

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2014/3510	Ward: White Hart Lane
Address: Parking Area Adjoining 74-84 Fenton Road, London, N17	
Proposal: Construction of 5 new dwelling units on existing parking area	
Applicant: Haringey Council	
Date received: 17/12/2014	
Drawing number of plans: 5429-06-1000; 5429-06-1010; 5429-06-1100; 5429-06-1200; 5429-06-1201; 5429-06-1250; 5429-06-1260; 5429-06-1800; 5429-06-1801; 5429-06-1900; Daylight Factor Calculations by Melin Ltd dated 30 May 2014; Ground Investigation Report by Ground&Water Geotechnical and Environmental Consultants referenced GWPR872E; Transport Note by TTP Consulting dated June 2014; Overshadowing Report Rev A by Melin Ltd dated 28 July 2014.	
Case Officer Contact: Anthony Traub	
PLANNING DESIGNATIONS:	
Not in a Conservation Area Not a Listed Building Not in a CPZ	
1.1 SUMMARY OF KEY REASONS FOR RECOMMENDATION	
<ul style="list-style-type: none">• The principle of residential development is welcomed on this site.• The proposed residential accommodation would be of an acceptable layout and standard• 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• The proposal is in accordance with the Development Plan	
1.2 REASON FOR GOING TO COMMITTEE	
This application is being referred to the Planning Committee because the Council is the applicant.	

2. RECOMMENDATION

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:

Conditions:

1. Time limit
2. In accordance with approved plans
3. External materials to be approved
4. Code for Sustainable Homes
5. No permitted development for satellite dishes
6. Removal of permitted development rights for approved dwelling house
7. Cycle parking
8. Travel Plan
9. Land contamination investigation works
10. Contamination remediation if required
11. Control of dust
12. Combustion and energy plant
13. Refuse details
14. Construction Management Plan

Informatives

1. Co-operation
2. Drainage
3. Thames Water
4. Street Numbering
5. Hours of Construction

In the event that members choose to make a decision contrary to the officer's recommendation, members will need to state their reasons.

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed Development

3.1.1 The proposal involves the erection of part two part three storey buildings to accommodate a 2 bedroom dwelling house (within the two storey element), 2 x 3 bedroom maisonettes with 2 x 1 bedroom flats above the maisonettes. The units are shared ownership. Each ground floor unit will have access to its own private garden. No car parking will be provided on site, however, cycle parking, refuse stores, and landscaping will be provided.

3.2 Site and Surroundings

3.2.1 The site is located on the eastern side of Fenton Road. The site comprises of an area of hardstanding used as car parking.

3.2.2 The surrounding area comprises of a petrol station to the north (that fronts White Hart Lane) and Homes for Haringey flats to the south and east. The residential buildings to the south consist of three storeys and to the east consist of two storeys. The eastern neighbours have both front and rear yards with front yards providing separation from the petrol station. Both front and rear yards are relatively verdant.

3.2.3 There are no listed buildings in close proximity to the site, nor is the site located within a conservation area.

3.3 Planning and Enforcement History

3.1 None relevant.

4.0 CONSULTATION

4.1 The following were consulted regarding the application and the following responses were received:

4.2 Internal:

- a) LBH Transportation: No objection to the proposal, subject to conditions.
- b) LBH Cleansing: No objection to the proposal, subject to condition.
- c) LBH Building Control: No objection to the proposal.
- d) LBH Environmental Health: No objection to the proposal subject to conditions.

4.3 External:

- e) Thames Water: No objection to the proposal.

4.4. Pre-application advice

4.4.1 The application was discussed with officers at pre-application stage and some amendments were made to the design. The application was presented to members

at pre-application briefing on 17 November 2014 and the minutes set out that that confirmation was provided that the area of cladding originally proposed to the ground floor façade of the units had now been removed in favour of matching brickwork. A concern was raised that the 2 bed, 4 person unit did not provide sufficient long term flexibility to be considered a family unit. It was requested that a response be sought on this from the Housing Needs and Letting service. Discussions were held on the roof form. It was confirmed that changes were feasible to the design of the roofs to standardise the pitch to each block. This would have a degree of visual impact on the adjoining petrol station from the change from a flat to pitched design although fairly minimal as no windows were positioned on the closest flank. It was confirmed that the development would have an impact on the gardens to adjacent Compton Crescent properties but was considered acceptable following a number of assessments that illustrated required standards would be met. Dedicated storage units would be provided within the front curtilage of the properties for refuse bins.

4.5 Design Review Panel

4.5.1 The scheme was presented to Design Review Panel on the 8th May 2014. The Panel's response was positive with regards to the design approach to the scheme.

5.0 RESPONSES

5.1 The following were consulted on the application:

Ward Councillors
Adjoining neighbours (53 letters)

5.2 One letter of objection has been received. Matters raised being (responses to objectors comments under Appendix 1):

- Where is the access to the site to be?;
- Plans do not include waste storage;
- Where is the suspected contamination on the site?;
- Where would the house be located given the site is so small?;
- Where would the cycle storage be and would they be within unattractive cycle boxes?;
- The proposal shows three floors with the area only being two floors;
- The proposal would be a dominant feature to the streetscene and harm the appearance of the area with the buildings of a differing design than what is occurring in the area;
- The proposed buildings will take away light from adjoining neighbours;
- Consultation was not sufficient. A meeting should be held for residents;
- Transport issues. Particularly the use of the parking spaces during match days. Those displaced car parking spaces will harm the area;
- The proposal will remove the gap in the terrace and space between the residential element and the petrol station, harming the appearance of the area;
- The proposal would cause a fire risk given its proximity to the petrol station;
- The density of the proposal is too great;
- Noise and disturbance during construction and possible subsidence;
- The car parking spaces should be retained and allocated to residents.

