

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2014/2556	Ward: Bounds Green
Address: Parking area to rear of Barnes Court, Clarence Road, London, N22 8PJ	
Proposal: Infill development of 4 x two storey terraced mews houses	
Applicant: Homes for Haringey	
Date received: 12/09/2014	
Drawing number of plans: Geotechnical Report by Ground&Water; Daylight Factor Calculations by Melin dated 30 May 2014; Design and Access Statement dated May 2014; Overshadowing report by Melin dated 29 May 2014; 5429-02-1000 Rev A; 5429-02-1010 Rev B; 5429-02-1100 Rev B; 5429-02-1200 Rev B; 5429-02-1250 Rev A; 5429-02-1260 Rev B; 5429-02-1800 Rev A; 5429-02-1801 Rev A; 5429-02-1900 Rev B; Transport Note by TTP Consulting dated June 2014.	
Case Officer Contact: Anthony Traub	
PLANNING DESIGNATIONS: Not in a Conservation Area Not a Listed Building Not in a CPZ	
2. SUMMARY OF KEY REASONS FOR RECOMMENDATION <ul style="list-style-type: none">• The impact of the development on neighbouring residential amenity is acceptable• The design and appearance of the proposal is acceptable• There would be no significant impact on parking• The proposal meets the standards outlined in the London Plan SPG Housing	
2.1 REASON FOR GOING TO COMMITTEE The Council is the applicant and as such this application is referred to committee.	

2.2 RECOMMENDATION

The proposal involves the erection of 4 x 2 storey mews housing each consisting of 3 bedrooms. 4 car parking spaces would be provided along with associated bin and cycle storage. New refuse storage will be provided to the existing flats at Barnes Court.

The proposal is seen to be an acceptable development to provide additional affordable family sized housing. The proposed housing is well proportioned and would not harm the amenities of surrounding neighbours. Given the above, this application is recommended for APPROVAL.

GRANT PERMISSION subject to conditions:

- Time limit
- In accordance with approved plans
- External materials to be approved
- Code for Sustainable Homes
- No permitted development for satellite dishes
- Removal of permitted development rights
- Construction hours
- Cycle parking
- Land contamination investigation works
- Contamination remediation if required
- Control of dust
- Combustion and energy plant

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3.0 SITE AND SURROUNDS

- 3.1 The site is located on the southern side of Clarence Road and behind Barnes Court. The site comprises of an existing hardstanding area used for car parking, pram sheds, and an area of green space (lawn and trees) and is accessed by way of an existing vehicular access to the east of Barnes Court.
- 3.2 Barnes Court comprises of 3 and 4 storey buildings consisting of flats owned and managed by Homes for Haringey.
- 3.3 Barnes Court is not Listed, nor is the site located within a conservation area.
- 3.4 The surrounding area is predominantly made up of two, three, and four storey buildings consisting of flats. There are some terraced and semi-detached houses in the immediate area also.

4.0 PLANNING HISTORY

- 4.1 HGY/2002/0514 GTD 04-06-02 Installation of aluminium double glazed windows and doors, the installation of extractor fans and the construction of a new pitched roof.

5.0 RELEVANT PLANNING POLICY

5.1 National Planning Policy Framework

- 5.1.1 The NPPF was formally published on 27th March 2012. This document sets out the Government's planning policies for England and supersedes the previous Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs).

