15. Building reduced by one flat</p> <p>16. Will be car free development</p> <p>17. See 6</p> <p>18. Waste storage amended in response</p> <p>19. Officer consider development is acceptable</p> <p>20. See 7</p> <p>21. Impact has been reduced to acceptable level</p> <p>22. Sufficient amenity space provided</p> <p>23. See 6</p> <p>24. Design is considered acceptable</p> <p>25. See above</p>

Plans and Images

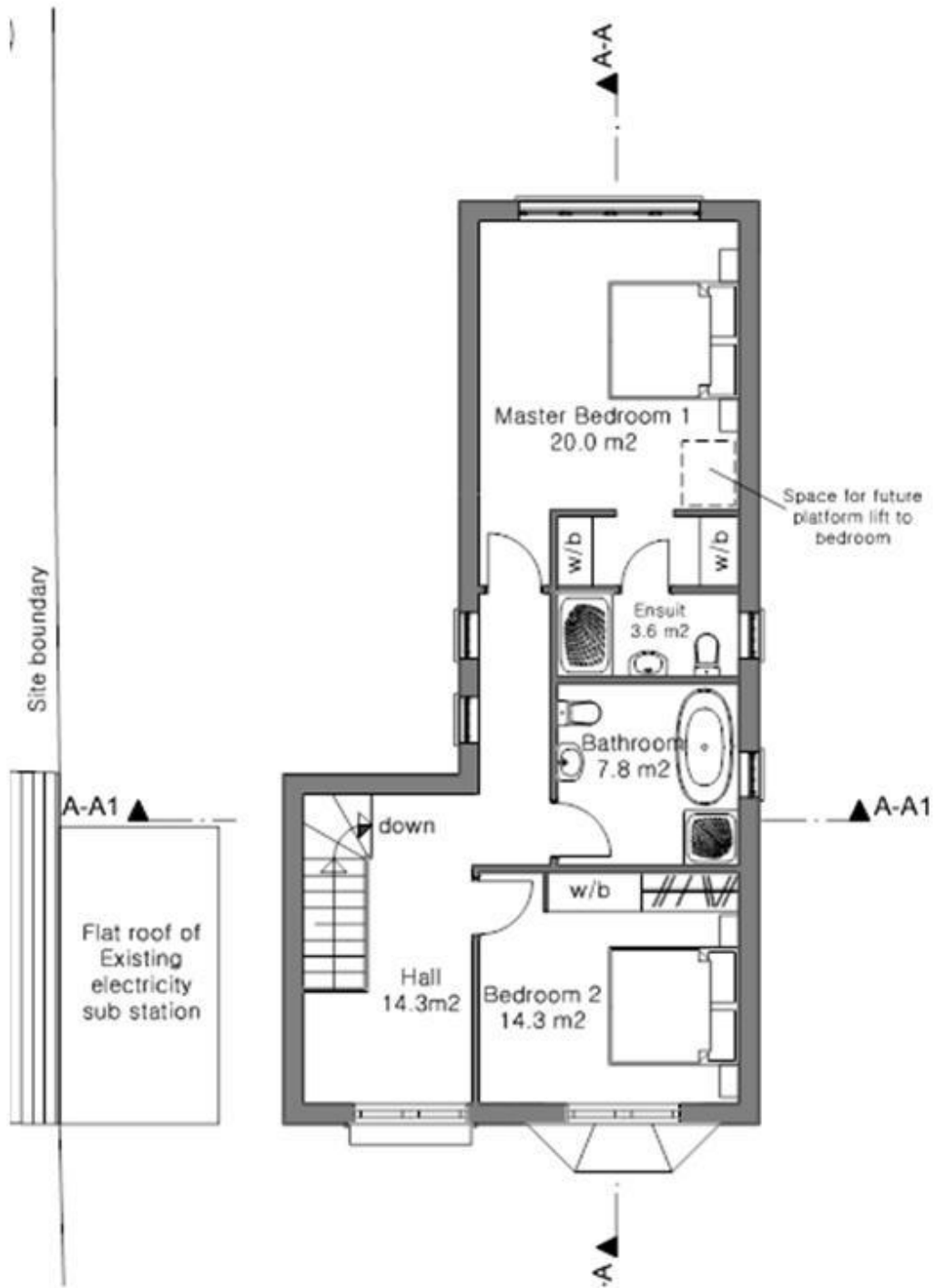