6.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

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

- Principle of development;
- Design and appearance;
- Neighbouring amenity;
- Residential Mix and quality of accommodation
- Affordable Housing
- Transportation;
- Sustainability;
- Land contamination;
- Waste;
- Accessibility.

6.2 Principle of Development

6.2.1 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.

6.2.2 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 5 residential units consisting of 1 x 2 bedroom dwelling house, 2 x 3 bedroom maisonettes and 2 x 1 bedroom flats. 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.

6.2.3 Furthermore, this site is one of a number that form part of the Council's new build programme which aims to take advantage of the opportunities for development on Council owned land to increase the supply of homes in the Borough and contribute towards regeneration. The programme will provide a mix of tenure types, including housing products aimed at providing entry to home ownership and discounted rents for people on lower incomes as well as new socially rented homes, such as those that would be provided through this development.

6.3 Design and Appearance

6.3.1 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.

6.3.2 The proposal involves the erection of two and three storey buildings to provide 5 residential units.

6.3.3 In terms of the design, massing, and elevation treatment, the proposal would use materials that are commonly found in the area, being brick, with a contemporary metallic upper floor and roof cladding. The contemporary element is considered to be interesting and textured resulting in a contemporary piece of architecture whilst

still respecting townscape cues in the area such as height, roof pitches and brick cladding.

- 6.3.4 The proposal would carry on the three storey terrace of buildings that front Fenton Road with a matching roof pitch. Whilst slightly higher, the contemporary design and alternative roof form is considered to distinguish between the old and new and provide interest to the street scene whilst respecting the predominant height of three storeys on this side of Fenton Road.
- 6.3.5 A condition is recommended, should the application be approved, removing permitted development rights from the proposed 2 bedroom dwellinghouse located in the northern portion of the site. 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.
- 6.3.6 The front garden would be treated with a low wall and landscaping. This is considered to be an appropriate and attractive treatment. A condition is recommended requiring the submission of a landscaping plan to ensure all soft and hard landscaping is appropriate and of high quality to enhance the appearance of the area generally.
- 6.3.7 The proposal was presented to the Design Review Panel (DRP) on the 08th May. Panel comments were positive with regards to the design approach and massing in general.
- 6.3.8 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.

6.4 Impact on the amenity of adjoining occupiers

- 6.4.1 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.
- 6.4.2 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 habitable rooms with some shadowing, at certain times, over rear and front gardens and the southern aspect windows of the eastern neighbours in the late afternoon. This level of shadowing would not discernibly harm the amounts of light currently enjoyed by neighbours and is therefore considered to be acceptable.
- 6.4.3 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. Furthermore, the rear garden to the east is a large communal garden, so the shadowing would occur to the western portion of the garden in the late afternoon only. This is considered to be acceptable given the majority of the garden will receive ample daylight/sunlight for most of the day.

- 6.4.4 Neighbours have also raised an issue with regards to loss of outlook. The proposed units would not be in the direct view of eastern neighbours given the proposal would be build perpendicular to the orientation of these neighbouring building. Whilst the view from the communal rear and front garden of these neighbours would be enclosed, this is not considered to be sufficiently harmful to warrant the refusal of the application. Furthermore, the buildings are set back some 5m from the western boundary of the communal gardens of these neighbours. In a suburban environment, and given that the communal garden is large, this setback is sufficient in providing a visual relief between the development and neighbouring properties and would maintain a level of spaciousness and outlook, and would not create an undue sense of overbearing. The perpendicular siting of the proposal to the eastern neighbour also ensures there are no direct views to habitable room windows in this direction, protecting the privacy of these neighbours.
- 6.4.5 Neighbours to the south are not considered to be harmed with regards to loss of outlook, daylight/sunlight, privacy, or an increased sense of enclosure given the proposal seeks to extend the terrace of development and would be generally aligned with the southern neighbour, thus not having an effect on any habitable room windows of this neighbour.
- 6.4.6 Any overshadowing to the north from the proposal is considered to be acceptable given the adjoining neighbour is the existing petrol station. Shadows would fall over the roof of the neighbouring building and would not affect any sensitive uses in this direction. 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.
- 6.4.7 The site is located on a secondary road, however, it is close to White Hart Lane and directly adjacent to a busy petrol station. The proposed domestic uses on site, and the likely occupancy of 19 (approx.) is unlikely to cause a significant degree of noise and disturbance impact upon nearby residents in meeting the above policy framework. Any un-neighbourly noise from the domestic use of the proposed flats would be controlled by the Council's Noise Control team.
- 6.4.8 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.
- 6.4.9 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.

6.5 Residential Mix and Quality of Accommodation

- 6.5.1 The Council's policy SP2 states that the Council will provide homes to meet Haringey's housing needs and provide a range of unit sizes. This development contributes towards the housing need. The housing mix provided is acceptable giving a range of unit sizes and much needed affordable family housing.

6.5.2 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.

6.5.3 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 the development conforms comfortably to these standards. Furthermore, the proposal would provide sufficient private amenity space to each unit, with ground floor family sized units having access to private rear gardens. Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

6.6 Transportation

6.6.1 The proposed site is in an area with medium public transport accessibility level (PTAL 3) with several bus routes providing frequent connection to and from the site to Wood Green and White Hart Lane Stations. The area surrounding the site has not been identified by Saved UDP Policy (HSG 11) as that which suffers from high parking pressures. 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 the car park is poorly utilised and that there is sufficient residual parking in the area to facilitate the additional parking demand that will be generated by the 5 additional residential units. The results of the parking survey concluded that within 200 metre radius of the site there are between 193 and 199 vehicles parked with between 66-68 car parking spaces available.