5.1.2 London Plan 2011

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

5.1.3 Haringey Local Plan 2013

Policy SP0 Presumption in favour of sustainable development;
Policy SP1 Managing growth;
Policy SP2 Housing;
Policy SP4 Working towards a low carbon Haringey;
Policy SP5 Water management and flooding;
Policy SP6 Waste and recycling;
Policy SP7 Transport;
Policy SP11 Design;

5.1.4 Haringey Unitary Development Plan 2006 'Saved Policies'

Policy UD3 General principles;
Policy UD7 Waste storage;
Policy M10 Parking for development;

5.1.5 Supplementary Planning Guidance

Mayor of London 'London Housing Design Guide'

6.0 CONSULTATION

Ward Councillors
Adjoining neighbours
LBH – Transportation
LBH – Housing
LBH – Cleansing
LBH – Building Control
London Fire Brigade
Thames Water

6.1 Pre-application Briefing to Planning Committee

6.1.1 Pre-application briefing to Planning Committee was held on 28 July 2014.

6.1.2 The minutes of the meeting set out the following on this site:

- In terms of design, it was advised that officers had requested that consideration be given to a more traditional roof design and the provision of a greater number of windows to the gable end.

7.0 RESPONSES

7.1 LBH Transportation: No objection to the proposal.

7.2 LBH Cleansing: No objection to the proposal.

7.3 LBH Building Control: No objection to the proposal.

7.4 LBH Environmental Health: No objection to the proposal. Conditions recommended.

7.5 Thames Water: No objection to the proposal.

7.7 7 letters of objection have been received. Matters raised being (responses to objectors comments under Appendix 1):

- Noise from building works and its harm to residential amenity;
- There are few open spaces in the area. The development would use a piece of open space on site leading to its loss;
- Destruction of habitat that houses local wildlife;
- Views from the rear of those properties fronting Truro Road would no longer see trees;
- Loss of the trees would reduce privacy between the proposal and Barnes Court flats and those properties fronting Truro Road;
- The proposal seems overly dense and would put pressure on local infrastructure;
- Loss of daylight and sunlight to neighbouring gardens;
- Reduction in property value;
- Loss of shed;
- Loss of outlook and light to Barnes Court residents as well as overlooking;
- Loss of off street parking for Barnes Court residents;
- Decreased safety and security;
- Detrimental appearance to the character of the area;
- Highways issues. Limited parking on Clarence Road, increased traffic.
- Creation of waste/refuse.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Principle of development;
- Design and appearance;
- Neighbouring amenity;
- Quality of accommodation;
- Transportation;
- Sustainability;
- Land contamination;
- Waste;
- Accessibility.

8.2 Principle of Development

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

8.2.2 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The proposal is for the creation of 4 x 3 bed affordable houses. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the rear, and in meeting the intent of

the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, albeit all other material planning considerations are to be met.

8.2.3 Furthermore, these sites form part of the Council's new build programme which aims to provide a mix of tenure types. This will include housing products aimed at providing entry to home ownership and discounted rents for people on lower incomes as well as new socially rented homes. This is the first phase of a programme and funding is in place to deliver these new homes.

8.3 Design and Appearance

8.3.1 The NPPF should be considered alongside London Plan 2011 Policies 3.5 and 7.6 and Local Plan 2013 Policy SP11, which identifies that all development proposals, should respect their surroundings, by being sympathetic to their form, scale, materials and architectural detail.

8.3.2 The proposal involves the erection of 4 x 3 bedroom, two storey mews houses.

8.3.3 In terms of the design, massing, and elevation treatment, the proposal would use materials that are commonly found in the area, being brick and tile. There would be a contemporary element in the form of fenestration detail, which, with a brick depth reveal, is considered to provide an interesting and textured facade.

8.3.4 The proposal is also well set back from other buildings and is surrounded by gardens. Therefore, the two storey height is considered to be acceptable and complementary to the existing townscape.

8.3.5 A condition is recommended, should the application be approved, removing permitted development rights from the proposed buildings. This is to ensure any future plans to enlarge the properties can be adequately assessed to ensure there is no harm on neighbouring amenity and that any additions are sympathetic in appearance.

8.3.6 The proposal was presented to the Design Review Panel (DRP) on the 08th May 2014. The Panel commented that the faux mansard roof and lack of windows created a poor design that resulted in a harsh appearance. Since then, the scheme has evolved providing additional windows with the faux mansard roof retained. It is considered that, with good quality materials, the proposal would create a distinct and visually complementary addition to the surrounding townscape with the proposal having responded to the DRP's previous comments in a positive manner.

