

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2014/1973	Ward: Muswell Hill
<p>Address: 10-27 Connaught House Connaught Gardens N10 3LH</p> <p>Proposal: Refurbishment and reconfiguration of existing building including the erection of extensions to the south and west elevations; erection of a one storey roof extension across the top of the existing building; provision of eight additional flats; and alterations to existing parking area</p> <p>Applicant: Indra Services Ltd</p> <p>Ownership: Private</p> <p>Case Officer Contact: Robbie McNaugher</p> <p>Site Visit Date: 17/12/2013</p>	

Date received: 11/07/2014 Last amended date: 15/09/2014

Drawing number of plans:

Location Plan 1321-PL-001-A /
Existing Ground Floor 1321-E-101-B /
Existing First Floor 1321-E-102-B /
Existing Second & Third Floors 1321-E-103-A /
Existing Elevations 1321-E-201-A /
Proposed Ground 1321-PL-101-E /
Proposed First 1321-PL-102-D /
Proposed Second & Third 1321-PL-103-E /
Proposed Fourth & Roof 1321-PL-104-H /
Proposed Site 1321-PL-105-B /
Proposed Landscape 1321-PL-106-B /
Proposed E and W Elevations 1321-PL-201-H /
Proposed N and S Elevations and
Section AA 1321-PL-202-F /
Proposed Window Privacy
Diagram 1321-PL-203-C /
Proposed Elevation Detail 1321-PL-204-A /
Existing Site Sections 1321-PL-500-A /
Proposed Site Sections 1321-PL-501-B /
Sections to 7 Teresa Walk 1321-PL-502-A /
Sections to 8 Teresa Walk 1321-PL-503-A /
Sections to 9 Teresa Walk 1321-PL-504-A /
Sections to 10 Teresa Walk 1321-PL-505-A /
Sections to 78 Woodland Gardens 1321-PL-506-B /
Existing and Proposed Rear Site
Section 1321-PL-507-B /
Areas Schedule 1321-PL-901-E

1.1 This application is reported to the Committee following a decision by the Head of DM given the local interest in the application and a Councillor request.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

The application site contains 18 vacant flats which were originally built as accommodation for the Metropolitan Police. The building currently requires significant modernisation to meet current living standards and to improve energy efficiency. The proposal is to extend the building to the side and rear with single storey roof additions and clad the building with a modern external finish. This will improve the accommodation within the existing flats and provide 8 additional units.

A previous application (reference HGY/2013/2421) for a larger development of the site was refused on the grounds that it would be harmful to visual amenity, overbearing and detrimental to the amenity of neighbouring occupiers, failed to meet the required space standards and in the absence of a Sec 106 agreement was refused for not providing the required planning obligations. The proposal has been amended to address the previous reasons for refusal with the height and depth of the extensions to the existing building reduced and a more sympathetic design proposed.

Concerns have been raised by neighbouring residents in terms of design, neighbouring amenity, parking and the impact on trees on the site boundaries. However although the proposal is for a modern extension and refurbishment it is considered to be high quality design which respects the surrounding development.

The applicant has provided a daylight, sunlight & overshadowing report which demonstrates that there would be no significant impact on neighbouring properties in this respect. The windows and balconies have been designed to consider the impact on neighbouring privacy and uses screening, louvered windows and obscure glazing to ensure that there is no significant loss of privacy to neighbouring properties. The amendments to the height and depth of the extension would ensure the proposal is not overbearing to the neighbouring properties.

The applicant proposes to increase the number of car parking spaces from 6 to 9 and has provided a transport assessment which includes a parking survey which demonstrates that any additional parking requirement can be met in the surrounding streets without any impact on highway safety and therefore The Highway and Transportation Authority are satisfied with this level of parking provision. The applicant's Arboricultural Implications Assessment demonstrates that there would be no detrimental impact to the trees on the site, to the satisfaction of the Council's Arboricultural Officer. The proposal would comply with the Council's policies for sustainability.

Therefore overall the proposal is a sustainable design which upgrades an existing building to provide high quality residential accommodation with no significant impact on amenity parking or trees. Contributions towards affordable housing, education, cycling improvements, a travel plan and necessary highway works will be secured by s106 and s278 agreements. The development will be liable for the Mayoral Community Infrastructure Levy. The detailed assessments outlined in this report demonstrate that there is planning policy support for these proposals embodied in the Local Development Plan. 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.

OFFREPC

Officers Report

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 a sec. 106 Legal Agreement

(2) That the section 106 legal agreement referred to in the resolution above is to be completed no later than 31st 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 referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted subject to the attachment of the following conditions:

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) Balcony screen
- 5) Obscure glazing
- 6) Boilers
- 7) Construction and Environmental Management Plan
- 8) Tree protection
- 9) Tree foundations
- 10) Landscaping
- 11) Code for sustainable homes
- 12) Lifetime homes
- 13) Wheelchair accessible
- 14) Construction Management Plan (CMP) and Construction Logistics Plan
- 15) Parking
- 16) Cycling provision
- 17) Sustainable drainage
- 18) Refuse and waste storage

Informatives

- 1) Naming and numbering
- 2) Hours of construction
- 3) CIL liable
- 4) Tree works
- 5) Sewers
- 6) Thames Water
- 7) Thames Water II
- 8) Asbestos
- 9) Sprinklers
- 8) Bin storage

(4) That, in the absence of the agreement referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the Planning Application be refused for the following reasons;

- i. The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing or a financial contribution in lieu the proposal is contrary to policy SP2 'Housing' of the Local Plan March 2013 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan July 2011.
- ii. The proposed development, in the absence of a legal agreement securing financial contributions towards walking and cycling improvements in the surrounding area and a Travel Plan Statement would fail to promote measures to influence behavioural change and improve access to public transport. As such, the proposal is contrary to Policy SP7 (Transport) of the London Borough of Haringey Local Plan: Strategic Policies March 2013, Saved Policy UD3 (General Principles) of the Haringey Unitary Development Plan July 2006 and Policy 3.16 (Protection and Enhancement of Social Infrastructure) of the London Plan July 2011.
- iii. The proposed development, in the absence of a legal agreement securing a contribution towards educational infrastructure, would place an unacceptable strain on local educational resources, contrary to policies SP16 (Community Facilities) of the London Borough of Haringey Local Plan: Strategic Policies March 2013.

5) In the event that the Planning Application is refused for the reasons set out in resolution (4) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director (PEPP) within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

Section 106 Heads of Terms:

- 1) Affordable housing contribution of £171,717.00
- 2) Education contribution of £19,418.90
- 3) £8,000 towards walking and cycling improvements; enhancement to Cycle Link 80
- 4) Travel Plan Statement including the following:
 - a) The applicant/developer must offer all new residents of the proposed development two years free membership to a local Car Club and £50 credit to all new residents.
 - b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/underground services, map and time-tables to all new residents.
- 5) 5% Administration charge of £9956.80
- 6) Considerate constructors

The total amount of Sec 106 contribution would be £ 209,092.70

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

OFFREPC
Officers Report

For Sub Committee

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1 This is an application for Planning Permission for the refurbishment and reconfiguration of an existing building including the erection of extensions to the south and west elevations; erection of a one storey roof extension across the top of the existing building; provision of eight additional flats; and alterations to existing parking area.

3.1.2 The proposed extension involves a single storey addition across the top of the whole block. The pitched roof is to be removed and an additional storey is created which would exceed the existing ridge height by only 350 mm for the step-up section of the building and by 410 mm for the step-down section. The proposal includes a four storey extension to the southern elevation that lines through front and rear and will be 3.6m wide and 8.4 m deep. There are three 3-storey extensions to the west elevation. These project some 4 m from the rear building line at their deepest point.

3.1.3 The extension would provide 8 additional units 3 x 1 beds and 5 x 2 beds over the third and fourth floors and extend the 18 existing units.

3.1.4 The proposal has been amended since the previous refusal to reduce the depth of the rear extension by no longer squaring off the rear building line and providing slanted balconies and a planted rear wall. The 2 storey extension to the northern roof has been reduced to a single storey extension. Previously 3 x 3 bed units were proposed which will instead be 1 bedroom units. The external materials have been amended to provide metal cladding for the roof extension and larger areas of brick rather than render.

3.2 Site and Surroundings

3.2.1 Connaught House is a multi-storey residential building of 18 flats, built prior to 1970. Essentially rectangular in plan with the principal elevation facing east, the northern section is set slightly forward of the remainder. The building is part 3 storey, part 4 storeys high; the building height steps to follow the site topography, with the northern section of the property being lower than the southern section.

3.2.3 The building is faced in a light coloured brick with a regular pattern of uPVC replacement windows reflecting the regular arrangement of the dwellings within. The building has a pitched roof, finished in concrete tiles and punctuated by brick-built chimneys & flue terminals.

3.2.4 The 18 flats are arranged around 3 stair cores, with each core accessed from a separate external entrance. Each core serves 6 flats, with 2 flats on each floor. There is a level approach to 2 of the entrances, the third being reached by set of external steps. All the flats have similar layouts, being comprised of a lounge /

dining room, separate kitchen, 2 bedrooms and a single bathroom all accessed from a hallway.

3.2.5 The site is bounded by properties on Connaught Gardens to the east, south and west, by the gardens of the houses on Woodland Rise to the north, and by a more recent development of terraced houses to the northeast. The site area slopes down considerably, from south west to north east. The area to the front (east) of the northern section of Connaught House is hard paved as a parking area. The area to the front of the southern section is comprised of the pedestrian walkways leading to the building entrances and an amount of unstructured planting. The areas to the south & west of the building are grassed, with concrete pathways; these areas being previously used as shared garden and drying grounds. These grassed areas extend to the perimeter of the site, which is demarked by large broad leaf trees. The site area at the northern end of the building slopes away from the building considerably, and is covered in dense vegetation.