6.6.2 The applicant has proposed providing 8 cycle parking spaces for the 5 units, however, the proposed spaces 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.

6.6.3 A further condition is included requiring the submission of a construction management plan.

6.6.4 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.

6.7 Sustainability

6.7.1 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.

6.7.2 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.

6.7.3 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.

6.8 Contamination

6.8.1 There has been little investigation below ground on site.

6.8.2 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.

6.8.3 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.

6.9 Waste

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

6.10 Accessibility

6.10.1 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.

7.0 CIL APPLICABLE

7.1 The proposal results in the creation of new dwellings, and as such would be liable for CIL. This would equate to £16,320 (Mayoral Cil) and £6,870 (Haringey Cil). However, given it is for affordable housing, relief can be applied for.

8.0 CONCLUSION

- 8.1 The proposal involves the erection of 5 new residential units with rear gardens, refuse stores, cycle storage, landscaping.
- 8.2 The proposal is in line with the Development Plan. The proposal is seen to be a complementary in fill development to the surrounding townscape, utilising a currently underutilised piece of land to provide 5 affordable homes that are well proportioned and will add to the borough's affordable housing stock. Given the above, this application is recommended for APPROVAL.

9.0 RECOMMENDATION

- 9.1 GRANT PLANNING PERMISSION subject to the following conditions and informatives:

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. Those being:

5429-06-1000; 5429-06-1010; 5429-06-1100; 5429-06-1200; 5429-06-1201; 5429-06-1250; 5429-06-1260; 5429-06-1800; 5429-06-1801; 5429-06-1900; Daylight Factor Calculations by Melin Ltd dated 30 May 2014; Ground Investigation Report by Ground&Water Geotechnical and Environmental Consultants referenced GWPR872E; Transport Note by TTP Consulting dated June 2014; Overshadowing Report Rev A by Melin Ltd dated 28 July 2014.

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 buildings 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 to the hereby approved northern most dwellinghouse 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. 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.

8. A residential travel plan must be secured as part of the development and should include the following measures in order to maximise the use of public transport:
 - a) Provision of welcome residential induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents, travel pack to be approved by the Council's Transportation Planning team.
 - b) Establish or operate a car club scheme. The developer must offer free membership to all residents of the development for at least the first 2 years, and provide £50 (fifty pounds in credit for each member of the car club), evidence of which must be submitted to the Transportation planning team.

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 five (5no) 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.
13. Prior to commencement, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on the High Road and Whitbread Close is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

Informatives:

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.

INFORMATIVE 5: 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.

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 located in an area with a medium public transport accessibility level (PTAL3) and is within walking distance of White Hart Lane and Great Cambridge Road Bus corridor which has several high frequency bus routes (144, 217, 231, 318, 444, and W3) with the W3 bus service providing good connectivity to Wood Green underground station to the west of the site and White Hart Lane Rail station (Liverpool Street to Cheshunt and Enfield Town line) to the East of the site.</p> <p>The applicant has conducted a Parking survey in line with the Lambeth Methodology, the surveys were conducted on Thursday 27th and Friday 28th February 2014 between 00:00 and 05:00 hours, the survey examined the total number of cars parked within 200 metres of the site, and the total car parking lengths available for cars to park legally. Car parking space was assumed to be 6 metres instead of 5 metres; this provides a more robust calculation for parking pressures and spare capacity available. The results of the parking concluded that within 200 meter radius of the site there are between 193-199 vehicles parked with between 66-68 car parking</p>	Conditions recommended

		<p>spaces available. Compton Crescent had between 24 and 25 on street car parking spaced available, it is also to be noted that during the time of the parking survey only 1 car was observed parked in the car park on one of the survey night, on the other night the car park was empty.</p> <p>It has been suggested that on Tottenham Hotspur match days the car park is heavily used however, without any data to suggest who is using the car park, we cannot conclude whether this is residents parking or fans parking in the car park. As the parking surveys are conducted over night, they capture the maximum resident car parking demand, considering that the car park was empty and there is spare on street parking capacity any parking demand generated on a match day can be mitigated as part of the extension of the Tottenham Hotspur event day Phase 2 control parking zone review and expansion.</p> <p>The applicant is proposing to redevelop the existing car park which provides car parking for up to 20 cars to provide 2x2 bed and 3x3 bed flats, no additional car parking spaces are being proposed as part of the proposed development. Based on the 2011 census data for the Stroud Green Ward, with 0.63 cars per household, the proposed 5 units would require 3 additional car parking spaces. We have considered that the loss of the 20 off street car parking spaces and the 5 additional units proposed would generate a combined parking demand of 23 car parking spaces.</p> <p>Based on the parking surveys there is sufficient on street car parking spaces available within the area surrounding the site to facilitate any displacement in parking generated by the proposed development. It is also to be noted that the results of parking survey indicated that there was only 1 car parked on one of the two surveyed nights, hence the assumed displacement of 20 car parking space is a worst case scenario. The applicant will be required to provide 8 secure sheltered cycle parking space in line with the 2013 London Plan, details of which must be submitted before the development commences on site.</p> <p>We have therefore considered that the proposed 5 additional residential units are unlikely to generate any significant increase in trips or parking demand which would result in any adverse impact on the surrounding highways network.</p>	
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		<p>Consequently the highway and transportation authority would not object to this application subject to the following conditions:</p> <p>Conditions:</p> <p>1) A residential travel plan must be secured as part of the development and should include the following measures in order to maximise the use of public transport:</p> <p>a) Provision of welcome residential induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents, travel pack to be approved by the Council's transportation planning team.</p> <p>B) Establish or operate a car club scheme. The developer must offer free membership to all residents of the development for at least the first 2 years, and provide £50 (fifty pounds) in credit for each member of the car club, evidence of which must be submitted to the Transportation planning team.</p> <p>C) Provide 8 secure sheltered cycle parking spaces in line with the 2013 London Plan, detail of which must be provided before development commences on site.</p> <p>2) The Applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on the Compton Crescent and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the Transportation network.</p> <p>Informative: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p>	
4	LBH Building Control	No objection to the proposal	
5	Thames Water	No objection to the proposal	Informative recommended

