

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2015/1637	Ward: White Hart Lane
<p>Address: 139 Devonshire Hill Lane N17 7NL</p> <p>Proposal: Demolition of existing detached house and erection of a new development comprising one 4 bedroom house, four 2 bedroom flats, and two 1 bedroom flats, with car parking, landscaping, and refuse and cycle stores</p> <p>Applicant: Mr Simon Oliver Paul Simon Homes Ltd.</p> <p>Ownership: Private</p> <p>Case Officer Contact: Valerie Okeyi</p> <p>Site Visit Date: 14/07/2015</p>	
<p>Date received: 03/06/2015 Last amended date: 25/08/2015</p> <p>Drawing number of plans: 189.15/001, 189.15/005 - 007, 008A, 010A, 011A, 012A, 13A, 020A, 021A, 022A, 023A, 024, 025, 026, 030, 031, 040A, 041A</p>	
<p>1.1 This planning application is being reported to Committee at the request of a local ward councillor.</p>	
<p>1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION</p> <ul style="list-style-type: none"> • The scheme optimises the potential of the site for a high quality residential development taking account of the character of the surrounding area; • The scale, form and choice of materials for the proposed building have been designed sensitively to the character of the surrounding area; • In terms of impact on the residential amenity of neighbouring properties the proposal is acceptable and would not cause unacceptable overlooking or loss of privacy or affect daylight/ sunlight; • The residential accommodation would be of an acceptable layout and standard meeting the necessary internal floorspace standards and providing external amenity space; • The scheme will have no adverse impact on the surrounding highway network or on car parking conditions in the area. 	

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) Implementation within 3 years;
- 2) Development to be carried out in accordance with approved plans;
- 3) Precise details of the materials;
- 4) Details of soft and hard landscaping;
- 5) Details of boundary treatment;
- 6) Details of site levels;
- 7) Detailed scheme for the provision of refuse and waste storage arrangements;
- 8) Construction dust
- 9) Construction Management Plan (CMP) and Construction Logistics Plan (CLP);
- 10) Code for Sustainable Homes
- 11) Central satellite system;
- 12) Cycle facilities
- 13) Crossover relocation and reconstruction;
- 14) Removal of Permitted development rights A-E;.
- 15) Privacy screen
- 16) Obscure glazing
- 17) Affordable Housing

Informatives

- 1) Thames Water
- 2) Asbestos Survey
- 3) Hours of Construction
- 4) Community Infrastructure Levy
- 5) Naming & numbering
- 6) Party Wall Agreement
- 7) Thames water Main

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

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 3.1 This is an application for the demolition of the existing detached house and erection of a two storey residential development comprising of 1 x 4 bed house, 4 x 2 bedroom flats, and 2 x 1 bedroom flats. The application has been amended since initially submitted and includes the following changes:
- The projecting framed element to the front elevation has been widened incorporating an additional door omitting the ground and first floor windows
 - The balustrades to the balconies on first floor level of the front elevation have been revised ;
 - The projecting bay to the flats has been changed to brickwork;
 - The dormers to the rear are now recessed incorporating a balcony to serve the 2 flats in the loftspace.

Site and Surroundings

- 3.2 The application site comprises a single two storey detached house with long front garden, which comprises of a large planter area and hard surface area. The front garden is enclosed by a high brick wall with a tall metal entrance gate. To the rear is a very large garden whose rear boundary backs onto an allotment garden. The site is located at the point of Devonshire Hill Lane where garden walls step back to create a green along both sides of the road for quite a distance west of the site. To the east is a short terrace of 3 houses, that maintain the building line of the houses fronting the green immediately west of the site, but with very long front gardens. To the east of these terraces is Butterfield Close which is accessed from Devonshire Road. Opposite the site are terraces of 6 – 12 houses, and their building lines step back at the green.
- 3.3 The location of Devonshire Hill Lane is almost at the top of the ridge of the hill that forms the boundary between the boroughs of Haringey and Enfield; the area is strongly residential, characterised by low rised terraced housing with very large gardens (by London standards), although there is both a significant industrial and MOL sports facility a short distance to the south-west. Surrounding existing buildings were generally built in the inter war years, either as council housing (typically “Homes for Heroes” arts & crafts influenced) like those just to the south of this site, or private (“Metroland” style developer estates) like this site and its neighbours east and west along Devonshire Hill Lane. In addition, there are a number of more recent infills of gaps and backland sites of a more contemporary style but similar form, height and density.
- 3.4 The property is not listed or located in a conservation area.