3.2.6 The surrounding residential development varies in age and design. Woodland Gardens is characterised by attractive Edwardian red brick terraces. The properties on Connaught Gardens are largely of the 'Arts and Crafts' style featuring white render and half timbered walls, brick detailing and red roof tiles and mainly semi-detached houses dating from between 1908 and 1911 with a second (smaller) phase of development taking place in the inter-war period. Immediately to the west of the site is Terresa Walk which is a modern development of red brick terraces appearing to date from the 1980s or later. To the south west is Eveline Court which is a 3 storey block of flats finished in red brick and white render facing onto Connaught Gardens. There is a recent development of modern terraced dwellings at 40- 50 Connaught Gardens to the north east of the site which is finished in white render, brick with dark cladding and windows.

3.4 Relevant Planning and Enforcement history

3.4.1 This application follows the refusal of HGY/2013/2421 for Refurbishment and reconfiguration of existing building including the erection of extensions to the south and west elevations; erection a part-one and part-two storey extension across the top of the existing building; provision of eight additional flats; and alterations to existing parking area, which was refused for the following reasons:

1. The proposed development by reason of its height, roof design and massing would fail to be sympathetic to or harmonise with the existing surrounding development in particular the building heights, topography and roofscape, resulting in a dominant and incongruous form of development which is harmful to the visual amenity of the locality and the surrounding area generally. As such, the proposal would fail to enhance Haringey's built environment contrary to 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).

2. The proposed development by reason of its increased height and proximity to the boundaries with adjacent properties would result in an overbearing structure which would significantly increase the sense of enclosure and be detrimental to the amenity of neighbouring occupiers. As such, the proposal is contrary to Policies 7.4 and 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.

3. Flat 26 does not meet the overall London Plan floorspace standard and would therefore give rise to substandard living accommodation which would adversely impact on the living environment of future occupiers of the premises. As such the proposal is contrary to the Housing Design Guide (2010) and Table 3.3 of London Plan Policy 3.5 'Quality and Design of Housing Developments'.

4. The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing or a financial contribution in lieu the proposal is contrary to policy SP2 'Housing' of the Local Plan March 2013 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan July 2011.

5. The proposed development, in the absence of a legal agreement securing financial contributions towards walking and cycling improvements in the surrounding area and a Travel Plan Statement would fail to promote measures to influence behavioural change and improve access to public transport. As such, the proposal is contrary to Policy SP7 (Transport) of the London Borough of Haringey Local Plan: Strategic Policies March 2013, Saved Policy UD3 (General Principles) of the Haringey Unitary Development Plan July 2006 and Policy 3.16 (Protection and Enhancement of Social Infrastructure) of the London Plan July 2011.

6. The proposed development, in the absence of a legal agreement securing a contribution towards educational infrastructure, would place an unacceptable strain on local educational resources, contrary to policies SP16 (Community Facilities) of the London Borough of Haringey Local Plan: Strategic Policies March 2013.

3.4.2 Also of relevance is a development recently completed at 1 - 4 Connaught House, 38 Connaught Gardens London. HGY/2006/1497 Demolition of existing building and erection of 5 x four bed, 1 x three bed and 1 x two bed houses with rooms at lower ground floor level, associated car parking and landscaping. GTD 27-11-06

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

LBH Environmental Health (Pollution)
LBH Housing Renewal

LBH Cleansing
LBH Building Control
LBH Transportation
Muswell Hill & Fortis Green Residents Association
London Fire Brigade
Designing Out Crime Officer
Thames Water Utilities

The responses received are summarised below and set out in full and addressed in Appendix 2.

Internal:

1) LBH Environmental Health (Pollution)

No objection subject to conditions and informatives

2) Transport

The highway and transportation authority agree with the findings of the Transport Statement and consider that the development will not have any significant negative impact on the surrounding highway network. Therefore, the highway and transportation authority do not wish to object to this application subject to the imposition of S106 obligations and conditions

3) LBH Waste Management

Adequate storage and collection arrangements must be in place to service the planned addition of 8 flats and the added volume of residual and recycling waste from these flats. Additional waste containers are likely to be required. Therefore adequate space to properly store and maintain the storage area must be in place to avoid over filling and side waste in between the scheduled waste collections by the local authority.

External:

4) Thames Water

No objections subject to informatives

5) London Fire Brigade

The Brigade is satisfied with the proposals for fire fighting access.

5. LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of 202 letters.

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: 45
Objecting: 45
Supporting:
Others:

5.3 The following local groups/societies made representations:

- Muswell Hill & Fortis Green Residents Association

5.4 The responses received are summarised below and set out in full and addressed in Appendix 2 and in the next section of this report:

- It reflects a significant over-development of the site in terms of height and density
- It is out of keeping with the character of the area.
- The proposal would impact on neighbouring amenity through loss of privacy, daylight sunlight and noise impacts
- The 6 houses attached to this area have been bought by the same of affiliated company but are not being developed at the same time
- Object to the tree that is being removed which will impact on the roots of other trees
- This development provides no social housing element which is disappointing as well considering the social housing tenants who were moved on from the existing block.

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Dwelling mix and affordable housing
3. Layout and standard of accommodation
4. Design
5. The impact on the amenity of adjoining occupiers
6. Access and parking
7. Sustainability
8. Waste management
9. Trees and landscaping

6.2 Principle of the development

6.2.1 The site lies in an existing residential area therefore the principle of extending the building and provision of additional accommodation is acceptable subject to a high quality design which provides a good standard of accommodation for potential occupants and does not adversely impact on residential amenity, trees or have a significant impact on transport and highways.

6.3 Dwelling mix and affordable housing

6.3.1 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 Mayor's Housing SPG.

- 6.3.2 The proposal would provide 3 x 1 beds and 5 x 2 bedroom units which is considered an acceptable mix in this instance, the extension is constrained by the existing building and the stairwell access so it would be difficult to provide a different mix of units.
- 6.3.3 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).
- 6.3.4 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.
- 6.3.5 Given that the proposal involves the refurbishment of an existing building and would require a single unit to be provided on site, in this instance is it considered more practical to accept a financial contribution in lieu of onsite provision. The Council's Draft Planning Obligations SPD (1st Aug 2014) state that the council will seek a financial contribution of £171,717 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.
- 6.3.6 Concerns have been raised that the site was previously leased to a social housing group and should not be permitted to accommodate private housing. Local Plan Policy SP2 seeks to ensure no net loss of existing affordable housing floorspace in development. However although the site was previously occupied by Metropolitan Police staff and leased to a registered social housing providers until recently, there is no mechanism to control the tenure of the accommodation and the existing flats could currently be leased or sold as open market housing. Therefore it would be unreasonable for the Council to

require the applicant to provide social housing within the existing units and the proposal is not considered to result in the loss of affordable housing.

6.4 Layout and standard of accommodation

- 6.4.1 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 offered.
- 6.4.2 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.
- 6.4.3 The previous proposal was refused on the grounds that one flat would not meet the overall London Plan floorspace standard and would therefore give rise to substandard living accommodation which would adversely impact on the living environment of future occupiers of the premises. The proposed internal floor spaces of the additional flats (8-7, 15-16, 21 and 25 – 26) and requirements are set out in appendix 3. The proposed flats would comply with the floorspace minima set out in the Housing SPG therefore the previous reason for refusal in this respect has been overcome. Although several of the individual balcony areas provided would not comply with the Major's Housing SPG standards there would be adequate amenity space provided for the residents of the proposed flats. A communal garden measuring 200 sq.m would be provided to the south of the site which is in excess of the requirement for 115 sq.m. communal garden space as set out in Paragraph 8.10 of the Council's Housing SPD. The balconies to the west of the building would be screened by a 1.7 metre high privacy screen to ensure there is no loss of privacy to the neighbouring garden areas but have been arranged to provide an open aspect above so would still provide a reasonable quality of outdoor space.
- 6.4.4 Internally the existing flats are small and the accommodation provided is significantly short of floorspace minima the Major's Housing SPG. The flats would be extended to provide a range of 2 and 3 bedroom flats. These would largely comply with the floorspace minima set out in the Housing SPG with some minor shortfalls in the room sizes and overall floorspaces. Given that these existing flats would be significantly improved by the extensions and mindful that the development is constrained by the existing building the proposal is considered to provide a reasonable standard of amenity for the future occupants and is acceptable in this respect. 8 of the existing flats would be provided with a dedicated private amenity space.
- 6.4.5 All the flats will meet the Lifetime Homes standards; and ten of the flats will be suitable for wheelchair accessible housing standards. 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.