Site Plan

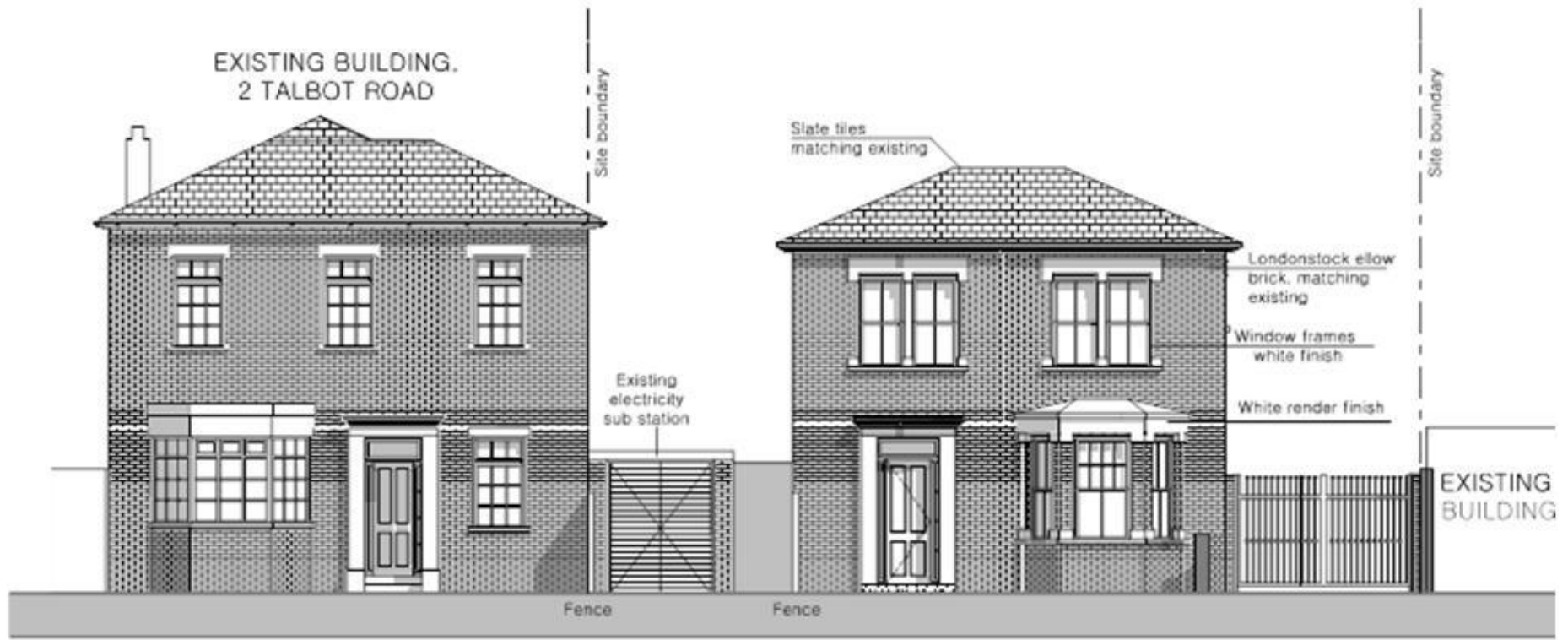


Ground floor plan





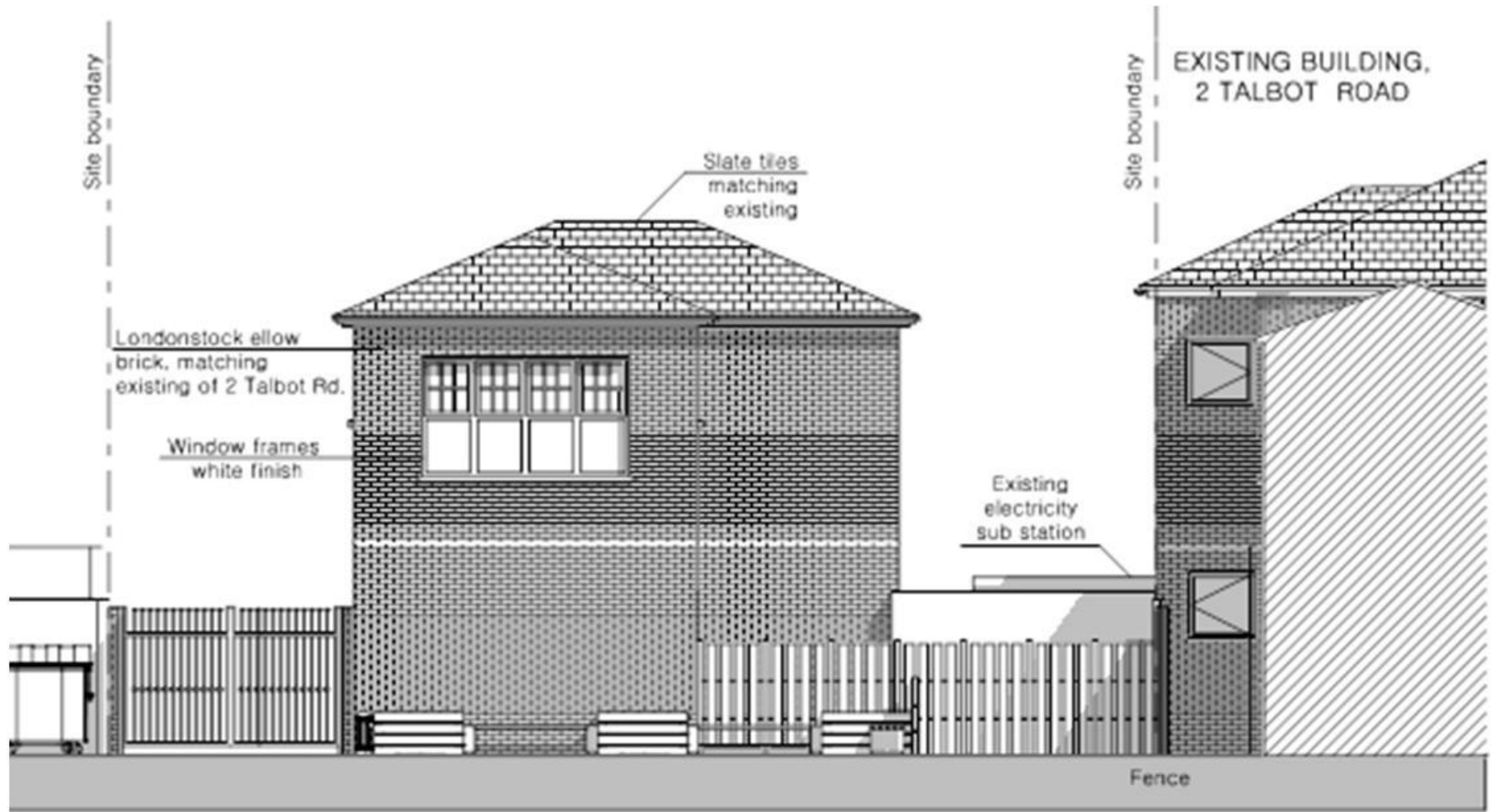
First floor plan front