3.5 Relevant Planning and Enforcement history

There is no relevant planning history

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

Internal:

- 1) Housing Renewal
- 2) Arboricultural Officer
- 3) Cleansing
- 4) Building Control
- 5) Transportation Group
- 6) Design Officer

External:

- 7) Thames Water
- 8) London Fire Brigade (Edmonton)

5. LOCAL REPRESENTATIONS

5.1 The following were consulted regarding the application;

Internal

- 1) Transportation - The highway and transportation authority would not object to this application subject to conditions as the proposed development would not have an adverse impact on the highway and transportation network
- 2) Design – The design officer has no objection to this application as amended and has made the following comments;
 - The existing house is not considered special enough to be given any heritage conservation designations. The existing house was also built more recently than its surroundings.
 - A redevelopment of the site for more units, that remains broadly in keeping with its neighbours without pastiching them, and does not significantly increase on the mass, bulk, height and depth of its neighbours would therefore be broadly acceptable.
 - The proposal would pick up elements of the surrounding houses, such as the building line, eaves height and the ridge of the townhouse.
 - The proposal would not have a detrimental effect on its immediate neighbours.

- The design, proportions and materials used in the proposed elevations, are simple and sufficiently similar to surroundings whilst being an honestly contemporary design rather than attempting a fake pastiche; this is acceptable.
- The townhouse is typical and robust in its layout. The 1st floor flats have modest front facing balconies in framed projecting elements, that are policy compliant and avoids disturbance to neighbours' private gardens (including the flats below them). Ground floor flats have generous private rear gardens and are perfectly acceptable.
- Car and cycle parking and refuse storage are all accommodated in the front garden, which is sufficiently large to accommodate these uses
- The amount of car, cycle parking and refuse storage comfortably meets policy requirements
- Simple, elegant but modest enclosures incorporating greenery but not obstructing visibility would be most appropriate.

External

3) Thames Water – raise no objection subject to informatives

- London Fire Brigade - Is satisfied with the proposals for fire fighting access on reviewing the updated plans and 'Statement of Compliance with Part B5 of the Building Regulations'. The London Fire Brigade strongly recommends a sprinkler system for the new development.

5.2 The application was publicised by way of 26 letters. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses:9

Objecting:9

Supporting:0

Others: 0

5.3 Councillor Bull, ward councillor made representations on the application, as summarised below:

- Overdevelopment
- The development is too dense for the site area
- Concerns with the design

5.4 Councillor Bevan made representations on the application, as summarised below:

- Butterfield Close should not be used as a good design example
- The design should be of high quality
- The design does not enhance or blend in with the existing street
- The design is bland and unattractive

- Concerns with symmetry
- The application should be referred to the QRP

5.5 The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

- Concerns with the demolition of the house;
- The land is not big enough to accommodate the development;
- Traffic/parking congestion to a quiet residential;
- Design and appearance out of character with surrounding area;
- Overdevelopment;
- Development is too dense for the site area;
- Bulk/massing;
- Noise and disturbance;
- Overlooking/Loss of privacy from proposed balconies;
- Out of keeping with the surrounding area;
- Harmful to visual amenity;
- The development at Butterfield Close located on Devonshire road should not be used as an example;
- Overbearing;
- The creation of flats will have an impact on the street;
- The balconies to the front would create a visual eyesore diminishing the character of the neighbourhood.