6.5 Design

- 6.5.1 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.
- 6.5.2 The previous proposal was refused on the grounds that its height, roof design and massing would fail to be sympathetic to or harmonise with the existing surrounding development in particular the building heights, topography and roofscape, resulting in a dominant and incongruous form of development which is harmful to the visual amenity of the locality and the surrounding area generally.
- 6.5.3 The application site is set off a private access lane from Connaught Gardens so has a backland relationship with the surrounding development. The topography of the area slopes away from the site to the east and north which means the existing building sits on an elevated position above the southern part of Connaught Gardens and Woodland Gardens which lies to the north. The southern and western parts of Connaught Gardens including Eveline Court and Teresa Walk sit at a higher level than the site. The topography of the area and the backland location of the site mean that it does not have a significant presence within the Connaught Gardens streetscene but is visible through glimpses from Connaught Gardens and Woodland Gardens and from the rear gardens of the surrounding properties. The surrounding development is mainly turn of the century terraced houses finished in white render with half timber boarding and dark roof tiles. There are also a number of red brick properties with slate roofs and the modern development on Connaught Gardens features white render and dark roof tiles. The existing building is a utilitarian 1960s building of no particular architectural merit which has been further compromised by modern replacement fenestration. It requires significant modernisation.
- 6.5.4 The proposed extension has been amended from the previous refused proposal. It no longer includes a two storey addition to the roof so would no longer result in any significant increase in the height of any of the ridgelines and thus retains the stepped feature of the roof which reflects the sloping topography of the site. The roof form has also been amended to provide a pitched mansard roof behind a small parapet instead of the over sailing flat roof previously proposed. There are three 3-storey extensions to the west elevation which have been reduced in depth from the previous proposal and these no longer 'square off' the rear building line as previously proposed. The balconies on these extensions are now angled to reduce their bulk.
- 6.5.5 The elevations of the building would be finished in buff brick with dark brown brick banding horizontally and vertically and render around the bay window

features on the front elevation and balconies to the rear. The mansard roof would be finished in zinc and the rear elevation would in parts be clad with a planted trellis. The scale and massing of the extension and its architectural form now follows very closely that of the main building and the selection of materials better reflect the prevailing materials in the wider area.

- 6.5.6 It is considered that the building benefits from a spacious setting which enables it to accommodate the increase in height without appearing cramped and dominant and reflect the spacious character of the area. The rear elevation will only be seen in part from close to, indistinctly through mature trees and/or only in private views from neighbouring houses. There are very few windows in the projecting wings, to avoid overlooking, but they are sufficient to give the elevations of these wings some character and scale; blank elevations would be less preferable. The windows and balconies in the recesses between the projections are cleverly designed with screens to avoid overlooking, yet with angled balconies that will ensure these balconies and windows receive sufficient daylight and afternoon sunlight.
- 6.5.7 Overall although the proposal will introduce a modern style of architecture to an area of mostly traditional buildings it will upgrade and improve an existing utilitarian building with 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 and the previous reason for refusal in this respect has been overcome. 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)

6.6 Impact on the amenity of adjoining occupiers

- 6.6.1 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. The previous proposal was refused on the grounds that the proposed development by reason of its increased height and proximity to the boundaries with adjacent properties would result in an overbearing structure which would significantly increase the sense of enclosure and be detrimental to the amenity of neighbouring occupiers. A number of concerns have again been raised in relation to the impact of the proposal on neighbouring amenity in terms of privacy, daylight, sunlight, overbearing effects and noise.
- 6.6.2 The Haringey UDP (Saved Policies) identifies the Building Research Establishment report "Site Layout Planning for Daylight & Sunlight 2011: A guide to good practice" by which daylight and sunlight should be assessed. The applicant has provided a daylight, sunlight and overshadowing report which has been undertaken by an independent consultant in accordance with the above BRE guidance. The report assessed the potential impact of the proposed development in relation to daylight, sunlight and overshadowing on

several neighbouring properties and found that there would be no significant impact on their daylighting and sunlight and therefore a reason for refusal was not formed in this regard.

- 6.6.3 With regard to privacy the previous proposal was not refused in the respect. As with the previous proposal the additional 3rd and 4th floor windows would be screened up to 1.7 metres from the finished floor level by obscure glazing and the external balcony enclosure respectively. There would be louvered windows on the flanks of the rear extensions which would provide limited views towards Woodland Gardens where the nearest dwelling is some 20 metres from the extended building and the boundary is screened by mature trees. Therefore overall the proposal would not result in a significant loss of privacy to the neighbouring properties. Conditions will be imposed to ensure the windows are fitted with obscure glazing prior to occupation and retained thereafter and requiring further details of the balcony screens to ensure they maintain the privacy of the neighbouring residents.
- 6.6.4 In terms of whether the proposal would have an unacceptable overbearing appearance to the neighbouring properties, following the previous refusal the applicant has reduced the roof extension from 2 storey to single storey at the northern end of the building where concerns were previously raised around the overbearing nature of the proposal to the properties on Teresa Walk and Connaught Gardens. The depth of the rear extensions has also been reduced from 5.5 metres to 4 metres at the deepest point and angled away from the garden areas of the properties to the rear on Teresa Walk.
- 6.6.5 No. 7 Teresa Walk sits perpendicular to the existing building which is some 10 metres from the boundary with this property at the closest point. The proposed extensions would be some 5.5 metres from the boundary with this property and some 7.5 metres from the rear elevation. The rear elevations of 8-10 Teresa Walk face towards the rear elevation of the existing building which is some 7 metres from the boundary with these properties. The rear elevations of these properties are some 10 metres from the boundary at the closest point and sit at a higher level than the application site. The extended building would be 3.5 metres from the rear elevation of the closest property (No.10) and a total of 14.5 metres from the rear elevation of this property, the extensions would be a greater distance from Nos. 8 and 9. It is considered that the reduction in the height and depth of the proposed extension now provides an acceptable relationship between the proposed development and these neighbouring properties. The closest elements of the rear elevations would be clad with a trellis to allow these to be planted and further reduce the visual impact on the extensions on these properties. The reduction in the height of the building is also considered to address the previous concerns in relation to the impact on the nearest rear elevation on Woodland Gardens which are some 20 metres from the extended building.
- 6.6.6 Overall the reduction in the height and depth of the extensions is considered to have addressed the previous reason for refusal in this respect and in comparison to the existing building on the site the proposal would not result in

a significant increase in the sense of enclosure to the neighbouring properties. The proposal is therefore considered not to result in significant harm to neighbouring amenity and is therefore considered to comply with Saved Policy UD3 and the previous reason for refusal has been overcome.

6.7 Access & Parking

- 6.7.1 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 Policy MV9 advises that proposals for new development without the provision of car parking will be permitted in locations where, there are alternative and accessible means of transport available, public accessibility is good and a controlled parking zone exists or will be provided prior to occupation of the development.
- 6.7.2 Concerns have been raised by local residents that the proposed parking is inadequate for the proposal and would cause parking pressure for the surrounding sites and issues for emergency and service vehicles. Concerns have also been raised with the methodology for the parking survey.
- 6.7.3 The Council's Transportation Team has provided comments and note that the application site has a PTAL level of 1 indicating a low level of accessibility to public transport facilities. However, the site is within walking distance of the W3, W7 and 144 bus routes serving Park Road/Priory Road with a two-way frequency of 78 buses per hour. The site is also within reasonable walking distance of Muswell Hill Road, which is served by the 43 and 134 bus routes which provide frequent access to Highgate underground station. It is therefore reasonable to assume that a number of residents would use sustainable transport for a number of journeys to and from the site.
- 6.7.4 The Council's Transportation Team note that the proposal will result in an increase of 8 units. They note that the access road measures approximately 4 metres in width, however, there is a concrete strip of paving that runs adjacent to the access road that brings the total available width to approximately 5m at its widest point which exceeds the minimum of 4.1 m needed to allow two cars to pass. This width also exceeds the minimum of 3.7 metres required for access by fire appliances. They note that it is intended that the existing refuse and servicing arrangements remain in place. Transport Planning & Highway Solutions have prepared a Transport Statement report to support the application which includes track runs (drawing TPHS/046/TR/002 rev.B) showing achievable swept paths for emergency and service vehicles.

- 6.7.5 The trip generation predictions stated within the Transport Statement are supported by survey information contained within the TRAVL database. The Transport Statement indicates that the proposal is likely to generate a combined total of one trip during the morning peak hour and two trips (inward and outward bound journey combined) during the evening peak hour. The Transportation Team would therefore agree with the consultants assumptions that the proposed development is unlikely to result in any significant increase in traffic generation during the peak periods.
- 6.7.6 The existing 18 units are currently served by six parking spaces. It is proposed that the additional 8 units will be served by 3 new parking spaces as illustrated in drawing number 1321-PL-101-E. This level of provision is in line with the maximum parking standards set out within the Haringey Council adopted Unitary Development Plan (saved policies 2013) and London Plan maximum residential parking standards (2011). The Transportation Team note that in the parking area the applicants intend to dedicate two on-site parking spaces for the use of disabled blue badge holders, which is considered adequate for this size of development. However, the Transportation Team require that the applicant designate an on-site parking space for use by the occupants of the family sized unit in the extended building, this can be dealt with by a condition.
- 6.7.7 The site does not fall within an area that has been identified within the adopted Unitary Development Plan (saved policies 2013) as that suffering from high on-street parking pressure. However, in recognition of the fact that any overspill in parking demand would be catered for on the surrounding streets the Transport Statement also includes a parking survey, which has been carried out to the Lambeth Council methodology. In order to capture the maximum demand for residential on-street parking the surveys have been carried out between 12:30am and 05:30am in accordance with the methodology guidance.
- 6.7.8 To ensure that the survey results were completely robust a 6 metre parking bay length was used instead of the standard 5 metre measurement. The parking survey indicates that overall within 200 metres of the site the parking stress is between 69%-71%, which indicates a reasonable level of spare on-street parking capacity. Although sections of Woodland Rise and Woodland Gardens are shown to be experiencing extreme levels of parking stress, it has been noted that Connaught Gardens, which is the road closest to the site is more likely to cater for any small increase in demand had an average across both survey periods of 71%.
- 6.7.9 Drawing 1321-PL-101-E also indicates 46 covered and secure cycle storage spaces, which would provide a level of cycle storage far in excess of the minimum standards set out within the London Plan which only requires 26 spaces. The applicant intends to support this measure by providing each residential unit with a "Welcome pack" containing information regarding local cycle routes and public transportation information. In order help to minimise private car ownership the applicant is required to produce a Travel Plan Statement as detailed in "TfL Travel Planning Guidance November 2013". The

statement should outline a set of positive measures promoting sustainable travel together with an action plan for their implementation.