8.3.7 Overall, the proposal is considered to be acceptable and in general accordance with London Plan 2011 Policies 3.5 and 7.6 and Local Plan 2013 Policy SP11.

8.4 Trees and Play Space

8.4.1 Objections have been raised with regards to the loss of trees on site and the loss of a play space on site.

8.4.2 The proposal would make use of an existing fenced off area of green space within the Barnes Court grounds. This area is not set up as formal play space, but can be accessed by tenants of Barnes Court. The use of the green area as rear gardens for

the proposal is not considered to diminish the amenity of the site with regards to visible green space from surrounding properties with the proposed family sized units benefiting from having access to private rear gardens.

8.4.3 Within 10 minutes walk of the site there is Scout Park, Springfield Community Park, Finsbury Gardens, and Woodside Park. Given the abovementioned accessibility to well maintained formal open and play spaces, the proposal is not considered to harm tenants of Barnes Court with regards to diminished access to open space. Furthermore, as the pram sheds will be removed, a green space will be re-provided on the site for Barnes Court residents.

8.4.4 Trees on site are not protected and their removal is permitted. Notwithstanding this, a mature tree is to remain with the loss of the two smaller trees that area closer to where the proposed buildings are to be sited.

8.5 Impact on the amenity of adjoining occupiers

8.5.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.

8.5.2 The proposal has been accompanied by a daylight/sunlight report and shadowing report. These reports confirm that there would be no harmful loss of daylight/sunlight to adjoining neighbours.

8.5.3 Neighbours have objected to the loss of light within gardens. Whilst it is acknowledged that there would be some loss of daylight/sunlight to neighbouring gardens, the loss of light to rear gardens is not considered to be so harmful as to warrant refusal of the scheme, given the habitable rooms of neighbouring properties would still received adequate levels of daylight/sunlight.

8.5.4 Neighbours have also raised an issue with regards to loss of outlook. The proposed units would be set back some 12 to 17 metres from Barnes Court, being the nearest habitable room windows facing the proposal. This distance, in a sub-urban environment, is considered to be appropriate to preserve privacy with outlook obtained either over the development at the higher levels or at the lower levels having views over the new green space proposed.

8.5.5 Furthermore, neighbours to the west are set back 14m (approx.) with eastern neighbours being 17m (approx.) away at an acute angle and southern neighbours being 32m (approx.) away. These distances are considered to be sufficient in providing appropriate separation to preserve the amenities of neighbours with regards to adequate daylight/sunlight, no sense of enclosure or loss of outlook.

8.5.6 Noise pollution is dealt with under saved UDP Policy UD3 which resists developments which would involve an unacceptable level of noise beyond the boundary of the site. This stance aligns to the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan.

- 8.5.7 The site is located on a secondary road with low ambient road noise owing to the low number of vehicle and pedestrian movements during the day and evening. The proposal has the potential to accommodate 20 occupants. This number of people is unlikely to cause a significant degree of noise and disturbance impact upon nearby residents in meeting the above policy framework. Any unneighbourly noise from the domestic use of the proposed flats would be controlled by the Council's Noise Control team.
- 8.5.8 Neighbouring residents have raised concerns about the construction phase of the development. Conditions are recommended requiring adequate dust control and hours of operation to protect the amenities of neighbours during the build phase of the development.
- 8.5.9 The proposal is therefore not considered to harm the amenities of neighbours and is in general accordance with saved UDP 2006 Policy UD3 and concurrent London Plan 2011 Policy 7.6.