5.6 The following issues raised are not material planning considerations:

- Impact on property values – This is not a material planning consideration;

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Design and Form
3. Density
4. The impact on the amenity of adjoining occupiers
5. Residential Mix and Quality of Accommodation
6. Affordable Housing
7. Parking and highway safety
8. Waste Management

6.2 Principle of the development

6.2.1 The principle of additional housing is supported by the National Planning Policy Framework (NPPF) 2012 chapter 6 Delivering a wide choice of quality homes,

London Plan 2011 Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey Local Plan Policy SP2 'Housing'. The Haringey Local Plan 2013 sets out a target of 8,200 dwellings between 2011 and 2021 (820 per year). Under the proposed further alterations to the London plan (FALP), the 2015 target is proposed to increase to 15,019 (1,502 per year). In addition, the site is within a broader residential context. The site in question is a large detached two storey house located on a residential street and the building itself is of no historic or architectural merit. Therefore the principle of demolishing the existing building on site is considered to be acceptable, subject to an appropriate replacement residential building of high quality incorporating a family sized unit. Also, given the history of the site, alongside its eastern neighbours nos. 133-137 which was formerly occupied by a single grand house, the existing house was built more recently than its surroundings.

- 6.2.2 As such, the principle of development is acceptable and is in accordance with London Plan Policy 3.3 'Increasing Housing Supply', 3.4 'Optimising Housing and Haringey Local Plan Policy SP2 'Housing'.

6.3 Design and Form

- 6.3.1 Policy 3.5 of the London Plan seeks to enhance the quality of local places taking into account local character and density. Local Plan policy SP11 and saved UDP policy UD3 include similar requirements. Policies 7.4 and 7.6 of the London Plan also require that design takes into account context. Local Plan policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. To achieve this development is required to respect its local context and character and historic significance and to contribute to the creation and enhancement of Haringey's sense of place and identity.
- 6.3.2 The proposed development seeks to demolish the existing detached house and erect a new two storey detached building. The building would comprise of a large main block containing six flats with a slightly lower and slightly recessed townhouse adjoining to its east. The front facade of the building would comprise of a double storey bay and rooflight to the town house and double storey projecting element with balconies on first floor level, double storey bay and dormer windows to the main building. The rear facade comprises of Juliette balconies on first floor level, recessed dormers with balconies and rooflights to the main building and dormer to the townhouse. The building would be predominantly faced in brick with a natural or artificial slate roof. The front bay of the town house would be faced using render, the windows/doors and projecting element would be constructed using grey anodised aluminium frames and the balustrades and Juliette balcony would be glazed.
- 6.3.3 Objections have been received on the specific issues of design and that the proposal would be out of keeping with the character of the area. In this instance given the specific character of the site which contains a single detached house on a plot typically occupied by 3-4 houses in the surroundings, the proposed

replacement building as amended is acceptable. Furthermore, the new building would sit comfortably in relation to the adjacent terraces to the east and west, leaving over a one metre gap on both sides. Although the proposed development does not radically reinterpret the existing site layout and context, it would follow the building line established by the existing building on the site and its neighbours to the east (nos.133-137). The proposed development is acceptable in terms of its height and massing as the eaves heights, the most crucial height in defining its impact on context, exactly matches the neighbours on either side, as does the ridge height of the townhouse, but the ridge of the block containing the flats is about 600mm higher, reflecting its deeper plan.

- 6.3.4 The design of the proposed development is simple in appearance with the front projecting bays, projecting elements and the height difference, providing an interesting visual articulation to the otherwise plain facade and at the same time it would be sufficiently similar to its surroundings whilst being an honestly contemporary design rather than a mock or pastiche of an earlier architectural style. The positioning and design of the fenestration/doors also helps to relieve the solid and masonry appearance of the building, providing a much lighter elevation and adding to its horizontality. The dormers proposed to the front, are not a common feature on the street, however it is noted the large presence of gable roofs form above bays in the neighbouring terraces as a common local feature. The dormers due to their small scale and subordination to the roof are considered acceptable in this instance.
- 6.3.5 Concerns have been raised that the balconies to the front would create a visual eyesore and diminish the character of the neighbourhood; Officers consider however that given the new building would be significantly set back from the street due to its long front garden, there would be minimal impact in terms of visual amenity.
- 6.3.6 The materials proposed are appropriate for the new building and within context of both the site and the adjacent built form and appearance of the surrounding existing built environment in the locality. The detailed materials are subject to discharge by condition.
- 6.3.7 Overall the design, massing, form and choice of materials of the proposed development are acceptable and sensitive to the visual amenity and character of the area; in accordance with London Plan policies 7.4 and 7.6, Local Plan policy SP11 and UD3.