6.7.10 As part of the Travel Plan Statement measures the applicant will be required to provide prospective residents with two years paid membership to the local Car Club, which operates within the vicinity of site with the nearest bay located on Woodland Rise. Each residential unit should also be offered £50 worth of driving credit. In order to further encourage the use of sustainable modes of transport the highway and transportation authority require that the applicant enter in a legal agreement to secure funds towards environmental improvements for pedestrians and cyclists within the vicinity of the site, with a particular emphasis on Cycle Link 80.

6.7.11 Overall the highway and transportation authority agree with the findings of the Transport Statement and consider that the development will not have any significant negative impact on the surrounding highway network. Therefore, the highway and transportation authority do not wish to object to this application subject to the imposition of S106 obligations and conditions.

6.7.12 Following criticisms of the Parking Survey the Transportation Team has advised that having reviewed the submission it is considered that the findings have been correctly documented and evidenced. It advises that the parking survey has been carried out to the Lambeth Council methodology, which is the recognised standard for most London Boroughs. It reiterates that to ensure that the survey results were completely robust a generous 6 metre parking bay length was used instead of the standard 5 metre measurement which means that there is in reality more available on-street parking space than that reflected in their report. It notes concerns around the junction of Cranley Road and The Chine, however no personal injury accidents have been recorded at this location within the last 3 years. It advises that it is correct to record any un-restricted on-street parking space that is currently freely available for use by the general public within such a survey despite any perception that a space may be dangerous.

6.7.13 It acknowledges that the site has a low PTAL of 1 and Muswell Hill Road falls outside the 400 metre distance used within Transport for London's general guidance for bus service planning but it does not consider that the walking distance to bus services on this road to be unreasonable. Further to this the application includes a number of travel plan measures to encourage the use of sustainable modes of transport and limit car ownership. It notes that The London Plan (which is an overall strategic plan for London) highlights the Mayors aim to prevent excessive on-site car parking provision which can undermine cycling, walking and public transport use. They advise that the level of off-street parking provision falls in line with Haringey Council maximum parking standards as outlined within the Council's Unitary Development Plan (saved policies 2013) as well as complying with London Plan standards. In this case the maximum number of parking spaces for the additional 8 units is 4 (1 each for the 2 bed units and 0.33 for each of the 1 bed units), therefore the level of provision is close to the upper limit of the maximum levels. It advises

that any suggestion that the development should be served by 31 on-site parking spaces would not only be considered excessive, but would also contravene both Haringey and London Plan policies. Further to this, it advises that it would not make sense to require that a development exceed maximum parking standards and do not agree that census data from Barnet is relevant to this application.

6.7.14 Taking the above into consideration it finds that there are no reasonable highway and transportation grounds for objecting to the above development.

6.7.15 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 Policies M9 and M10.

6.8 Sustainability

6.8.1 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.

6.8.2 The applicant has provided an energy strategy report which states that the design has incorporated building fabric enhancement to increase the energy efficiency of the building. It recommends that Efficient Individual Combi Gas Boilers 22 and solar PV panels should be progressed. The strategy would provide an average of 25.2% reduction of CO2 emissions the energy demand via onsite renewable technology (PV). 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.

6.9 Waste Management

6.9.1 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.

6.9.2 The Council's Waste Management Team has been consulted and advised that sufficient bin capacity should be provided to accommodate residents' needs regarding waste disposal and recycling. Waste must be properly contained to avoid spillage, side waste and windblown litter. Waste collection arrangements must be frequent enough to avoid spillage and waste accumulations around the bin area and surrounding land both private and public. It has advised that waste collection vehicles should be able to enter the proposed site, collect and leave the site in forward gear. The applicant proposes that the existing refuse

and servicing arrangements remain in place which may involve the service vehicles reversing into the access from Connaught Gardens. This is considered acceptable by the Council's Transportation Team therefore the proposal is considered acceptable in this respect. A condition can be attached requesting further details of the proposed waste storage arrangements to ensure that they meet the Council's requirements.

6.10 Trees and Landscaping

- 6.10.1 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.
- 6.10.2 With regard to the impact on existing trees, the applicant has submitted an arboricultural assessment which has assessed the impact of the proposal on the surrounding trees and proposes a mitigation strategy for the protection of the trees to be retained on site.
- 6.10.3 The Council's Arboricultural Officer has been consulted and notes that only one tree (T13) is specified for removal and this is a small Elder of low quality and value. The proposed extensions to the building do impact on the recommended root protection areas (RPAs) of T1, T3, T4 and T6 and it is proposed to mitigate this impact by designing the foundations in accordance with the recommendations contained in Section 7.5 'Special Engineering for Foundations within the RPA' of BS 5837:2012 "Trees in Relation to Design, Demolition and Construction - Recommendations" this is established practise. Foundation design sketches and cross sectional proposals have been produced by the structural engineers. The reinforced concrete beams supporting the walls and floor of the extension will be set above existing ground level. The Arboricultural Officer advises that this will allow for normal rooting functions to continue and water to flow beneath the suspended floor. The proposed 350mm diameter piles will have very limited potential to damage significant roots. The upper excavation for the piles will be excavated by hand with any roots pruned back to the excavation face to minimise wound size. The Arboricultural Impact Assessment (AIA) provides a specification for tree protection and other measures to ensure trees can be safely retained. On this basis the Arboricultural Officer raises no objections subject to conditions.
- 6.10.4 Additional landscaping would be provided along the site boundaries to increase the level of screening between the development and the neighbouring properties. It would also provide a soft edge to the front elevation and access rampway to the east of the building. Given that all the significant trees and boundary planting would be retained and enhanced the proposal is considered to improve the landscaping within the site which would enhance the character of the area in accordance with Saved Policy OS17.

6.11 Conclusion

6.11.1 The proposal is considered to be a high quality sustainable design that respects the surrounding development and will not have a significant impact on neighbouring properties or the trees within the site. The Highway and Transportation Authority are satisfied that the additional parking requirements can be met through the 3 additional spaces provided and on surrounding streets without a significant impact on highway safety.

6.11.2 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.

6.11.3 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

6.6.1 Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £24,955 (713 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 subject to sec. 106 Legal Agreement

Subject to the following condition(s)

GRANT PERMISSION subject to following conditions and s106/s278 Legal Agreement

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:

Location Plan 1321-PL-001-A /
Existing Ground Floor 1321-E-101-B /
Existing First Floor 1321-E-102-B /
Existing Second & Third Floors 1321-E-103-A /
Existing Elevations 1321-E-201-A /
Proposed Ground 1321-PL-101-E /
Proposed First 1321-PL-102-D /
Proposed Second & Third 1321-PL-103-E /
Proposed Fourth & Roof 1321-PL-104-H /
Proposed Site 1321-PL-105-B /
Proposed Landscape 1321-PL-106-B /
Proposed E and W Elevations 1321-PL-201-H /
Proposed N and S Elevations and
Section AA 1321-PL-202-F /
Proposed Window Privacy
Diagram 1321-PL-203-C /
Proposed Elevation Detail 1321-PL-204-A /
Existing Site Sections 1321-PL-500-A /
Proposed Site Sections 1321-PL-501-B /
Sections to 7 Teresa Walk 1321-PL-502-A /
Sections to 8 Teresa Walk 1321-PL-503-A /
Sections to 9 Teresa Walk 1321-PL-504-A /
Sections to 10 Teresa Walk 1321-PL-505-A /
Sections to 78 Woodland Gardens 1321-PL-506-B /
Existing and Proposed Rear Site
Section 1321-PL-507-B /
Areas Schedule 1321-PL-901-E

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 development 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.

BALCONY SCREEN

4. Before the development hereby permitted is commenced a plan showing details of the 1.7 metre high privacy screen along the outer edge of the balconies labelled 2 on drawing no. 1321-PL-203-C shall be submitted to and approved in writing by the Planning Authority. Development shall be carried out in accordance with the approved details prior to the first use of these balcony area and the screening shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.

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.

OBSCURE GLAZING

5. Before the first occupation of the extension hereby permitted, the windows labelled 1 on drawing no. 1321-PL-203-C 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.

BOILERS

6. 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: In the interests of air quality within an Air Quality Management Area (AQMA) as required by The London Plan Policy 7.14.

CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT PLAN

7. 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

TREE PROTECTION

8. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, details of the specification and position of the fencing and ground protection for the protection of any retained tree to comply with BS 5837: 2012 - Trees in relation to design, demolition and construction – Recommendations shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved and the protection shall be installed and inspected by the Council Arboriculturist prior to the commencement of any development hereby approved and maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access be made, without the written consent of the Local Planning Authority.

Reason: In order to ensure the safety and well being of the trees on the site during construction works that are to remain after building works are completed consistent with London Plan Policy 7.21, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan.

TREES - FOUNDATIONS

9. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, a Tree Protection method statement incorporating details of the foundations for the extensions shall be submitted to and approved in writing by the Local Planning Authority. The statement must include a pre-commencement site meeting attended by all interested parties, (Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees to be retained. A series of site monitoring and supervision visits by the Consultant Arboriculturist must be agreed including installation of tree protection measures and foundations. The works shall be carried out as approved and the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason: In order to safeguard the root systems of those trees on the site which are to remain after building works are completed during constructional works in the interests of visual amenity consistent with Policy 7.21 of the London Plan, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

LANDSCAPING SCHEME

10. 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.

CODE FOR SUSTAINABLE HOMES

11. The 8 additional 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.

LIFETIME HOMES

12. All residential units with 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

13. 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

14. 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 Connaught Gardens 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

15. The car parking spaces shown on Drawing no. 1321-PL-101-E 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. One of the on-site car parking spaces shall be designated for the use of the occupants of the three bed residential unit (Flat 18). The space shall thereafter be retained and made available for that specific use.

