

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2015/2609

**Ward:** Woodside

**Address:** Land adjacent to 2 Canning Crescent N22 5SR

**Proposal:** Redevelopment of vacant site for a residential development of 19 dwellings comprising eighteen flats and one dwelling house (all C3 Use Class) including private and communal amenity spaces, refuse facilities, cycle storage, landscaping, three parking spaces and new vehicular access from Kings Road

**Applicant:** Mr M McLean, Caerus (Wood Green) Ltd

**Ownership:** Private

**Case Officer Contact:** Adam Flynn

**Date received:** 08/09/2015

**Drawing number of plans:** 6484-D1000 Rev 01; 6484-D1100 Rev 00; 6484-D1700 Rev 00; 6484-D1701 Rev 00; 6484-D1702 Rev 00; 6484-D1703 Rev 00; 6484-D4100 Rev 08; 6484-D4101 Rev 08; 6484-D4102 Rev 08; 6484-D4103 Rev 08; 6484-D4104 Rev 00; 6484-D4500 Rev 02; 6484-D4501 Rev 02; 6484-D4700 Rev 02; 6484-D4701 Rev 02; 6484-D4702 Rev 02; 6484-D4703 Rev 02; 6484-D4800 Rev 00; Design and Access Statement (September 2015); Planning Statement (September 2015); Consultation Statement (24/08/2015); Desk Study Report (August 2015); Daylight and Sunlight Report (03/09/2015); Market Report (August 2015); Flood Risk Assessment (August 2015); Sustainability and Energy Statement (August 2015); Transport Statement (August 2015).

1.1 The application has been referred to the Planning Sub-Committee for a decision as it is a Major application.

### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development is acceptable on this site
- The proposed residential accommodation would be of an acceptable layout and standard
- The proposal would not harm the amenities of neighbours
- 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 Housing SPG

- The application is in accordance with the development plan

## **2.0 RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission subject to the conditions and informatives set out below and subject to the prior completion of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31 March 2015 or within such extended time as the Head of Development Management shall in her sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

### **Conditions**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Sustainability
- 5) No permitted development for satellite dishes
- 6) Cycle parking
- 7) Refuse storage
- 8) Land contamination investigation works
- 9) Contamination remediation if required
- 10) Landscaping
- 11) Landscape management
- 12) Construction Management Plan
- 13) Sustainable drainage
- 14) Dust
- 15) Electric vehicles
- 16) Piling

### **Informatives**

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

- 7) CIL
- 8) Highways works
- 9) Asbestos

### **Section 106 Heads of Terms:**

- 1) An affordable housing contribution of £250,000
- 2) A carbon offsetting contribution of £4,050
- 3) A Construction Training and Local Labour Initiatives contribution of £24,052
- 4) Resident's Parking Permit restriction ('Car-Free' development)
- 5) A transport and highways contribution of £25,000
- 6) A Traffic Management Order contribution of £1,000
- 7) Car Club membership (two years membership and £50 credit)
- 8) Provision of 10% wheelchair accessible dwellings
- 9) Considerate Contractors Scheme

2.4 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

(i) In the absence of a financial contribution towards Affordable Housing, the proposal would have an unacceptable impact on affordable housing provision within the Borough. As such, the proposal would be contrary to Local Plan policy SP2 and London Plan policy 3.12.

(ii) In the absence of a financial contribution towards the amendment of the Traffic Management Order, highways works and car club funding, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.

(iii) In the absence of a financial contribution towards the carbon offsetting, the proposal would fail to deliver an acceptable level of carbon saving. As such, the proposal would be contrary to Local Plan policy SP4 and London Plan policy 5.2.

2.5 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Head of Development Management within a period of not more than 12 months from the date of the said refusal, and

(iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

2.6 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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### **APPENDICES:**

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- Appendix 3: Quality Review Panel Notes
- Appendix 4: DM Forum Notes

## **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **3.1 Proposed development**

3.1.1 This is a planning application for the redevelopment of the vacant site for a residential development of 19 dwellings comprising 7 x 1-bed flats, 8 x 2-bed flats, 3 x 3-bed flats and 1 x 4-bed dwelling house (all C3 Use Class) including private and communal amenity spaces, refuse facilities, cycle storage, landscaping, three parking spaces and a new vehicular access from Kings Road.

3.1.2 The proposed development is for a part three, part four-storey building containing the 18 flats, with an attached three-storey element containing the 4-bed dwelling. Each unit would be provided with its own private amenity space, with an area of communal amenity space also provided.