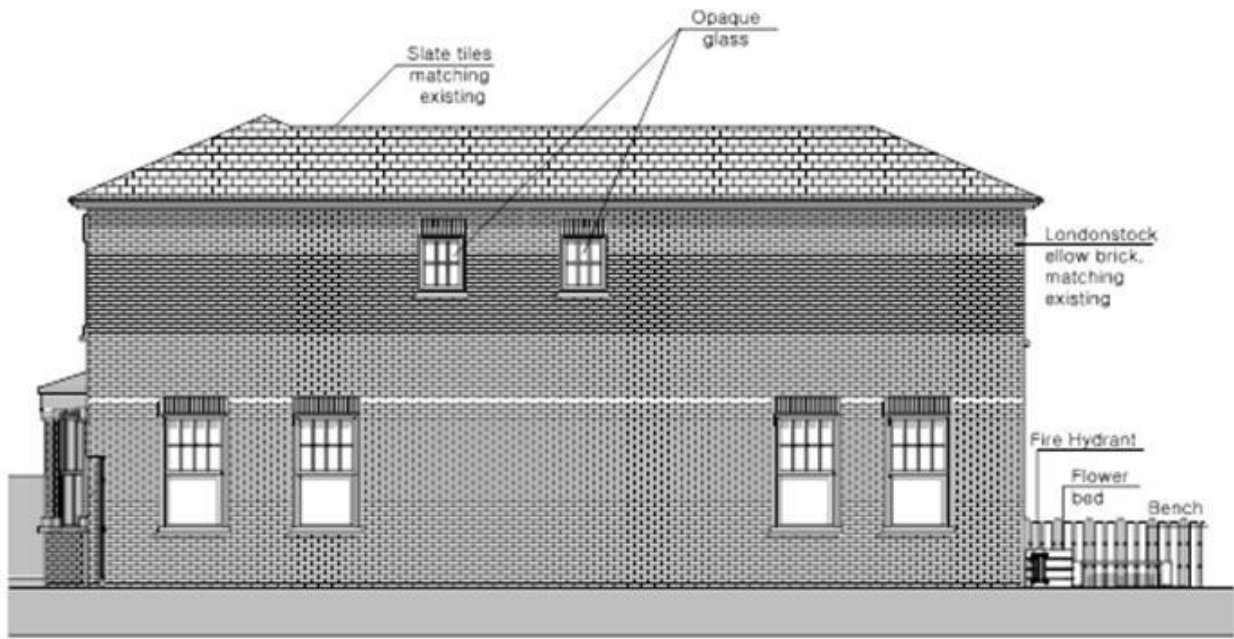
Unit 1 Proposed Front Elevation 1:100

Front elevation



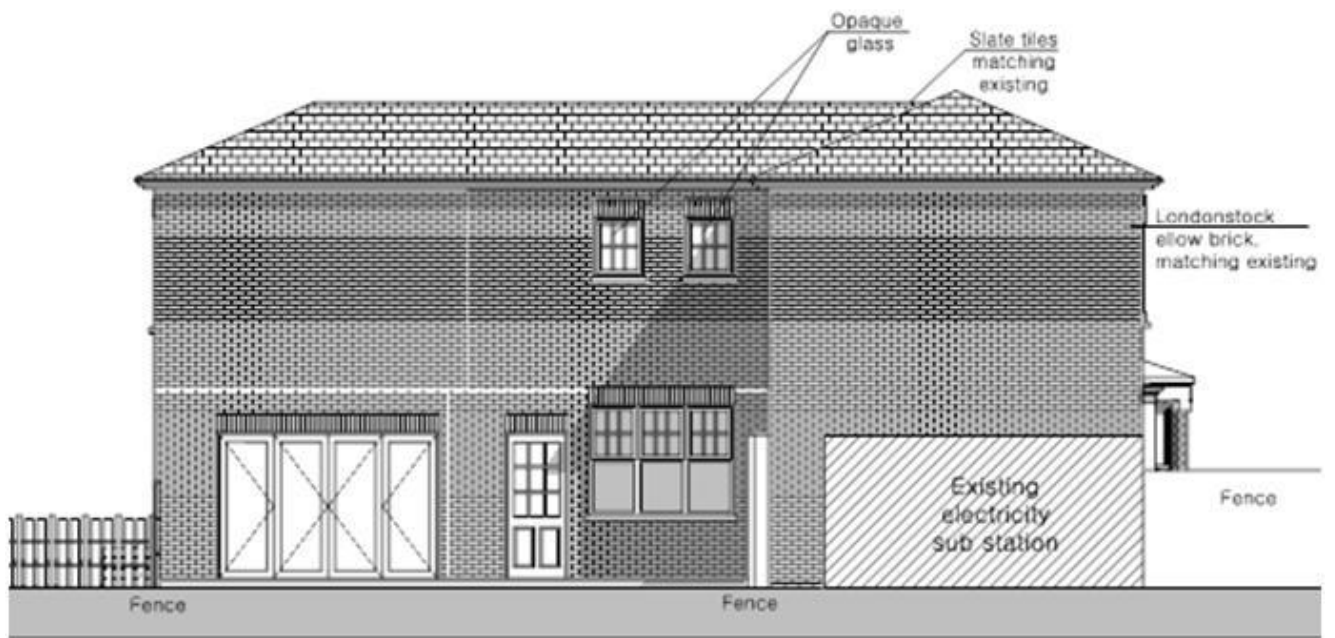