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

16. The development shall not be occupied until a minimum of 46 cycle parking spaces for users of the development, have been installed in accordance with Drawing no. 1321-PL-101-E. 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

17. 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

18. 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.

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 £24,955 (713 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: All tree works shall be undertaken by a qualified and experienced tree surgery company and to BS 3998:2010 Tree work - Recommendations.

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: 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.

INFORMATIVE: Prior to refurbishment 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 : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is the Bridgace's policy to regularly advise their elected Members about how many cases there have been where they have recommended sprinklers and what the outcomes of those recommendations were.

INFORMATIVE: In relation to condition 18 the applicant is advised of the following: Wheelie bins must be located no further than 25 metres from the point of collection. 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. 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. Sufficient bin capacity should be provided to accommodate residents' needs regarding waste disposal and recycling. Waste must be properly contained to avoid spillage, side waste and wind blown litter. Waste collection arrangements must be frequent enough to avoid spillage and waste accumulations around the bin area and surrounding land both private and public. Waste collection vehicles should be able to enter the proposed site, collect and leave the site in forward gear.

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.

Appendix 1 – Consultation Responses

No.	Stakeholder	Question/Comment	Response
	INTERNAL		
	LBH- Transportation	<p>the application site has a PTAL level of 1 indicating a low level of accessibility to public transport facilities. However, the site is within walking distance of the W3, W7 and 144 bus routes serving Park Road/Priory Road with a two-way frequency of 78 buses per hour. The site is also within reasonable walking distance of Muswell Hill Road, which is served by the 43 and 134 bus routes which provide frequent access to Highgate underground station. It is therefore reasonable to assume that a number of residents would use sustainable transport for a number of journeys to and from the site.</p> <p>The proposal involves the remodelling of the existing building consisting of 18 two bed units and the erection of an additional floor creating a total of 26 units (5x 1 bed, 20 x two bed and 1 x three bed). The proposal will therefore result in an increase of 8 units. The access road measures approximately 4metres in width, however, there is a concrete strip of paving that runs adjacent to the access road that brings the total available width to approximately 5m at its widest point which exceeds the minimum of 4.1 m needed to allow two cars to pass. This width also exceeds the minimum of 3.7 metres required for access by fire appliances. It is intended that the existing refuse and servicing arrangements remain in place. The Transport statement includes track runs (drawing TPHS/046/TR/002 rev.B) showing achievable swept paths for emergency and</p>	Noted. Conditions, s106 and s278 recommendations followed.

No.	Stakeholder	Question/Comment	Response
		<p>service vehicles.</p> <p>Transport Planning & Highway Solutions have prepared a Transport Statement report to support the application. The trip generation predictions stated within the Transport Statement are supported by survey information contained within the TRAVL database. The Transport Statement indicates that the proposal is likely to generate a combined total of one trip during the morning peak hour and two trips (inward and outward bound journey combined) during the evening peak hour. We would therefore agree with the consultants assumptions that the proposed development is unlikely to result in any significant increase in traffic generation during the peak periods.</p> <p>The existing 18 units are currently served by six parking spaces. It is proposed that the additional 8 units will be served by 3 new parking spaces as illustrated in drawing number 1321-PL-101-E. This level of provision is in line with the maximum parking standards set out within the Haringey Council adopted Unitary Development Plan (saved policies 2013) and London Plan maximum residential parking standards (2011). It has been noted that parking area the applicants intend to dedicate two on-site parking spaces for the use of disabled blue badge holders, which is considered adequate for this size of development. However, we will require that the applicant designate an on-site parking space for use by the occupants of the family sized unit.</p> <p>The site does not fall within an area that has been identified</p>	

No.	Stakeholder	Question/Comment	Response
		<p>within the adopted Unitary Development Plan (saved policies 2013) as that suffering from high on-street parking pressure. However, in recognition of the fact that any overspill in parking demand would be catered for on the surrounding streets the Transport Statement also includes a parking survey, which has been carried out to the Lambeth Council methodology. In order to capture the maximum demand for residential on-street parking the surveys have been carried out between 12:30am and 05:30am in accordance with the methodology guidance.</p> <p>To ensure that the survey results were completely robust a 6metre parking bay length was used instead of the standard 5metre measurement. The parking survey indicates that overall within 200 metres of the site the parking stress is between 69%-71%, which indicates a reasonable level of spare on-street parking capacity. Although sections of Woodland Rise and Woodland Gardens are shown to be experiencing extreme levels of parking stress, it has been noted that Connaught Gardens, which is the road closest to the site is more likely to cater for any small increase in demand had an average across both survey periods of 71%.</p> <p>Drawing 1321-PL-101-E also indicates 46 covered and secure cycle storage spaces, providing a level of cycle storage far in excess of the minimum standards set out within the London Plan which only requires 26 spaces. The applicant intends to support this measure by providing each residential unit with a “Welcome pack” containing information regarding local</p>	

No.	Stakeholder	Question/Comment	Response
		<p>cycle routes and public transportation information. In order help to minimise private car ownership the applicant should be required to produce a Travel Plan Statement as detailed in “TfL Travel Planning Guidance November 2013”. The statement should outline a set of positive measures promoting sustainable travel together with an action plan for their implementation.</p> <p>As part of the Travel Plan Statement measures the applicant should be required to provide prospective residents with two years paid membership to the local Car Club, which operates within the vicinity of site with the nearest bay located on Woodland Rise. Each residential unit should also be offered £50 worth of driving credit. In order to further encourage the use of sustainable modes of transport the highway and transportation authority require that the applicant enter in a legal agreement to secure funds towards environmental improvements for pedestrians and cyclists within the vicinity of the site, with a particular emphasis on Cycle Link 80.</p> <p>The highway and transportation authority agree with the findings of the Transport Statement and consider that the development will not have any significant negative impact on the surrounding highway network. Therefore, the highway and transportation authority do not wish to object to this application subject to the imposition of the following S106 obligations and condition:</p> <p>S106 Obligations:</p>	

No.	Stakeholder	Question/Comment	Response
		<p>1. The applicant/developer shall be required to enter into a Section 106 Agreement securing a sum of £8, 000 (eight thousand pounds) towards walking and cycling improvements within the local area including enhancement to Cycle Link 80.</p> <p>2. A Travel Plan Statement must be secured by a S.106 agreement. As part of the travel plan statement, the following measures must be included in order to maximise the use of sustainable transport:</p> <p>a) The applicant/developer must offer all new residents of the proposed development two years free membership to a local Car Club and £50 credit to all new residents.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/underground services, map and time-tables to all new residents.</p> <p>3. One of the on-site car parking spaces shall be esignated for use in connection with the three bed residential unit. The space shall thereafter be retained and made available for that specific use.</p> <p>Reason: To mitigate against any parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increased travel by sustainable modes of transport hence reducing the congestion on the highways network.</p> <p>Condition:</p>	

No.	Stakeholder	Question/Comment	Response
		<p>1. 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 Connaught Gardens 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.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways 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>	
	LBH Waste Management	Adequate storage and collection arrangements must be in place to service the planned addition of 8 flats and the added volume of residual and recycling waste from these flats. Additional waste containers are likely to be required. Therefore adequate space to properly store and maintain the storage area must be in place to avoid over filling and side waste in between the scheduled waste collections by the local authority.	Noted, condition imposed requiring further details of waste storage.

No.	Stakeholder	Question/Comment	Response
	LBH Arboricultural Officer	<p>I have no objection to the current application as long as robust planning conditions are agreed. Only one tree (T13) is specified for removal and this is a small Elder of low quality and value. However, the proposed extensions to the building do impact on the recommended root protection areas (RPAs) of T1, T3, T4 and T6.</p> <p>It is proposed to mitigate this impact by designing the foundations in accordance with the recommendations contained in Section 7.5 'Special Engineering for Foundations within the RPA' of BS 5837:2012 "Trees in Relation to Design, Demolition and Construction - Recommendations".</p> <p>Foundation design sketches and cross sectional proposals have been produced by the structural engineers. The reinforced concrete beams supporting the walls and floor of the extension will be set above existing ground level. This will allow for normal rooting functions to continue and water to flow beneath the suspended floor. The proposed 350mm diameter piles will have very limited potential to damage significant roots. The upper excavation for the piles will be excavated by hand with any roots pruned back to the excavation face to minimise wound size.</p> <p>The Arboricultural Impact Assessment (AIA) provides a specification for tree protection and other measures to ensure trees can be safely retained.</p> <p>When drafting planning conditions, they must include</p>	Noted. Condition recommendations followed.

No.	Stakeholder	Question/Comment	Response
		<p>reference to the following;</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees to be retained.</p> <p>Robust protective fencing / ground protection must be installed prior to commencement of construction activities on site and retained until completion. It must be designed and installed as recommended in BS 5837: 2012 Trees in relation to design, demolition and construction.</p> <p>The protective measures must be inspected by the Council Arboriculturist, prior to any works commencing on site and remain in place until works are complete.</p> <p>Foundations for the extensions must be designed and installation as specified by Gurney Consulting Engineers.</p> <p>A series of site monitoring and supervision visits by the Consultant Arboriculturist must be agreed to include installation of tree protection measures and foundations</p>	
	LBH Environmental Health Pollution	<p>I recommend the following as conditions:</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</p>	Noted. Conditions and Informative added.

No.	Stakeholder	Question/Comment	Response
		<p>be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).</p> <p><i>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.</i></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. 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.</p> <p><u>As an informative:</u></p> <p>Prior to refurbishment 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>	
	EXTERNAL		

No.	Stakeholder	Question/Comment	Response
	London Fire Brigade	<p>The Brigade is satisfied with the proposal for fire fighting access.</p> <p>This Authority strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were.</p>	Noted.
	Thames Water	<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>	Noted. Informatives attached.