8.6 Quality of Accommodation

- 8.6.1 London Plan Policy 3.5 and accompanying London Housing Design Guide set out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered.
- 8.6.2 In assessing the proposal against these requirements, all the houses would accord with the minimum unit size requirements. The minimum standards prescribed for individual rooms are set out within The London Housing Design Guide and conform comfortably with these standards. Furthermore, the proposal would provide sufficient private amenity space to each house. Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

8.7 Transportation

- 8.7.1 The proposed site is in an area with medium public transport accessibility level (PTAL 3) and is within walking distance of Bounds Green underground station, with bus routes 221, 184, 299 and 102 providing some 21 buses per hour for frequent connection to and from the site. The area surrounding the site has not been identified by Saved UDP Policy (HSG 11) as that which suffers from high parking pressures. The applicant is proposing to demolish the existing out buildings and hard standing which is currently used to park some 7 vehicles to provide 4 x 3 bed family size house and 4 off-street car parking spaces. The proposed removal of the hard standing which is currently used for parking combined with proposed additional units will result in displaced parking onto the local highways network. However, the applicant's Transport Planning consultant TTP Consulting has conducted a parking survey in line with the Lambeth Methodology, the results of the survey concluded that there is sufficient residual parking in the area to facilitate the additional parking demand that will be generated by the 4 additional residential units. The applicant has proposed providing cycle parking for the 4 units, however, the proposed cycle parking are not sheltered. A condition is included requiring the cycle parking to be enclosed in line with the requirements of the Saved UDP 2006 Policy M10.
- 8.7.2 A further condition is included requiring the submission of a construction management plan.

8.7.3 Overall, the development is unlikely to generate any significant increase in traffic and parking demand which would have any adverse impact on the local highways network in the area surrounding the site. The proposal is therefore considered to be acceptable and would promote sustainable modes of travel over the private motor vehicles in accordance with London Plan 2011 Policy 6.9 and Local Plan 2013 Policy SP7.

8.8 Sustainability

8.8.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change. The Council requires new residential development proposals to meet the minimum Code for Sustainable Homes Level 4 criteria as required under Local Plan Policy SP4.

8.8.2 There is no evidence within the submission to demonstrate how the applicant has considered energy efficiency measures/options as part of their proposal, and the absence of an energy/sustainable report fails to show how the development achieves a min. Code Level 4. However, a condition to this effect requiring the units to be constructed to Code for Sustainable Homes (CfSH) Level 4 is included and would ensure the proposal accords with the NPPF 2012 and to London Plan 2011 Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan 2013, which require all residential development proposals to incorporate energy technologies to reduce carbon emissions.

8.8.3 A further condition has been included by Council's Environmental Health Officer requiring the submission of details regarding the gas boiler details and ensuring these are efficient and accord with the London Plan's NOx emission standards.

8.9 Contamination

8.9.1 There has been little investigation below ground on site.

8.9.2 The proposal has been viewed by the Council's Pollution Officer who raises no objection to the scheme, however, conditions are included with regards to site investigate and/or remediation should it be required.

8.9.3 Therefore, the proposal, subject to a thorough site investigation and appropriate remediation, where required, is considered to be acceptable and appropriate for a residential development and is in general accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

8.10 Waste

8.10.1 The LBH Waste Management Team has not objected to the proposed development and considers the level of waste storage proposed to be sufficient.

8.11 Accessibility

8.11.1 Policy HSG1 of the UDP and Policy 3.6 of the London Plan require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with

limits to mobility. All of the proposed houses have a level entry point and are considered to be easily converted to be accessible should a future occupant be partially ambulant or a wheelchair user.

9.0 HUMAN RIGHTS

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

10.0 EQUALITIES

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

11.0 CIL APPLICABLE

11.1 The proposal is for affordable housing and not subject to CIL.

12.0 CONCLUSION

12.1 The proposal involves the erection of 4 x 3 bedroom mews houses with rear gardens, refuse stores, cycle storage, and 4 x car parking spaces.

12.2 The proposal is seen to be a subservient and complementary in fill development to the surrounding townscape, utilising a currently underutilised piece of land to provide 4 family sized affordable houses that are well proportioned and will add to the borough's affordable housing stock. Given the above, this application is recommended for APPROVAL.