6	<p>Neighbouring Properties</p> <p>1 letter of objection has been received.</p>	<p>Where is the access to the site to be; Site access would be removed with regards to vehicular access. Only pedestrian access to the units will remain.</p> <p>Plans do not include waste storage; Waste storage will be to the front of the site in dedicated bin stores.</p> <p>Where is the suspected contamination on the site; Given the previous use as a car park, this is a precautionary condition recommended by the Council's Pollution Officer. There may well be no contamination, but should there be, the condition in place will ensure appropriate treatment of any such contamination.</p> <p>Where would the house be located given the site is so small; The house is located towards the northern part of the site, adjacent to the petrol station.</p> <p>Where would the cycle storage be and would they be within unattractive cycle boxes; A condition has been imposed to ensure proper details of the cycle stores are submitted and approved by the Council to ensure appropriate design.</p> <p>The proposal shows three floors with the area only being two floors; The surrounding area is a mix of 2 and 3 storeys. The proposal is considered to respond to the existing townscape by proposing both 3 and 2 storey buildings.</p> <p>The proposal would be a dominant feature to the streetscene and harm the appearance of the area with the buildings of a differing design than what is occurring in the area; The proposal would use a vacant site. Any development on site would appear more dominant than an empty site, however, it is considered that the proposed buildings respond well to the scale and massing of the immediate area and will complement the townscape and street scene.</p> <p>The proposed buildings will take away light from adjoining neighbours; The submitted documents include shadowing reports that indicate that the majority of light lost would be to the front and rear gardens of the neighbouring property with only minimal loss habitable room windows. This has been considered to be acceptable. See 'neighbouring</p>	
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		<p>amenity' above.</p> <p>Consultation was not sufficient. A meeting should be held for residents; The planning department of the Council has undertaken sufficient consultation to meet regulatory requirements. This consultation is above and beyond any consultation undertaken by the applicant (Homes for Haringey).</p> <p>Transport issues. Particularly the use of the parking spaces during match days. Those displaced car parking spaces will harm the area;</p> <p>The proposal will remove the gap in the terrace and space between the residential element and the petrol station, harming the appearance of the area; The proposal steps down from the three storey southern neighbours to two storeys nearest the petrol station. This variation in heights is considered to respond well to the surrounding townscape. The gap only exists at present given the site is empty with the proposal considered to utilise an underutilised portion of land and promoting appropriate urban design principles on site with regards to massing.</p> <p>The proposal would cause a fire risk given its proximity to the petrol station; Residential land adjacent to commercial uses is common. Developments are built to ensure proper access for emergency vehicles. In this instance, the forecourt of the petrol station and wide road frontage of the site ensure that entry for the Fire Brigade is not hindered should there be an emergency.</p> <p>The density of the proposal is too great; The density is not considered too great given 5 well sized units are proposed on site with rear gardens, front yard landscaping and storage for cycles and waste, and minimal harm to the amenities of neighbours.</p> <p>Noise and disturbance during construction and possible subsidence; A construction management plan is required and secured as a condition, as is the hours of construction. These conditions are to protect the amenities of neighbours.</p> <p>The car parking spaces should be retained and allocated to residents; The Borough and London are currently</p>	
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		<p>suffering from severe housing shortages, and in particular, affordable housing. This proposal would provide a mix of much need, well proportioned and designed affordable housing to the Borough. The use of the site as unassigned, ad-hoc parking is not making efficient use of the property. Furthermore, by removing car parking spaces in areas with sufficient public transport accessibility, the development is seen to promote the use of more sustainable modes of transportation.</p>	
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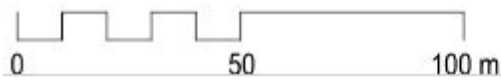
APPENDIX 2 – Plans