No.	Stakeholder	Question/Comment	Response
		<p>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.</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>Water Comments On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommend the following informative be attached to this planning permission. 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</p>	

No.	Stakeholder	Question/Comment	Response
		point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.	
	RESIDENTS	<p><u>Visual impact</u></p> <ul style="list-style-type: none"> • It reflects a significant over-development of the site in terms of height and density • It is out of keeping with the character of the area. • The development is too high and overbearing, and is out of keeping with the character of the neighbourhood. • That this is clearly the same application by the same developer for the same project that had been submitted a few months ago, with some modifications • The design including a mansard roof only serves to emphasise the ponderous nature of the proposed development and its overbearing character, especially given its commanding position. • The building is still far too large and is still significant over development. • The current building is clearly visible from a wide area, including Alexandra Palace, the current and proposed views provided by the architect show the massing and incongruity in its context • The proposal is no in keeping with the Edwardian Landscape and sloping tiled roofs of Muswell Hill • The loss of the sloping tiled roof and the muted brick of the external walls, combined with its bulkiness, mean that the redevelopment remains markedly out of kilter with the surrounding properties and from farther afield it remains an ugly eyesore. 	<p>The design is not considered to be overdevelopment as set out in para 6.5.6</p> <p>As above</p> <p>As above</p> <p>Substantial amendments have been made to the proposal as set out in para 3.1.4</p> <p>As set out under heading 6.5 the design is considered to be acceptable</p> <p>As above</p> <p>The long distance 3D views provided show that the building is acceptable in its context.</p> <p>The proposal is a modern design which is considered sympathetic to the existing building surround development</p> <p>The proposal is considered an improvement on the existing design and acceptable in its context.</p>

No.	Stakeholder	Question/Comment	Response
		<ul style="list-style-type: none"> • The appearance of buff and brown brick as external cladding materials is completely out of context in a road with houses that have predominantly white painted render, black timber or metal cladding, areas of red brick and dark red roof tiles. <p><u>Impact on neighbouring amenity</u></p> <ul style="list-style-type: none"> • The rear balconies are too large and too close to neighbouring properties • The impact and loss of amenity could be improved significantly and simply by removing the fourth floor rear projections and creating a smaller narrower continuous mansard at less steep pitch, removing all the rear balconies, reducing the size of the extension to the rear and the south • The northern extension opposite 7 (images below) and 8 Teresa Walk has been brought back slightly, but at points is still some 3m from the boundary. It is still too close and overbearing • The impact on the rest of Teresa Walk remains as bad as before. Both 9 and 10 are still severely affected by the impact of the flat roof and the distance between Connaught House and their boundary being approximately halved from 6m to 3m. • The majority of the existing boundary foliage is apparently likely to be cut back during construction, and from October to March the rear balconies will be fully exposed. • The impact on Eveline Court and Connaught Gardens in terms of massing and dominance will still be severe and overbearing 	<p>There are a range of materials noted in the surrounding area and the proposed materials reflect those of the existing building.</p> <p>The rear balconies are screened by 1.7 metre high screens to protect privacy The balconies are required to comply with London Plan Guidance and the rear projections are not considered to harm amenity of neighbours or the area.</p> <p>As set out in paras 6.6.4 and 5 the proposal is sufficient distance from the boundary to prevent an overbearing appearance As above</p> <p>As set out in under heading 6.10 the proposal would not impact on existing trees and would enhance landscaping in the area.</p> <p>As reason for refusal was not previously formed due to the impact on these properties and the</p>

No.	Stakeholder	Question/Comment	Response
		<ul style="list-style-type: none"> • Obscure glazing is not a satisfactory solution to overlooking. The perception of being overlooked remains, and the restricted outlook from these windows is surely detrimental to the living conditions of future occupants. • Noise from rear balconies so close to the boundaries, particularly from the exposed large balconies on the 2nd and 3rd floors at the southern end, will result in loss of amenity to residents over a considerable area. • When a building renovation plan proposes to use obscured glazing to all rear windows and screening barriers on rear balconies because they are close to and overlooking neighbours, surely this indicates that the overall architectural plan was faulty and needs to be fundamentally revised. • The proposal will remove sky views and result in noise and overlooking to 10 Teresa Walk • The balconies should be placed at the front of Connaught House. This will reduce noise pollution at the back, balconies at the front will afford more privacy, more light and less noise - for all concerned. • Loss of light to 55 Connaught Gardens • The proposed redevelopment will adversely affect Eveline Court the proposed structure will be within 2 metres of our garden boundary and the proposed balconies will overlook us with consequent loss of privacy. 	<p>proposal would reduce any impact on these properties.</p> <p>The Council accepts obscure glazing in combination with the separation distance as a satisfactory solution to prevent a loss of privacy to neighbouring properties.</p> <p>The noise from the balconies would not be significantly greater than can be expected in a residential area.</p> <p>The council do not consider the screening proposed to be a contrived solution to enable the additional accommodation and refurbishment required.</p> <p>As set out in para 6.6.5 the proposal has sufficient separation distance from No.10. The balconies to the rear are considered an acceptable design approach as set out in detail in the report.</p> <p>The applicant's daylight and sunlight report illustrates that there would be no significant impact on this property or any others</p> <p>The screening on the balconies is considered to prevent a significant loss of privacy to Eveline Court.</p>

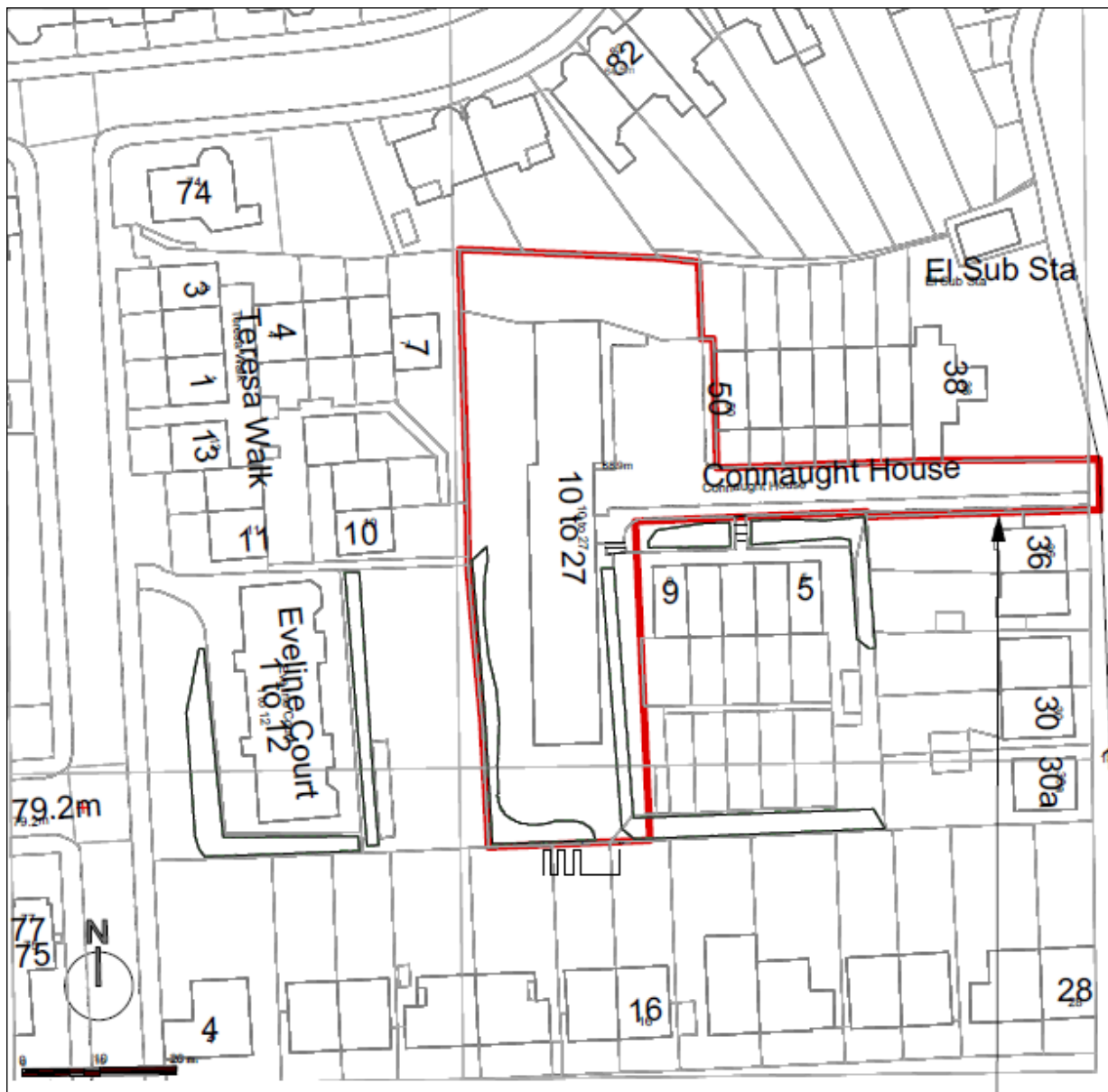
No.	Stakeholder	Question/Comment	Response
		<ul style="list-style-type: none"> • The building will increase the feeling of enclosure for 8,9 and 10 Teresa Walk and will pose a noise and privacy for prospective residents and their neighbours • The expansion closer to 7 Teresa Walk combined with an additional storey of extra flats in a flat roof replacing a low pitched one, makes the new structure look huge and overbearing. It will also take a lot of light away • 6 Teresa Walk will be overlooked to a greater extent and as we already live in a confined space with all our neighbours very close by <p><u>Parking and traffic</u></p> <ul style="list-style-type: none"> • The applicant's statement that the previous planning application did not raise any issues with regard to traffic impact or parking is actually untrue, as it did raise strong concerns from many residents who were worried by the increased parking • There is an inadequate provision for parking spaces, which will adversely affect those who live in the surrounding streets • Cranley Gardens from Connaught Gardens to Wood Vale is unsafe for parking. There is a very tight bend • Higher up the road at Linden Road there is a similar tight bend and although the road is wider there, the bend is protected by double yellow lines. I assume that there are none on the lower section because it is obvious that a parked car would create an obstruction and be liable to be towed away. It is a tribute to the good sense of the residents that no cars were found parked there in the survey 	<p>This is considered in para 6.6.5 of the report.</p> <p>As above</p> <p>The privacy screening is considered to prevent a loss of privacy to this property.</p> <p>No reason for refusal was previously formed in respect of parking</p> <p>The Transportation Team consider their to be adequate parking provision as set out in the applicant's parking survey</p> <p>This is addressed in para 6.7.12</p> <p>As above</p>