6.4 Density

- 6.4.1 Policy 3.4 of the London Plan encourages the optimisation of housing output for different types of location. Table 3.2 sets out broad ranges of densities in relation to different types of area and public transport accessibility. The density of the proposal in terms of habitable rooms per hectare would be approximately 244 habitable rooms per hectares (HRH). The London Plan categorises density ranges in terms of location, setting, existing building form and massing. The site is viewed to be an area characterised by low rise terrace housing and as such

the density of 200-450 HRH is a guideline for areas with a PTAL of 2. The density proposed is well within the guidelines.

6.5 Impact on the amenity of adjoining occupiers

- 6.5.1 London Plan policies 7.6 and 7.15 and saved UDP policies UD3 and ENV6 require that development must not cause unacceptable harm to the amenity of surrounding land and buildings and the residential amenity of adjoining occupants in terms of loss of daylight, sunlight, privacy and overlooking.
- 6.5.2 Concerns have been raised that the proposed development would have an adverse affect on the amenity of the properties on the opposite side of the road, namely no. 108, due to the balconies proposed to the front. Officers consider however that given the 46m distance between the front wall of the property in question and that of the proposed, the proposed development would not cause any material loss of amenity, in terms of overlooking and loss of privacy.
- 6.5.3 The proposed development has been designed, such that the new building has been pulled in from the side wall of no. 137 leaving a 1.5m gap between both buildings. The impact on no. 137 is further reduced in terms of overshadowing, daylight and sunlight because the bulk of the building facing no. 137 is significantly smaller in scale than on the main part of the building. Although the new building would move significantly closer to the boundary of the property at no. 141, it would not cause any material loss of amenity to their property as there would be a 1.5 – 3.6m gap between the side wall of the property in question and that of the proposed. It is noted that there are no windows in the side flank wall and lean to extension of no. 141 facing the proposed development.
- 6.5.4 The dormers to the rear would have recessed balconies and directly face onto the allotment gardens which back onto the site. A condition is recommended to be imposed to ensure that that a 1.8m high privacy screen is installed on either side of the balconies to mitigate any overlooking and loss of privacy issues. A condition is also recommended to ensure that all side facing window serving kitchens and bathrooms are obscure glazed and the side facing window of bedroom 3 is obscure glazed up to head height and non openable to mitigate overlooking/loss of privacy.
- 6.5.5 Noise and disturbance has been cited as a concern by local neighbours, however the potential noise emanating from the balconies would not create a level of noise and disturbance over and above that of a typical dwelling in a location such as this.
- 6.5.6 The proposed development has taken careful consideration of its layout, form and design to ensure that the privacy and amenity of neighbouring occupiers will not be adversely affected. As such the proposal is considered to be in accordance with London Plan 2011 Policy 7.6 policy UD3 of the UDP and with sections 8.20-8.27 of the Housing SPD.

6.6 Residential Mix and Quality of accommodation

- 6.6.1 London Plan policy 3.8 highlights that new developments should offer a range of housing choices in terms of the mix of housing sizes and types. Local Plan policy SP2 states that high quality new residential development in Haringey will be provided by ensuring that new development provides a range of dwelling types and sizes to meet local housing requirements. London Plan policy 3.5 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 new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.6.2 The proposed development provides 4 x 2-bed/3 person, 2 x 1 bed/2 person and 1 x 4-bed/6 person house. Although there is only one family house proposed, the dwelling mix is considered acceptable, as it would include a large 4 bed house which compensates for the loss of the existing family house.
- 6.6.3 The size of each unit exceeds the minimum standards as set out in table 3.3 of London Plan policy 3.5. The minimum standards prescribed for individual rooms also conform comfortably with these standards.
- 6.6.4 All of the units including the townhouse are well proportioned and laid out and provide an acceptable level of amenity for future occupiers of a development within an urban setting. The ground floor units would have generous size private gardens to the rear. The first floor flats would have balconies in framed projecting elements, analogous to the common neighbouring bay windows, forming a loggia/privacy screen to the ground floor living room windows and with solid balustrades giving these 1st floor flats' living rooms and amenity space more privacy than a clear balustrade would give. The one bed flats in the loftspace would have rear balconies created from the recessed dormers. All the units are dual aspect and would benefit from good levels of ventilation and daylight/sunlight.
- 6.6.5 The overall layout and access arrangements to the scheme are also acceptable. The entrance to the flats and townhouse would be clearly distinct. Vehicle, cycle parking and refuse storage are all accommodated in the front garden, which is sufficiently large to accommodate all of the above with enough room left over for sufficient landscaping. The creation of a pedestrian entrance off the edge of the green, avoiding pedestrian conflict with cars and increasing the development's relationship to the green is acceptable.
- 6.6.6 Overall the proposed scheme will provide an acceptable residential mix and provide an acceptable standard and layout of accommodation for its future occupants.