13.0 RECOMMENDATION

13.1 That planning permission be GRANTED in accordance with the Applicant's drawing No's: Geotechnical Report by Ground&Water; Daylight Factor Calculations by Melin dated 30 May 2014; Design and Access Statement dated May 2014; Overshadowing report by Melin dated 29 May 2014; 5429-02-1000 Rev A; 5429-02-1010 Rev B; 5429-02-1100 Rev B; 5429-02-1200 Rev B; 5429-02-1250 Rev A; 5429-02-1260 Rev B; 5429-02-1800 Rev A; 5429-02-1801 Rev A; 5429-02-1900 Rev B; Transport Note by TTP Consulting dated June 2014; and subject to the following conditions:

Conditions

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

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

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

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

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

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

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

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

5. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

6. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 or any Order revoking or re-enacting that Order, no roof extensions; rear extensions; side extensions; front extensions; shall be carried out

without the grant of planning permission having first been obtained from the Local Planning Authority.

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

7. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties

8. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 8 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2011 and Policy SP7 of the Haringey Local Plan 2013.

9. Before development commences other than for investigative work:

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

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

" a risk assessment to be undertaken,

" refinement of the Conceptual Model, and

" the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for written approval.

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

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

10. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

11. 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 Local Planning Authority (reference to the London Code of Construction Practice) and that the site of contractor company be registered with the considerate constructors scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on site.

Reasons: To safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

12. Prior to the first occupation of the hereby approved four (4no) residential units, installation details of the boiler to be provided for space heating and domestic hot water are to be submitted to and approved in writing by the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40mg/kWh (0%). The boilers are to be installed and permanently retained thereafter, or until such time as more efficient technology can replace those previously approved.

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by the London Plan 2011 Policy 7.14.

INFORMATIVE 1: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE 2: With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777

INFORMATIVE 3: 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 4: 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.

APPENDIX 1 - Consultation responses

- 7.1 LBH Transportation: No objection to the proposal.
- 7.2 LBH Cleansing: No objection to the proposal.
- 7.3 LBH Building Control: No objection to the proposal.
- 7.4 LBH Environmental Health: No objection to the proposal. Conditions recommended.
- 7.5 Thames Water: No objection to the proposal.

No	Stakeholder	Questions/Comments	Responses
1	LBH Environmental Health	No objection to the proposal.	Conditions recommended
2	LBH Cleansing	No objection to the proposal.	
3	LBH Transportation	<p>No objection to the proposal.</p> <p>The proposed site is in an area with medium public transport accessibility level (PTAL 3) and is within walking distance of Bounds Green underground station, with bus routes 221, 184, 299 and 102 providing some 21 buses per hour for frequent connection to and from the site. The area surrounding the site has not been identified by Saved UDP Policy (HSG 11) as that which suffers from high parking pressures. The applicant is proposing to demolish the existing out buildings and hard standing which is currently used to park some 7 vehicles to provide 4 x 3 bed family size house and 4 off-street car parking spaces. The proposed removal of the hard standing which is currently used for parking combined with proposed additional units will result in displaced parking onto the local highways network. However, the applicant's Transport Planning consultant TTP Consulting has conducted a parking Survey in line with the Lambeth Methodology, the results of the survey concluded that there is sufficient residual parking in the area to facilitate the additional parking demand that will be generated by the 4 additional residential units. The applicant has</p>	Conditions recommended