No.	Stakeholder	Question/Comment	Response
		<ul style="list-style-type: none"> • If parking became an increasing problem, more houses would dig up their front gardens to make parking areas which spoils the environment and usually reduces street parking by more than is compensated by taking one car off the road. • It is unrealistic to assume that people can be forced on to bicycles, particularly when narrow steep roads are turned into dangerous canyons by intensive parking. • The distances to existing stops may be modest on paper but the assessment seems to make no reference to the hilly nature of the area and the fact this will discourage people from walking to a stop or using bicycles. Perhaps a bus service along Cranley Gardens would actually help reduce the requirement for private car usage this number of private tenants would inevitably bring in this hilly area. • Future tenants will not rely on bicycles and the public transport nearby to the extent assumed in the assessment. • The Lambeth principles are not rigorous as they try to determine reasonable walking times from parked cars but make no allowance for how steep the walk would be • We feel access to the property is already inadequate as we know from direct observation that fire engines and refuse lorries have repeatedly failed to gain entry to the very narrow access road, which can only be exacerbated by the inevitable over flow of parking caused by the inadequate provision of parking spaces • The Lambeth methodology suggests that the survey should cover all roads within a 200m walk from the 	<p>The parking survey demonstrates that there is adequate on street parking available and in any case a reason for refusal could not be formed due to the knock on effect on front gardens</p> <p>The Council's Local Plan Policy SP& supports the use of sustainable modes of Transport in all areas.</p> <p>As above</p> <p>As above</p> <p>The Transportation Team consider the assessment to be sufficiently robust for the purposes of assessing the application.</p> <p>This is addressed in para 6.7.4</p>

No.	Stakeholder	Question/Comment	Response
		<p>application site, the survey extends to actually some 275m in all directions.</p> <ul style="list-style-type: none"> • Implying a car ownership therefore of 0.75 / household is anyway a meaningless interpretation of census data, because some residents have more than one car. This is certainly the case in our area. • More account should be taken of the concerns and evidence of the local community, and of the particular geography of this neighbourhood and its demographics, which necessitates car ownership. <p><u>Other matters</u></p> <ul style="list-style-type: none"> • The 6 houses attached to this area have been bought by the same of affiliated company but are not being developed at the same time • We have requested 3D modelling overlays comparing the proposal to the existing building we believe these should be formally requested • Object to the tree that is being removed which will impact on the roots of other trees • This development provides no social housing element which is disappointing as well considering the social housing tenants who were moved on from the existing block. 	<p>The Transportation Team consider the assessment to be sufficiently robust for the purposes of assessing the application.</p> <p>This is addressed in para 6.7.13</p> <p>As above</p> <p>The neighbouring houses are not part of the current application site so cannot be considered as part of this proposal 3D views were provided to residents and have now been provided as part of the submission No significant trees are proposed for removal</p> <p>This is addressed in para 6.3.6</p>

Appendix 2: Plans and images

Site Plan





Existing front elevation looking west



Existing front elevation looking north west



Existing front elevation looking south



Existing rear elevation looking south



Recent development at 50-38 Connaught Gardens



South elevation and western boundary

3D Modelling and images



Model matching: Existing



Model matching: Proposed



Proposed Montage



Model matching: Existing



Model matching: Proposed



Proposed Montage



Model matching: Existing



Model matching: Proposed



Proposed Montage



Model matching: Existing



Model matching: Proposed

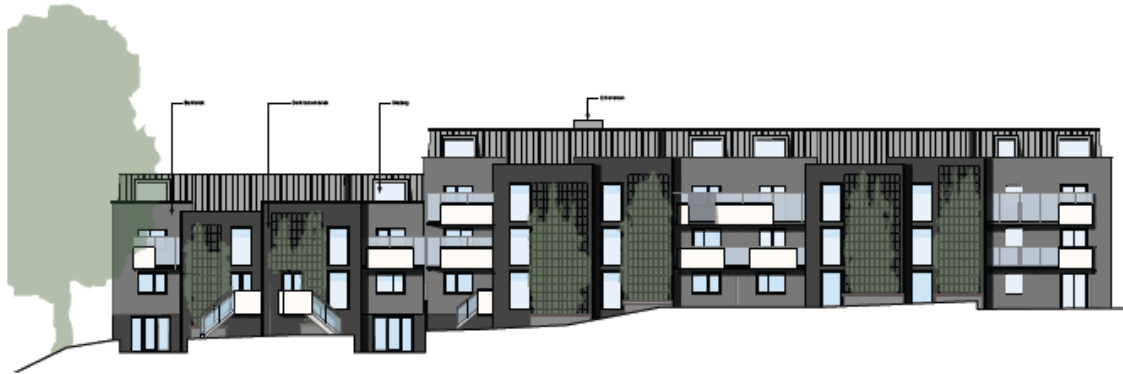


Proposed Montage

Front and rear elevations



Front Elevation



Rear Elevation

Side elevations



South Elevation



North Elevation

Elevation details

East Elevation Detail

Buff brick slip - Ibatock Hardwick
Minster Cream Blend

Dark brown wirecut sandfaced brick slip - Ibatock Holbrook Sandfaced Brown

West Elevation Detail

Zinc standing seam mansard roof

Frosted glass balcony balustrade

After 5 years

Green wall trellis system - Case study by Green Wall Systems operated by HPA Architectural Systems. SH City Shopping Centre in Zurich