SITE LOCATION PLAN



EXISTING LOCATION PLAN

1 : 1250



Aerial Photograph



VIEW LOOKING EAST ACROSS SITE TO NEIGHBOURING BUILDING



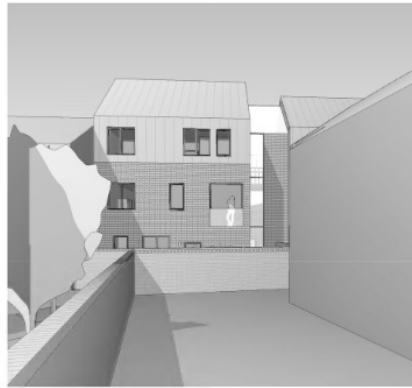
View from Street Looking South-East



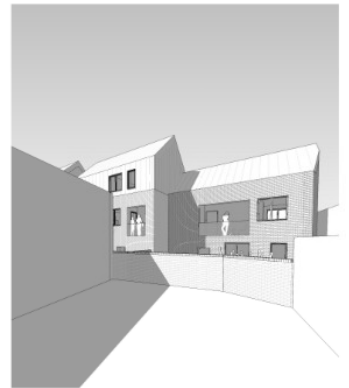
3D Representations



AERIAL VIEW FROM THE BACK COURTYARD

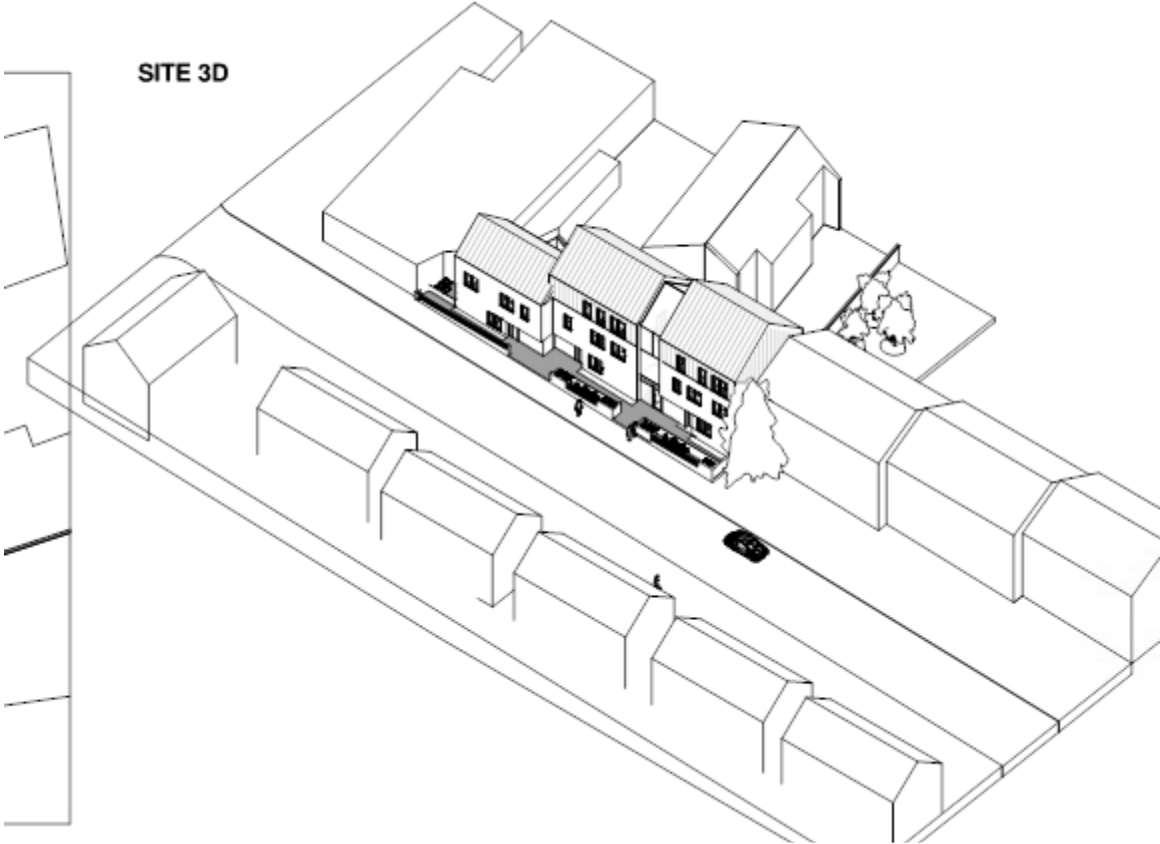


**FROM NEIGHBOURING GARDEN
IN THE SOUTH**



**FROM NEIGHBOURING GARDEN
IN THE NORTH**

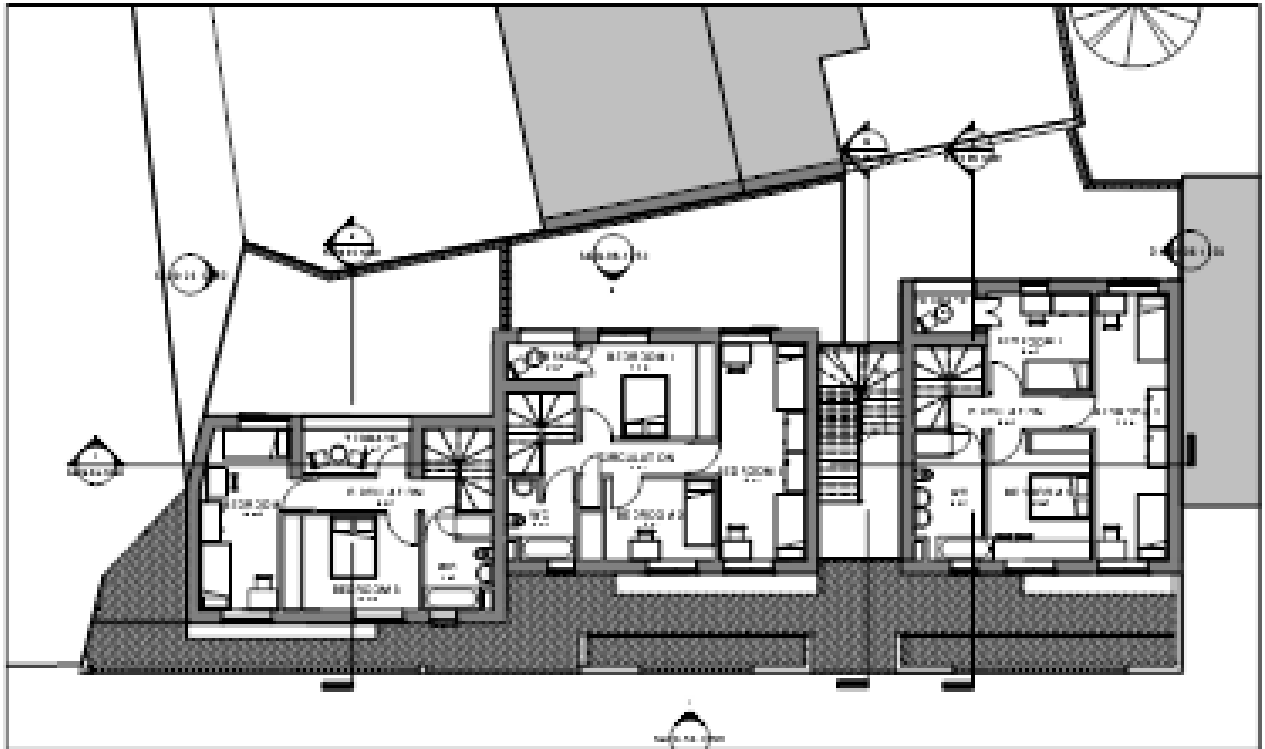
3D Representation of Proposal