6.7 Affordable Housing

- 6.7.1 In line with London Plan policies s 3.9, 3.10, 3.11, 3.12 and 3.13, Local Plan Policy aims to provide affordable housing by:

- Achieving 20% affordable units on sites of 1 - 9 net units in line with Local Plan Policy SP2
- Using a residual land value approach, with the difference in value of providing an affordable unit included, in order to establish a robust per unit contribution that reflects both the 20% requirement in the policy, and availability of the borough in line with the newly adopted Planning Obligations SPD (2014)

6.7.2 Paragraph 173 of the NPPF seeks to ensure viability, the cost of any requirements for affordable housing, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

6.7.3 Whilst in most cases Affordable Housing, as part of a S106 Agreement, is located on the application site, there is provision in the newly adopted Planning Obligations SPD (2014) to allow for an off-site contribution on sites for 1 – 9 units where it would not be practicable to provide on-site affordable housing.

6.7.4 A contribution of £94,080 is required towards the provision of affordable housing in the borough which is a policy compliant affordable housing contribution in line with the adopted Planning Obligations SPD 2014.

6.8 Parking and Highway safety

6.8.1 The NPPF chapter 4 ‘Promoting sustainable transport’ and saved policy M10 ‘Parking for Development’ seeks to ensure that proposed developments do not adversely affect the free flow of traffic around the site and that they do not result in a material impact on existing parking levels.

6.8.2 The proposal provides 5 off street parking spaces and 8 secure sheltered cycle parking spaces. Traffic congestion and parking has been cited as a concern by local neighbours. The Council’s Transportation Team has assessed the proposal and do not object, as the site has not been identified by the Council’s saved UDP Policy HSG11 as that which suffers from high parking pressure, in addition a site visit conducted on the 13 July 2015 observed that there was parking available in the area surrounding that site. The parking provision and cycle parking spaces are in line with the 2015 London Plan and Haringey’s Saved UDP Policy M10. The transportation team have considered that given the good public transport connectivity of the site that prospective residents of this development would use sustainable modes of transport for some journeys to and from the site.

6.8.3 Overall, the proposed scheme is acceptable, as it would not have adverse impact on the highway and transportation network.

6.9 Waste Management

6.9.1 London Plan policy 5.17 ‘Waste Capacity’ and Saved UDP Policy UD7 ‘Waste Storage’ requires development proposals to make adequate provision for waste and recycling storage and collection.

6.9.2 The refuse and recycling area will be stored in the front garden. A condition has been included requiring an appropriate waste strategy to the satisfaction of the Council consistent with London Plan Policy 5.17 'Waste Capacity' and Saved UDP Policy UD7 'Waste Storage'

6.10 Conclusion

6.10.1 The proposed development as amended is acceptable because the scheme optimises the potential of the site for a high quality residential development taking account the character of the surrounding area. The scale, form and choice of materials for the proposed building have been designed sensitively to the character of the surrounding area. In terms of impact on the residential amenity of neighbouring properties the proposal is acceptable and would not cause unacceptable overlooking or loss of privacy or affect daylight/ sunlight. The residential accommodation would be of an acceptable layout and standard meeting the necessary internal floorspace standards and providing external amenity space. The scheme will have no adverse impact on the surrounding highway network or on car parking conditions in the area

6.10.2 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

6.11 CIL

6.11.1 Based on the information given in the plans, the Mayor's CIL charge will be £14,700 (420 x £35) and Haringey CIL charge will be £6,300 (420 x 15). 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.