Rear elevation



Unit 1 Proposed South Elevation

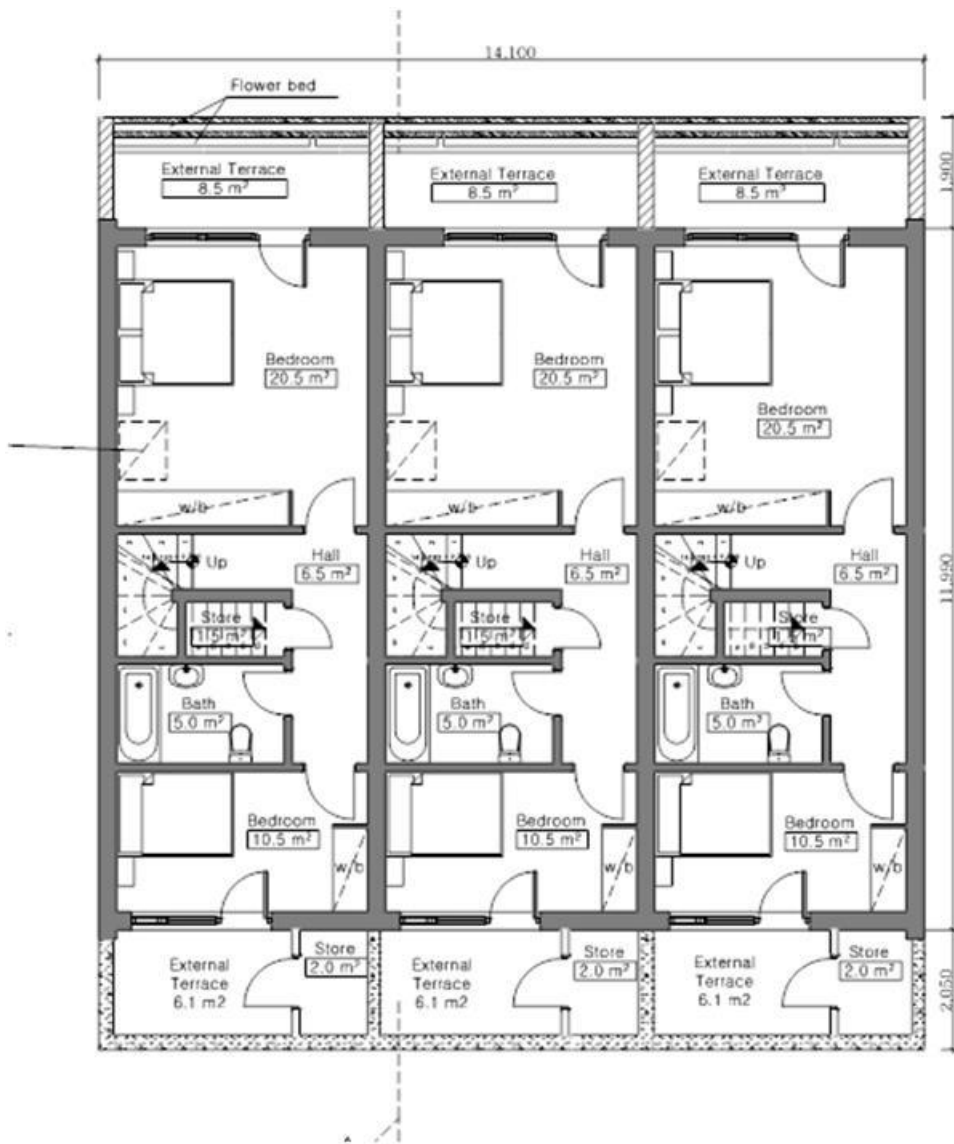
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