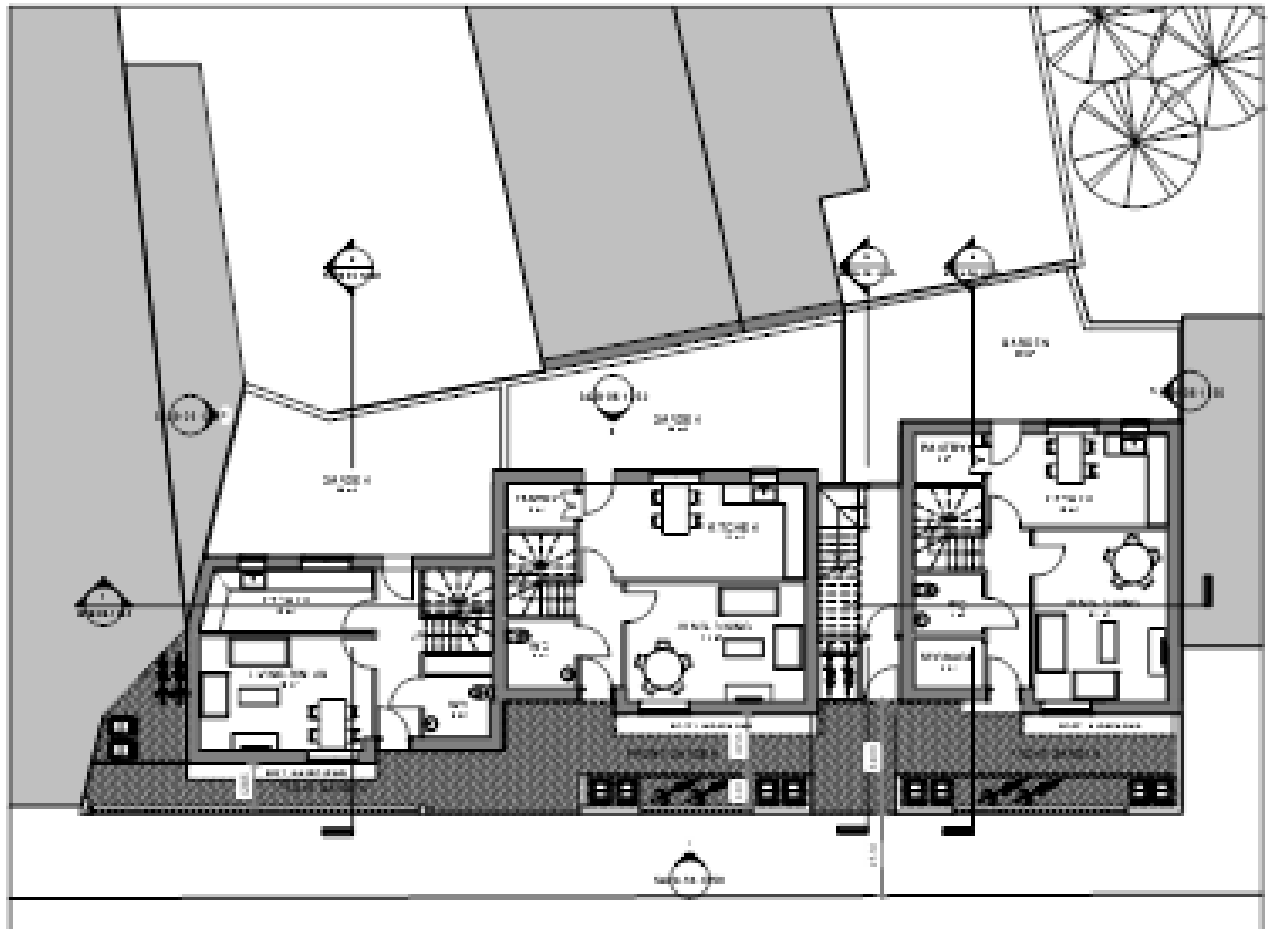
Proposed Site Plan



Proposed Ground and First Floor Plans

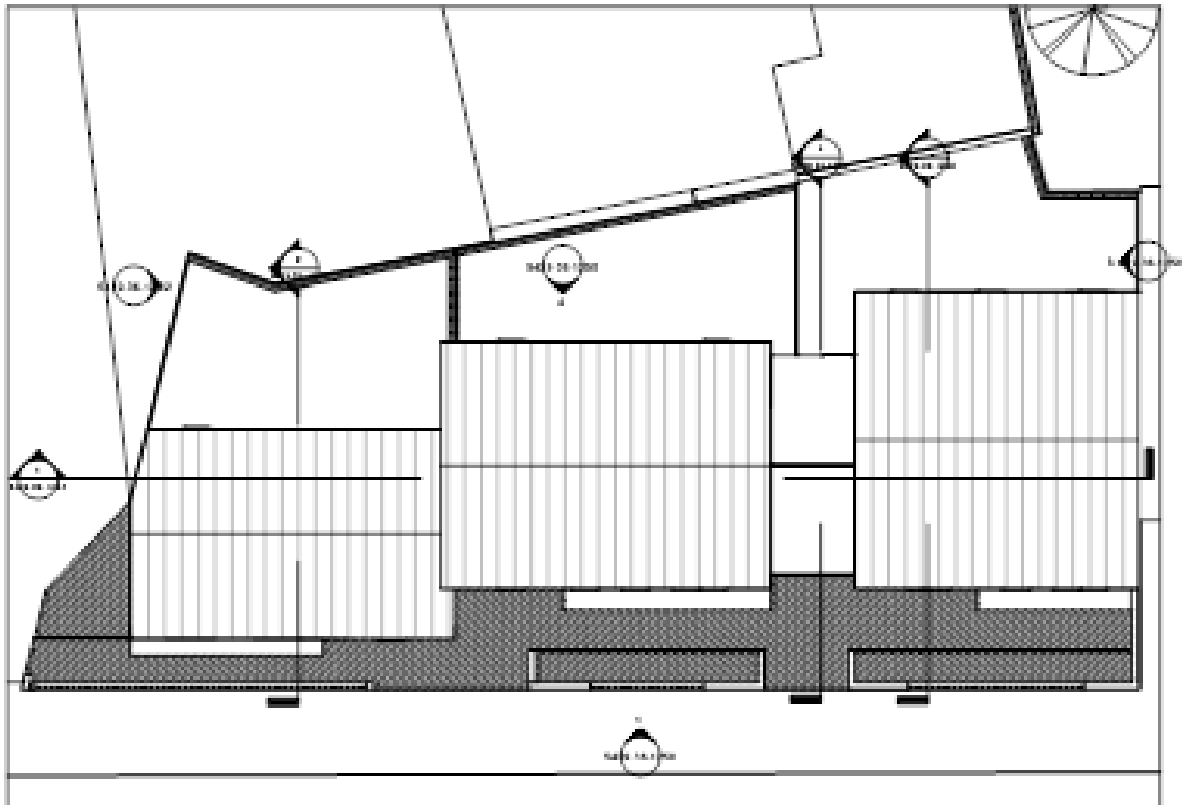


FIRST FLOOR
1 : 100

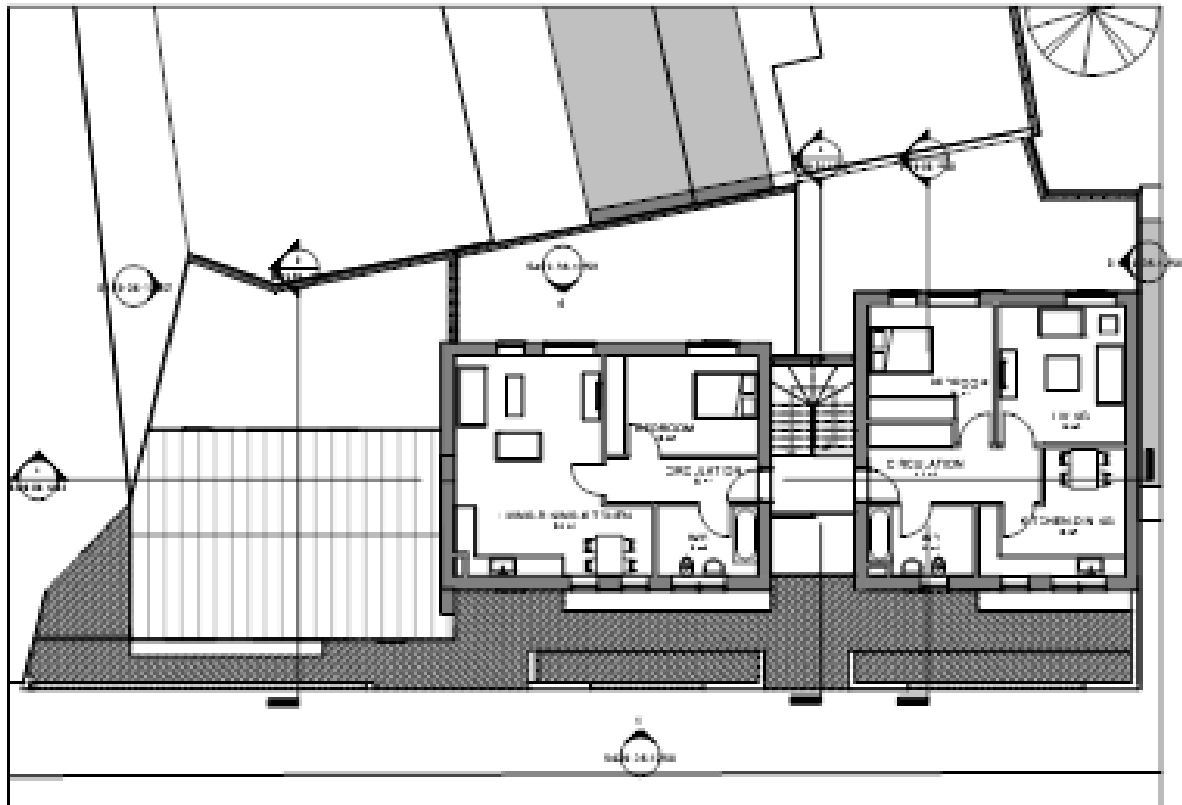


GROUND FLOOR
1 : 100