7.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) 189.15/001, 189.15/005 - 007, 008A, 010A, 011A, 012A, 13A, 020A, 021A, 022A, 023A, 024, 025, 026, 030, 031, 040A, 041A

Subject to the following condition(s)

- 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 & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.
- 2) Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans: 189.15/001, 189.15/005 - 007, 008A, 010A, 011A, 012A, 13A, 020A, 021A, 022A, 023A, 024, 025, 026, 030, 031, 040A, 041A.
Reason: To avoid doubt and in the interests of good planning.
- 3) Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include type and shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall thereafter be implemented in accordance with the approved samples.
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.
- 4) No development shall commence, save for demolition, 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
- 5) Details of the proposed boundary treatment including bin and cycle enclosure shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development above ground. The approved boundary treatment shall thereafter be installed prior to occupation of the new residential unit.
Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupiers.
- 6) The details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.
Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

- 7) No occupation of the development hereby approved until final details of refuse waste storage and recycling facilities arrangements have 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 Policy UD7 'Waste Storage' of the Haringey Unitary Development Plan and Policy 5.17 'Waste Capacity' of the London Plan.
- 8) No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. (Reference to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.
Reason: In order to ensure that the effects of the construction upon air quality is Minimised
- 9) Full details of a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for TfL and local authority's approval prior to construction work commences on site, save for demolition. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Devonshire Hill and the roads surrounding the site would be minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak.
Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.
- 10) 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.
- 11) The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.
Reason: In order to protect the visual amenities of the neighbourhood
- 12) No occupation of the flats hereby approved shall be occupied until the cycle facilities serving it have been provided in accordance with the approved details, and they shall thereafter be retained for their intended purpose unless otherwise agreed in writing by the local planning authority.
Reason: To ensure the development provides adequate cycle parking facilities in accordance with the London Plan

- 13) The crossover to the site will require relocating and reconstruction in line with Drawing NO:189.15/008, the width of the crossover must not exceed 3.2 metres, the necessary works to construct the crossover will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020-8489 1316 6 months before the development is programmed to be completed to obtain a cost estimate and to arrange for the works to be carried out.
Reason: In order to ensure that the proposed development does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway consistent with Policy 6.13 of the London Plan 2011 and Saved Policies UD3 and M10 of the Haringey Unitary Development Plan 2006.
- 14) 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 etc. 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.
- 15) Before the development hereby permitted is commenced a plan showing a 1.8 metre high privacy screen along the side of the recessed dormers to the rear 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 the 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.
- 16) Before the first occupation of the extension hereby permitted, the windows in the side elevation 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.

INFORMATIVE 1: -- Thames Water

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 2: -- Asbestos Survey

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 3: - 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 4: - Community Infrastructure Levy

The application is advised that the proposed development will be liable for the Mayor of London's CIL. Based on the information given in the plans, the Mayor's CIL charge will be £14,700 (420 x £35) and Haringey CIL charge will be £6,300 (420 x 15). 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.

INFORMATIVE 5: 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 6: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE 7: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

8.0 APPENDICES

Appendix 1: Representations received

Comment	Response
<p>LBH Transportation team - The highway and transportation authority would not object to this application and has made the following comments;</p> <ul style="list-style-type: none">- The area surrounding the site is not currently covered by a control parking zone, however the site has not been identified by the Council's saved UDP	

<p>Policy HSG11 as that which suffers from high parking pressure, in addition a site visit conducted on the 13 July 2015 observed that there was parking available in the area surrounding that site;</p> <ul style="list-style-type: none"> - The parking provision is in line with the 2015 London Plan and Haringey's Saved UDP Policy M1 - Given the good public transport connectivity of the site the prospective residents of this development would use sustainable modes of transport for some journeys to and from the site. - The proposed development would not have adverse impact on the highway and transportation network - The highway and transportation authority would not object to this application subject to the imposition of the following; - Planning conditions for details of a construction management and construction logistics plans - Planning condition relocation and reconstructing the crossover <p>Informative – The new development will require numbering</p> <p>LBH Design Officer – The design officer has no objection to this application as amended and has made the following comments;</p> <p>The application site contains a single detached house on a plot typically occupied by 3-4 houses in the surroundings. The existing house, like its neighbours, is a not unattractive typical example of inter-war or early post-war housing, but is not considered special enough to be given any heritage conservation designations. The site, along with that of its eastern neighbours nos. 133-137, was formerly occupied by a single grand</p>	<p>Addressed in condition 9 of the report</p> <p>Addressed in condition 13 of the report</p> <p>Addressed in informative 5 of the report</p>
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house, Clayhill Lodge (later renamed River House) recorded on Ordnance Survey maps of both 1864, when it was surrounded by fields, and 1935, when the surrounding estate had already been built; the existing house now on the site must therefore be more recent than its surroundings.