		proposed providing cycle parking for the 4 units, however, the proposed cycle parking are not sheltered, A condition is recommended requiring the cycle parking to be enclosed in line with the requirements of the Saved UDP 2006 Policy M10.	
4	LBH Building Control	No objection to the proposal	
5	Thames Water	No objection to the proposal	Informative recommended
6	Neighbouring Properties 7 letters of objection have been received.	<p>Matters raised (response in italics below)</p> <p>Noise from building works and its harm to residential amenity; <i>See 'neighbouring amenity' above. Conditions are recommended to control dust and also construction hours should the application be approved.</i></p> <p>There are few open spaces in the area. The development would use a piece of open space on site leading to its loss; <i>The proposal would make use of an existing fenced off area of green space within the Barnes Court grounds. This area appears not to be set up as formal play space, but can be accessed by tenants of Barnes Court. The use of the green area as rear gardens for the proposal is not considered to diminish the amenity of the site with regards to visible green space from surrounding properties. The proposed family sized units would have access to private rear gardens. Within 10 minutes walk of the site there is Scout Park, Springfield Community Park, Finsbury Gardens, and Woodside Park. Given the above accessibility to well maintained formal open and play spaces, the proposal is not considered to harm tenants of Barnes Court with regards to access to open space. Furthermore, as the pram sheds will be removed, a green space will be re-provided on the site for Barnes Court residents.</i></p> <p>Destruction of habitat that houses local wildlife; <i>The majority of the green area that is to be used as rear gardens of the proposed mews houses is to be retained with wildlife able to utilise this space once the development has been completed. Notwithstanding this, the area is not designated as a SINC (Site of Importance for Nature Conservation).</i></p> <p>Views from the rear of those properties fronting Truro Road would no longer see trees; <i>These adjoining neighbours enjoy deep gardens with ample green space between the proposal and these neighbouring</i></p>	

		<p><i>buildings. Furthermore, there are no protected trees on site and their removal to facilitate the proposal would be permitted. Notwithstanding this, a mature tree on site is to remain.</i></p> <p>Loss of the trees would reduce privacy between the proposal and Barnes Court flats and those properties fronting Truro Road;</p> <p><i>The rear of the Truro Road residential buildings would be set back from the Barnes Court flats by 52m (approx.) and from the proposed mews houses 32m. This distance is considered to be sufficient in maintaining privacy between neighbours.</i></p> <p>The proposal seems overly dense and would put pressure on local infrastructure;</p> <p><i>The proposal involves the provision of 4 x 3 bedroom flats with the potential of 5 persons per flat. An additional 20 people within the immediate area is not considered to have a discernible impact on local infrastructure given the small increase in inhabitants to the site with the proposal considered to make use of a currently underutilised portion of land.</i></p> <p>Loss of daylight and sunlight to neighbouring gardens;</p> <p><i>The proposal has been accompanied by a daylight/sunlight report and shadowing report. These reports confirm that habitable rooms of neighbours are not harmed by the development. Any loss of daylight/sunlight to neighbouring gardens is not considered to be so harmful as to warrant the refusal of the application given habitable rooms of neighbouring properties are protected.</i></p> <p>Reduction in property value;</p> <p><i>This is not a material planning consideration.</i></p> <p>Loss of shed;</p> <p><i>The majority of the sheds appear to be underutilised. The loss of some external storage space for Barnes Court residents is considered to be balanced out by the provision of additional affordable family accommodation in the borough and the provision of a new green space directly behind Barnes Court.</i></p> <p>Loss of outlook and light to Barnes Court residents as well as overlooking;</p> <p><i>The proposal has been accompanied by a daylight/sunlight report and shadowing report. These reports confirm that there is no harmful loss of light to adjoining neighbours. Furthermore, the proposed units would be set back some 12 to 17 metres from Barnes Court. This distance, in</i></p>	
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		<p><i>a sub-urban environment is considered to be appropriate to preserve privacy with outlook obtained either over the development at the higher levels or at the lower levels having views over the new green space proposed.</i></p> <p>Loss of off street parking for Barnes Court residents; <i>The proposed displacement of car parking spaces onto the road network has been considered to be acceptable by the Council's Transportation Officer.</i></p> <p>Decreased safety and security; <i>The proposal is considered to be an improvement to the current site situation. The provision of four houses would ensure that users of the rear area of the Barnes Court site would either live there or have a purpose in visiting this portion of the site with the buildings providing surveillance onto the parking area.</i></p> <p>Detrimental appearance to the character of the area; <i>The proposal has been designed with sympathetic materials and is of a massing that is considered to appear subservient and complementary to the surrounding area.</i></p> <p>Highways issues. Limited parking on Clarence Road, increased traffic. <i>The proposed displacement of car parking spaces onto the road network has been considered to be acceptable by the Council's Transportation Officer.</i></p> <p><i>Further comments indicate that the proposal is unlikely to generate a significant increase in traffic and parking demand which would have an adverse impact on the local highways network.</i></p> <p>Waste; <i>The proposal makes sufficient provision for waste storage as confirmed by the Council's Cleansing Team.</i></p>	
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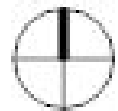
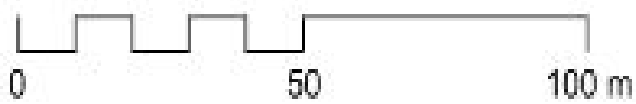
APPENDIX 2 – Plans