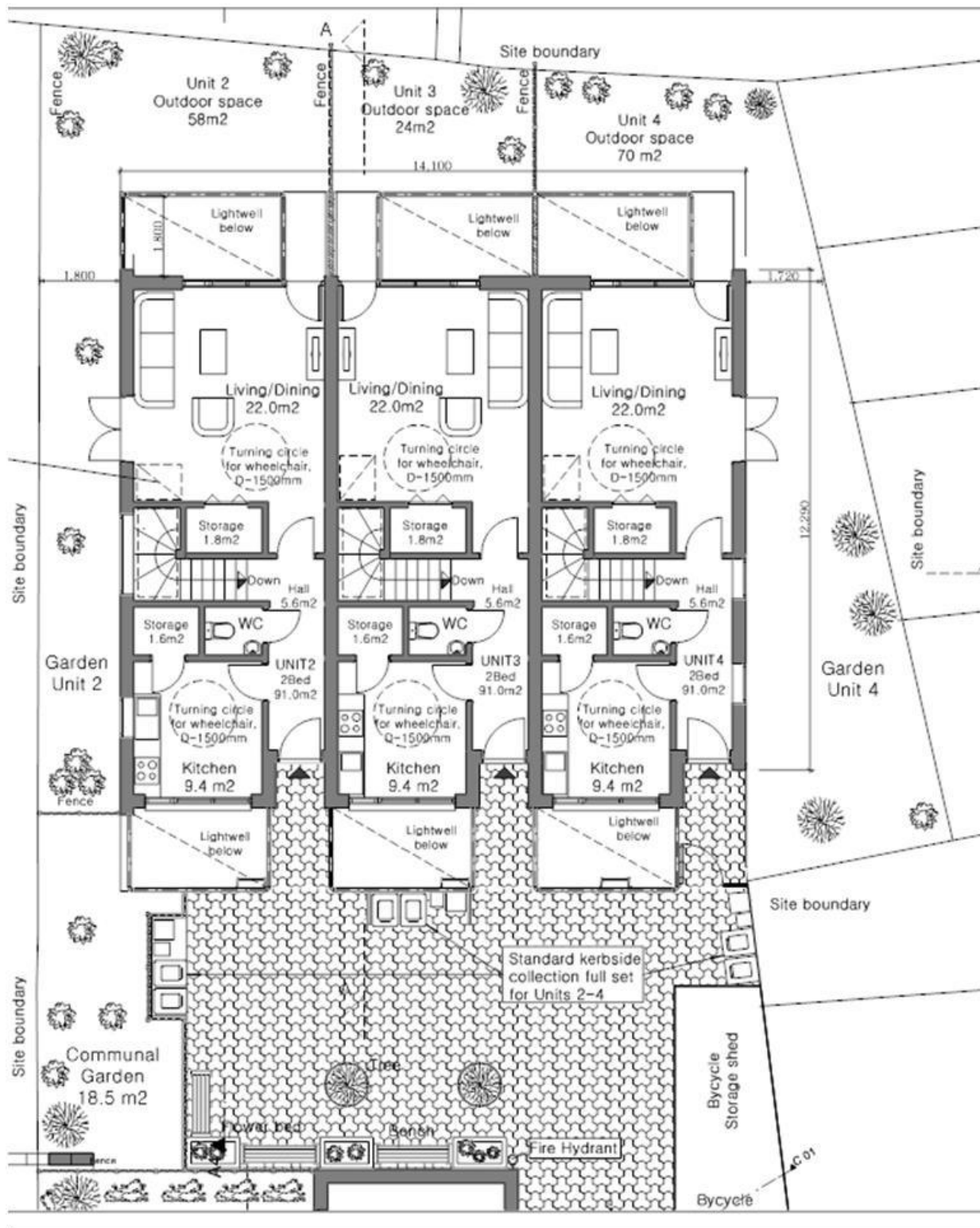
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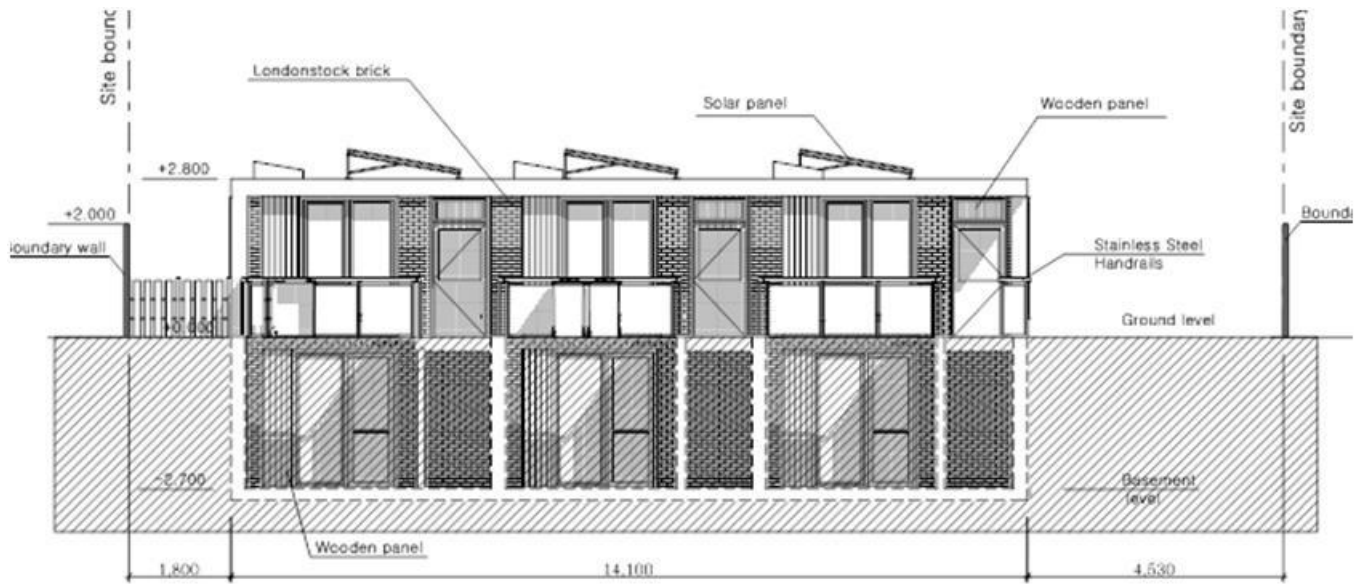
Side elevations