A. 10/14

1321-PL-204-A

NORON BUILDING AND FITTINGS

PLANNING

Pentagon Services Ltd

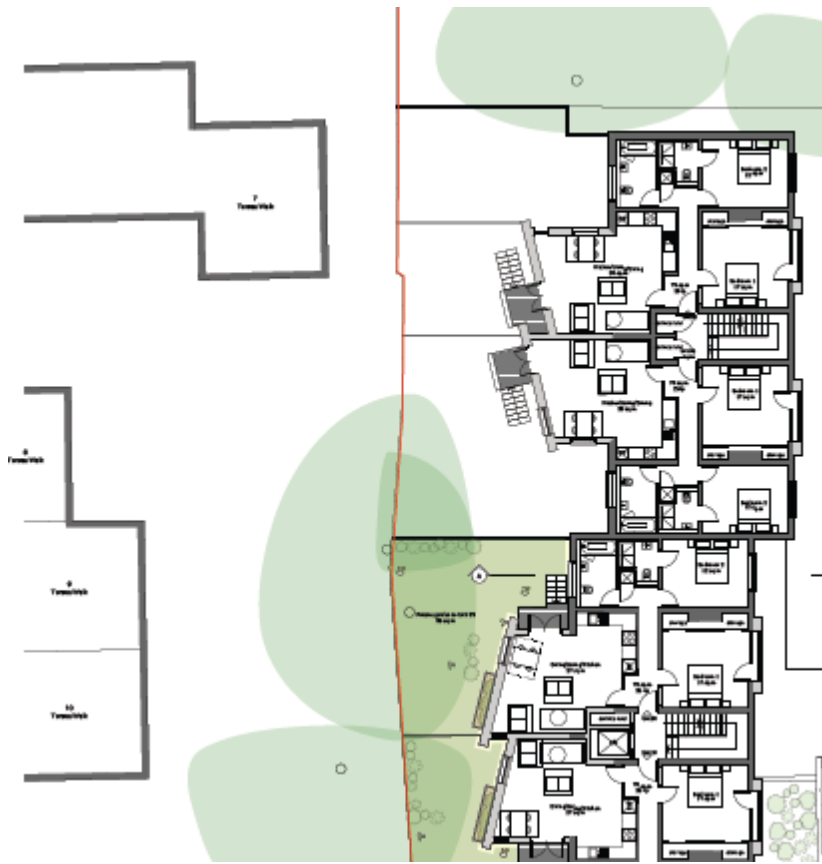
Cornewick House, London

1321-PL-204-A

Proposed Elevation Detail

1/100 @ 1:1000 May 2016

Proposed plan in relation to Teresa Walk



3D view from 10 Teresa Walk



Model matching: Existing



Model matching: Proposed



Proposed Montage

3D view from 9 Teresa Walk



Model matching: Existing



Model matching: Proposed



Proposed Montage

3D view from 7 Teresa Walk



Model matching: Existing



Model matching: Proposed



Proposed Montage

3D views from woodland gardens



Model matching: Existing



Model matching: Proposed



Proposed Montage

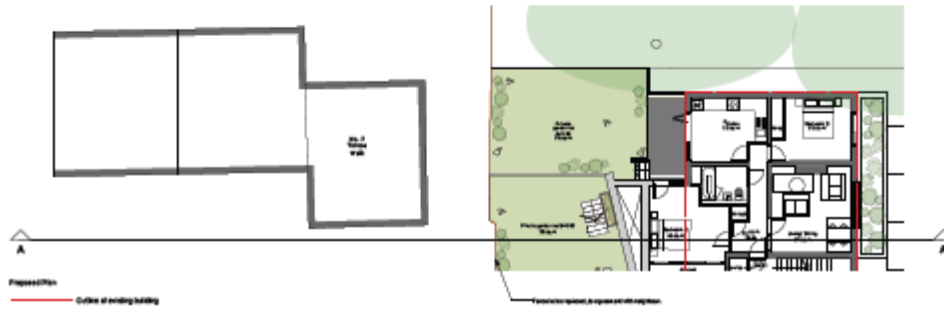
Cross sections to Teresa Walk

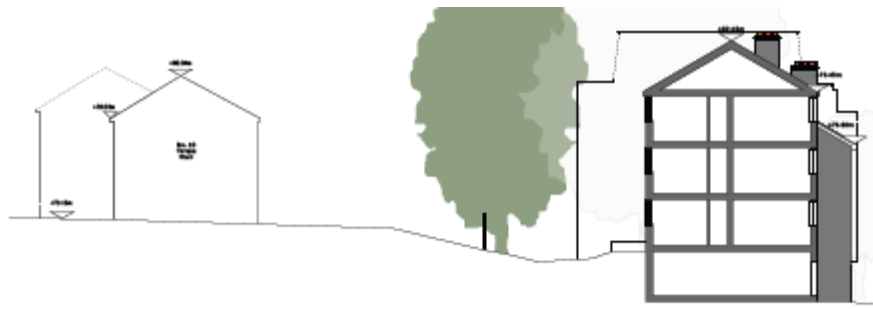


Existing Section A - Through the 7' Terrace Walk



Proposed Section A - Through the 7' Terrace Walk





Existing Section C - Through No. 62 Tunnel Walk
 (Minimum proposed building work on building)

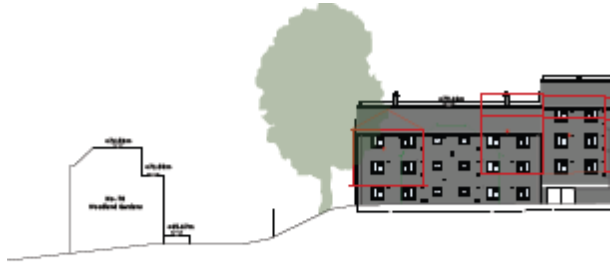


Proposed Section C - Through No. 62 Tunnel Walk

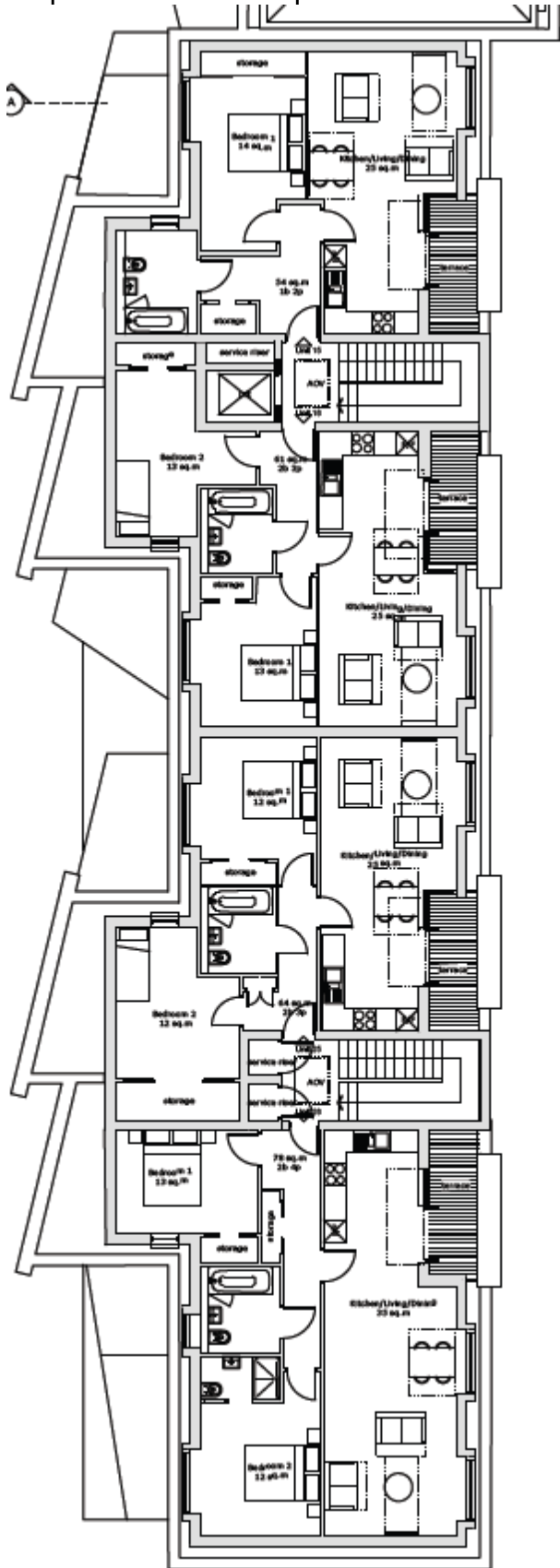


Proposed Plan
 Outline of existing building

Cross section to Woodland Gardens

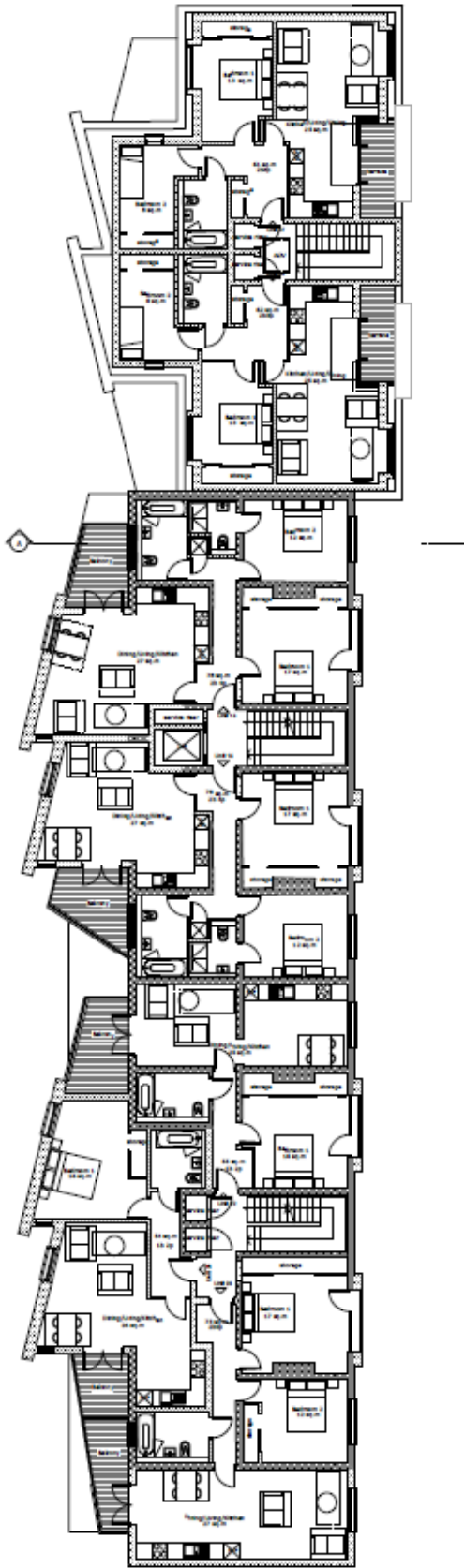


Proposed fourth floor plan



Fourth Floor

Proposed 3rd floor plan



Third floor

Appendix 3 - Floor space standards

London Requirement	Plan		Proposed room size	Compliance?
Flat 07		2b3p		
Kitchen/Diner/Living Room		25	25	Yes
Bedroom 1		12	12	Yes
Bedroom 2		8	8	Yes
Total Floor Area		61	61	Yes
Private Amenity		6	5	No
Flat 08		2b3p		
Kitchen/Diner/Living Room		25	25	No
Bedroom 1		12	13	Yes
Bedroom 2		8	8	Yes
Total Floor Area		61	62	Yes
Private Amenity		6	5	No
Flat 15		1b2p		
Kitchen/Diner/Living Room		23	25	Yes
Bedroom 1		12	14	Yes
Total Floor Area		50	54	Yes
Private Amenity		5	5	Yes
Flat 16		2b3p		
Kitchen/Diner/Living Room		25	25	Yes
Bedroom 1		12	13	Yes
Bedroom 2		8	13	Yes
Total Floor Area		61	61	Yes
Private Amenity		6	4	No
Flat 21		1b2p		
Kitchen/Diner/Living Room		23	26	Yes
Bedroom 1		12	16	Yes
Total Floor Area		50	54	Yes
Private Amenity		5	5	Yes
Flat 25		2b3p		
Kitchen/Diner/Living Room		25	25	Yes
Bedroom 1		12	13	Yes
Bedroom 2		8	12	Yes
Total Floor Area		61	64	Yes
Private Amenity		6	5	No
Flat 26		2b4p		
Kitchen/Diner/Living Room		27	35	Yes
Bedroom 1		12	13	Yes

Bedroom 2	12	12	Yes
Total Floor Area	70	78	Yes
Private Amenity	7	5	No