A redevelopment of the site for more units, that remains broadly in keeping with its neighbours without pastiching them, and does not significantly increase on the mass, bulk, height and depth of its neighbours would therefore be broadly acceptable.

The proposal does not radically reinterpret the existing site layout and context; instead the new building would follow the building line established by the existing building on the site and its neighbours 133-137. A larger main block containing the six flats sits in the western three quarters of the plot width, with the slightly lower and slightly recessed townhouse adjoining to its east. Both leave over a meter gap to the end of the terraces on either side. Eaves heights, the most crucial height in defining its impact on context, exactly match neighbours on both sides, as does the ridge height of the townhouse, but the ridge of the block containing the flats is about 600mm higher, reflecting its deeper plan.

Both this higher ridge (and therefore higher apex of the gable) and deeper plan depth will have a slightly greater impact on the impression of being enclosed in the side alleyways and back gardens of its immediate neighbours to either side, but side alleyways rarely make a significant contribution to private amenity space, in this case not containing any windows, and as this is to the north of these gardens, it would not be taking away any sunlight. Since many houses in the area including its eastern neighbour have full width single storey rear extensions, and others could build similar rear extensions under recently extended permitted development rights, I do not consider the proposal would have a detrimental effect on its immediate neighbours.

In terms of design, proportions and materials used in the proposed elevations, I would

consider them simple and sufficiently similar to surroundings to be reasonably contextual whilst being an honestly contemporary design rather than attempting a fake pastiche; this is acceptable to me. There is perhaps too much horizontality in the proportions of windows and block width to have completely satisfactory proportions but this is not a location where rigorous design contextualism must be conformed to.

The townhouse is typical and robust in its layout, with living rooms on the ground floor, bedrooms on the 1st and one in the roof looking south to the rear. It has a front door facing the street and a generously sized private garden to its rear and is perfectly acceptable. The flats are arranged either side of an entrance and staircase on the street side, with living rooms facing the street and bedrooms to the rear on the ground and 1st floor, flipped in the two one bedroom top floor flats to the bedroom facing the street via a dormer window and living room facing the rear via a dormer and cut-in balcony. This is likely to give rise to concerns at disturbance and loss of privacy to neighbours but as they are a floor above most neighbours and set back from the eaves, cut into the roof, I consider that they will be sufficiently separated not to feel like an imposition unless residents misbehave, which is not common in one bedroom flats such as these. The 1st floor flats have modest front facing balconies in framed projecting elements, analogous to the common neighbouring bay windows, forming a loggia/privacy screen to the ground floor living room windows and with solid balustrades giving these 1st floor flats' living rooms and amenity space more privacy than a clear balustrade would give. This is not a great private amenity provision but is policy compliant and avoids disturbance to neighbours' private gardens (including the flats below them). Ground floor flats have generous private rear gardens and are perfectly acceptable.

Car and cycle parking and refuse storage are all accommodated in the front garden, which is sufficiently large to accommodate all of the above with enough room left over for plenty of landscaping. Details of the means of enclosure are not provided but I would hope

they will be the existing approx. 1200mm high brick wall retained and modified as required to accommodate changes to entrance locations; I particularly appreciate the creation of a pedestrian entrance off the edge of the green, avoiding pedestrian conflict with cars and increasing the development's relationship to the green, The amount of car and cycle parking and refuse storage comfortably meets policy requirements although covered, secure cycle parking would normally be required and details of the external appearance of both cycle and refuse stores are missing. Simple, elegant but modest enclosures incorporating greenery but not obstructing visibility would be most appropriate.

Thames Water – raise no objection subject to an informative and made the following comments;

With regards to sewerage infrastructure and water infrastructure capacity Thames Water raise no objection;

With regards to surface water drainage where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required;

Thames Water recommend an informative regarding minimum pressure in the design of the proposed development.