Proposed Second Floor and Roof Plans



ROOF
1 : 100



SECOND FLOOR
1 : 100

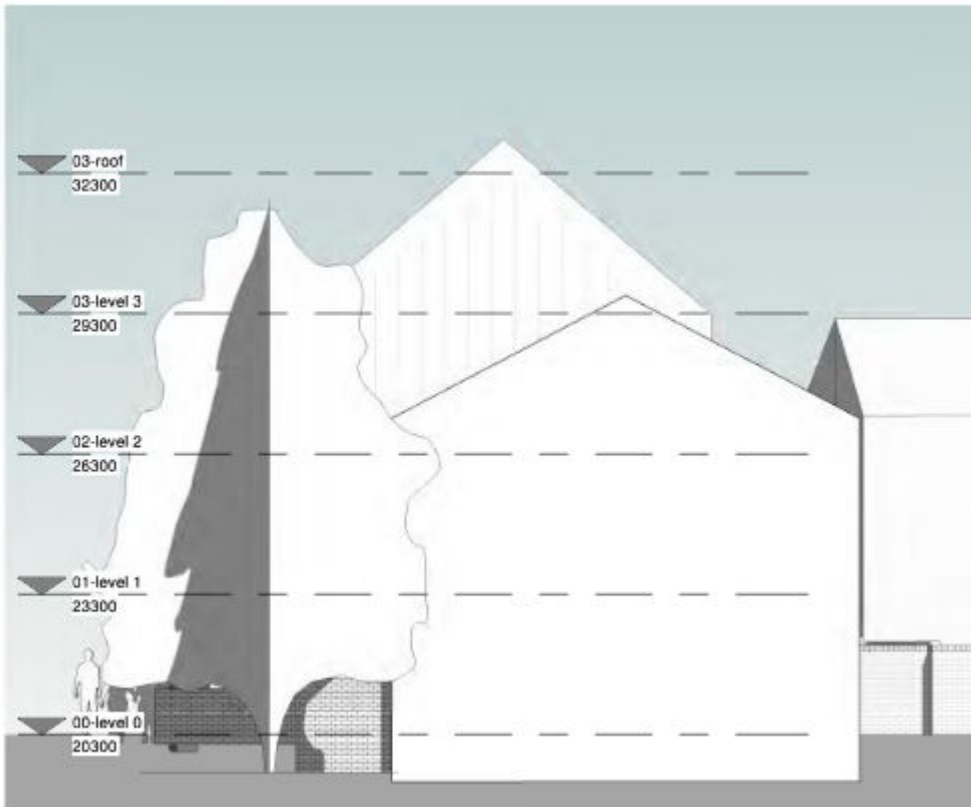
East Elevation



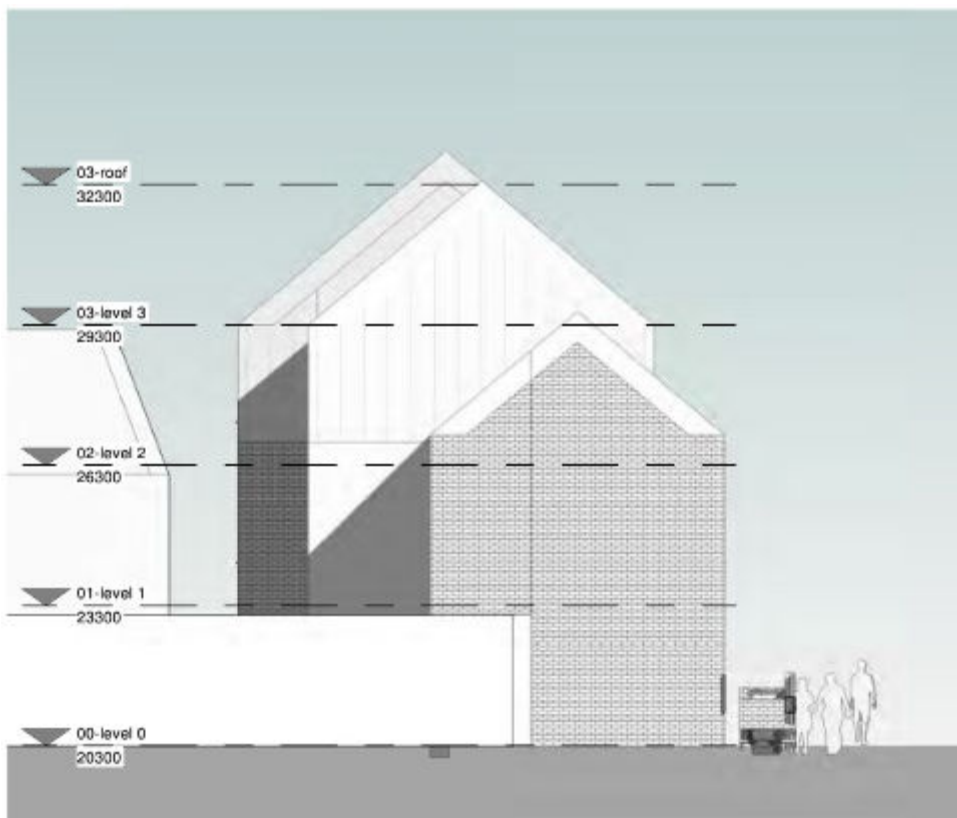
West Elevation



South Elevation



North Elevation



Further 3D Representations