Basement level rear development

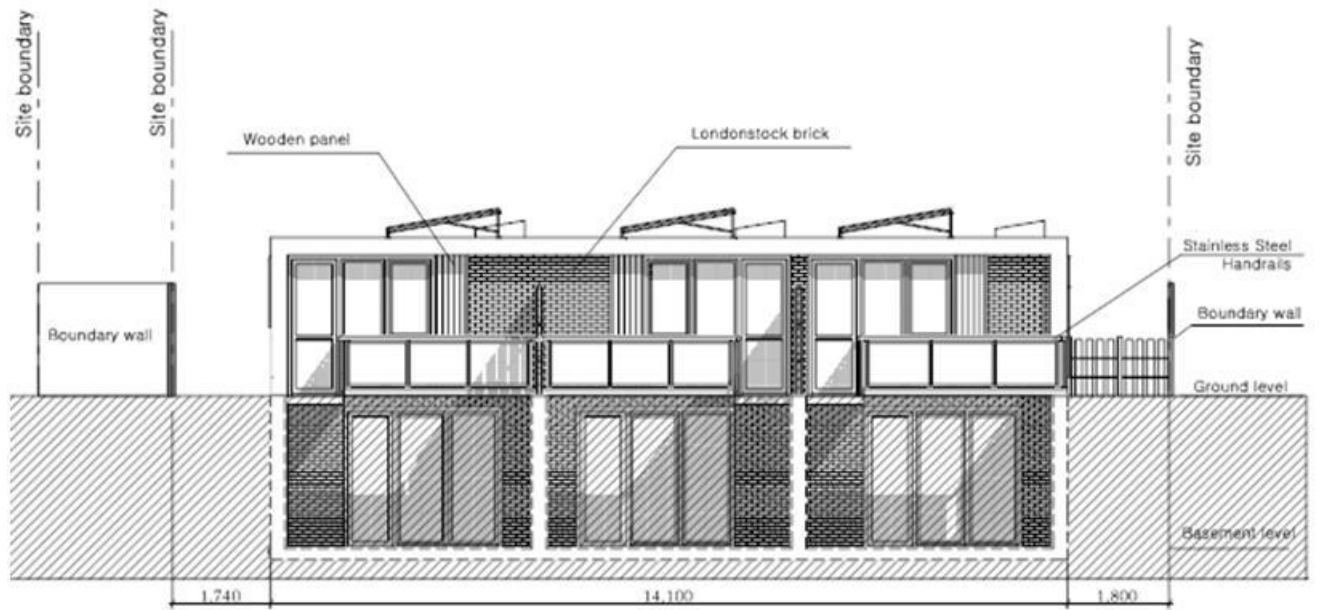


Ground floor rear development



Unit 2-4 Proposed Front Elevation

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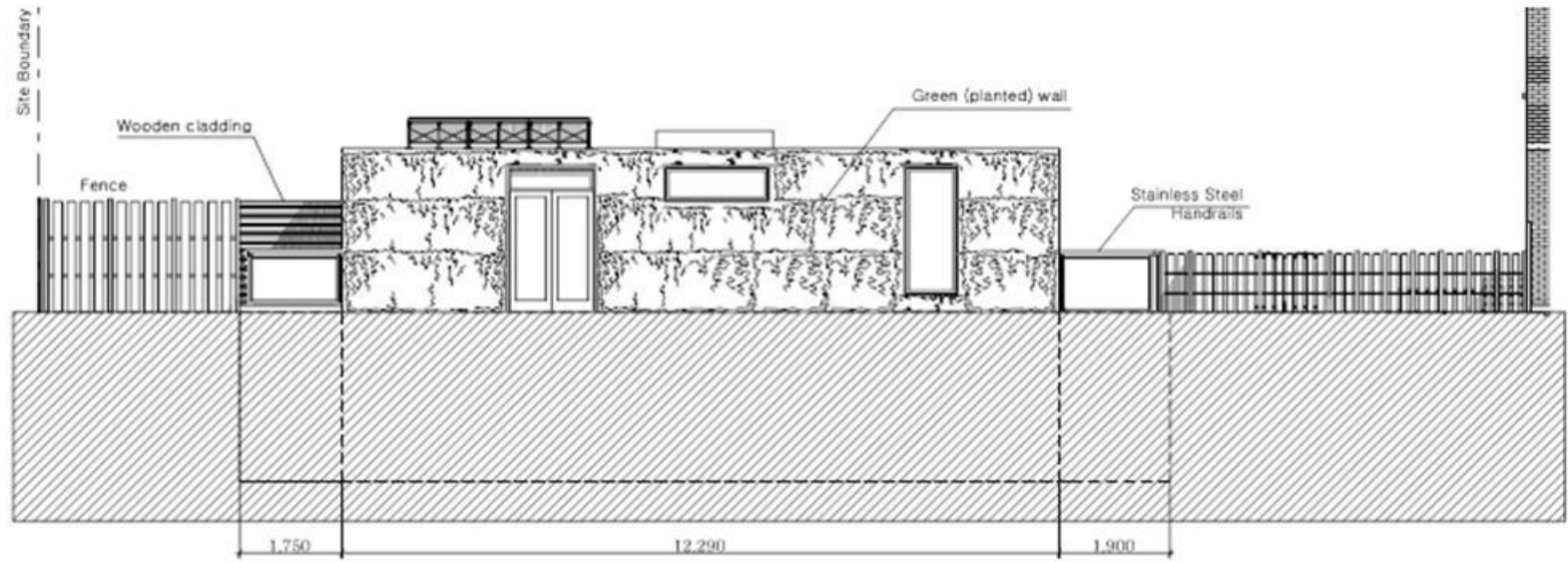


Unit 2-4 Proposed Rear Elevation

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Front and rear elevations



Unit 2-4 Proposed North Elevation

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