Thames Water recommend an informative regarding the Thames Water main

London Fire Brigade - Is satisfied with the proposals for fire fighting access on reviewing the updated plans and 'Statement of Compliance with Part B5 of the Building Regulations'. The London Fire Brigade strongly recommends a sprinkler system for the new development

Cllr Bull - While I am grateful for being the opportunity to visit the site and was given a detailed explanation of the planning application, I have to say, after careful consideration, I would like to oppose the application primarily on the grounds of overdevelopment. Notwithstanding the land at the rear of the property I still feel that a 4

Details of cycle and refuse enclose addressed in condition 5 of the report

<p>bedroom house, four two bedroom flats plus two 1 bed flats is too much for both the size of land and the surrounding area. In addition, I have some concerns about the proposed design and have asked the Design Champion to submit his comments</p>	<p>Addressed in informative 1 of the report</p>
<p>Cllr Bevan - I note that the applicant refers to Butterfield Close which I find problematic as there is no way that Butterfield Close would today be considered acceptable concerning its appearance and design. The applicant for 139 Devonshire Hill Lane seems to be unaware that the design standards that are expected on all new developments in Haringey today have moved on from the general dismal standards of several years ago and high quality design is now the norm requirement for all planning applications.</p>	<p>Addressed in informative 7 of the report</p>
<p>If the development has indeed been re-designed then I must express my disappointment with the outcome concerning design and appearance.</p>	<p>Addressed in para. 6.3.3 of the report</p>
<p>I do not consider that the proposed design will enhance or blend with the character of the existing street, it is a bland and basically a very ugly and unattractive design,</p>	<p>The plans have been amended to address the design concerns. The amendments are listed in para. 3.1 of the report</p>
<p>I am therefore asking that this application be referred for the opinions of the QRP panel despite it being a small development that would not normally have QRP input.</p>	<p>The plans have been amended to address the design concerns. The amendments are listed in para. 3.1 of the report</p>
<p>It is my opinion as Design Champion that this application should be rejected concerning design, appearance, symmetry and character.</p>	<p>The design is addressed in para. 6.3.3 and 6.3.4 of the report</p>
<p><u>Local consultation representations -</u></p> <p>Concerns with the demolition of the house;</p> <p>The land is not big enough to accommodate the development;</p> <p>Traffic/parking congestion to a quiet residential;</p> <p>Design and appearance out of character with surrounding area;</p>	

<p>Overdevelopment;</p> <p>Development is too dense for the site area;</p> <p>Bulk/massing;</p> <p>Noise and disturbance;</p> <p>Overlooking/Loss of privacy from proposed balconies;</p> <p>Out of keeping with the surrounding area;</p> <p>Harmful to visual amenity;</p> <p>The development at Butterfield Close located on Devonshire road should not be used as an example;</p> <p>Overbearing;</p> <p>The creation of flats will have an impact on the street;</p> <p>The balconies to the front would create a visual eyesore diminishing the character of the neighbourhood.</p> <p>Impact on property values</p>	<p>Addressed in para. 6.2.1 of the report</p> <p>Addressed in para 6.6.3 of the report</p> <p>Addressed in para. 6.8.2 of the report</p> <p>Addressed in para 6.3.3 and 6.3.4 of the report</p> <p>Addressed in para 6.3.3 of the report</p> <p>Addressed in para 6.4.1 of the report</p> <p>Addressed in 6.3.3 of the report</p> <p>Addressed in para 6.5.2 and 6.5.4 of the report</p> <p>Addressed in para 6.3.3 and 6.3.4 of the report</p> <p>Addressed in para. 6.3.5 of the report</p> <p>The plans have been amended to address the design concerns</p> <p>Addressed in para. 6.5.3 of the report</p>
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	<p>Additional flats will not have an impact on the street</p> <p>Addressed in para. 6.3.5 of the report</p> <p>This is not a material planning consideration</p>
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Appendix 2: Plans & Images



Site location plan



Existing front elevation



Proposed site location plan



Proposed ground floor plan



Proposed front elevation



Proposed rear elevation



Proposed street elevation



Proposed front elevation



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Proposed rear elevation