SITE LOCATION PLAN



EXISTING LOCATION PLAN

1 : 1250



Aerial Photograph



3D Representation of Proposal (Looking West)



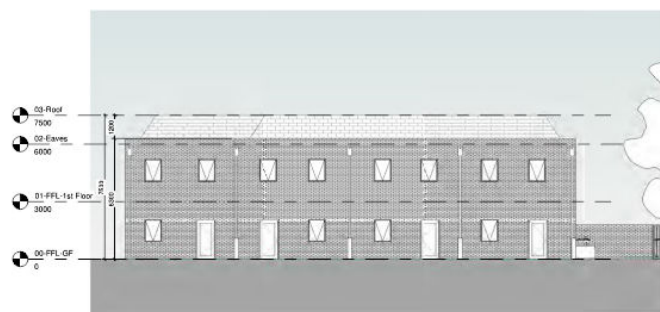
3D Representation of Proposal (Looking South)



Proposed Elevations



North Elevation
1 : 100



Elevation 3 - a
1 : 100

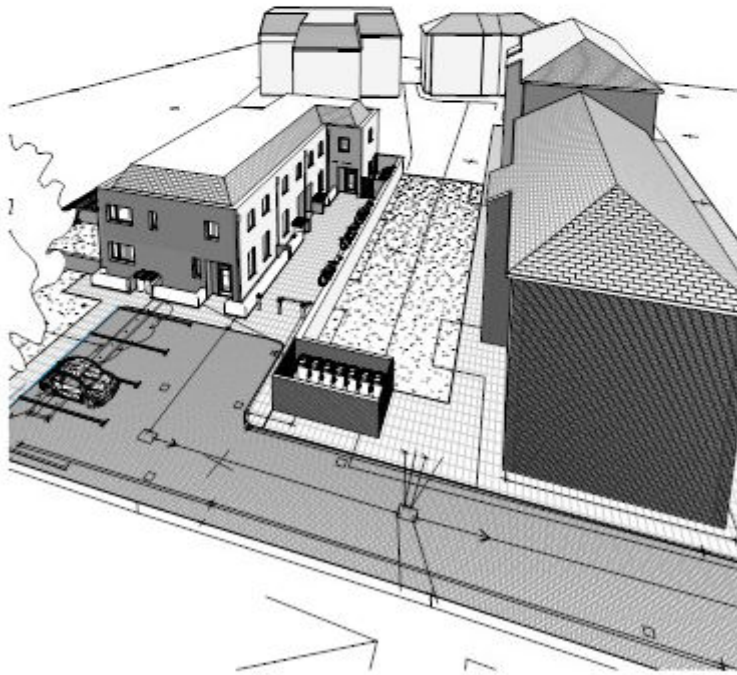


East Elevation
1 : 100

Further 3D Representations



STREET VIEW



AERIALVIEW