### **3.2 Site and Surroundings**

3.2.1 The site, the subject of this application, is located on the southern side of Canning Crescent and the northern side of Kings Road, with frontages to both roads. The site is predominantly vacant apart from a small disused single storey shed which is located in the south-west corner of the site.

3.2.2 The area to the north, east and south of the site is predominantly residential in land use, with a variety of housing types. To the west of the site is a terrace of commercial properties with residential flats above.

- 3.2.3 The site is not located within a Conservation Area, and does not contain any listed buildings.
- 3.2.4 The site was formerly in some form of commercial use, but has been vacant for a significant number of years (late 1980's), and was recently the subject of a Section 215 Notice for untidy land, which was complied with by the applicant.

### **3.3 Relevant Planning history**

- 3.3.1 HGY/2003/0658 – Erection of 3- storey block comprising 3 x 3 bed townhouses, and 2 x 1 bed, 2 x 2 bed and 2 x 3 bed flats with associated car parking and landscaping – Granted 06/04/2005 (unimplemented)
- 3.3.2 Section 215 Notice issued for Land Adversely Affecting Amenity of Neighbourhood – Issued and complied with in March 2015

## **4.0 CONSULTATION**

- 4.1 A number of pre-application meetings were held with planning officers prior to submission of the planning application. The architects were advised as to the principle of development, the form and scale of the building proposed for the site, car parking and access, trees and refuse storage.
- 4.2 The scheme has been presented to the **Haringey Quality Review Panel** on 19 August 2015.
- 4.3 The minutes of the meeting are set out in Appendix 3. The issues raised and how they have been addressed by the application are set out in the Design section (6.2) of this report, and are summarised as follows:

'It was clear from the design team's presentation that this scheme has progressed in a positive way through pre-application discussions with Haringey officers. This has resulted in a scheme that both optimises the development potential of the site, and promises high quality development.

The panel supports the scale and massing, residential typology, and architectural expression proposed. The panel suggested that the design team reconsider the arrangement of access from Kings Road. Scope also remains to improve the landscape design, and refine the architecture.'

- 4.4 A **Development Management Forum** was held on 12 October 2015.
- 4.5 The notes of the forum are contained in Appendix 4, and the issues raised are summarised as follows:

- Impact on light to properties opposite on Kings Road
- Car parking layout, allocation, 'car-free' development
- Yellow lines on streets and access
- Cycle spaces
- Affordable housing mix/tenure, viability assessment conclusions
- Contact with Homes for Haringey or other RSLs
- Density
- Balcony design/layout
- Amenity space layouts
- Bulk in relation to 2 Canning Crescent
- Disabled unit provision
- Car free/travel plan/car clubs
- Construction access
- Condition of site and security
- Bin store/refuse collection
- Fly-tipping

4.6 The following were consulted regarding the application, and the following responses were received:

Internal:

1) Urban Design

Supports the views of the Quality Review Panel.

2) Transport

No objections, subject to conditions, S106 contributions, and informatives.

3) Environmental Health

No objections, subject to conditions and informatives.

4) Waste Management

No objections, subject to conditions.

5) Carbon Management

Considers that the scheme should provide a site-wide heating network, with the ability to connect to a district wide scheme in the future. Also advises that carbon reduction and sustainability targets need to be met.

External:

6) Thames Water

No objections, subject to conditions and informatives.

7) London Fire Brigade

The Brigade is satisfied with the proposals.

## **5.0 LOCAL REPRESENTATIONS**

5.1 The following were consulted:

194 Neighbouring properties

2 site notices were erected close to the site

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

No of individual responses: 1

Objecting: 0

Supporting: 1

Others: 0

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- Request working hours are kept to reasonable times

## **6.0 MATERIAL PLANNING CONSIDERATIONS**

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Design and appearance
3. The impact on the amenity of adjoining occupiers
4. Residential Mix and Quality of Accommodation
5. Density
6. Affordable Housing
7. Transportation
8. Sustainability
9. Land Contamination
10. Waste
11. Accessibility
12. Drainage
13. Planning Obligations

### **6.1 Principle of the development**

6.1.1 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.

6.1.2 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 19 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, 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.

- 6.1.3 The loss of the existing employment land is a fundamental planning consideration and Local Plan Policy SP8 makes it clear that there is a presumption to support local employment and small sized businesses that require employment land and space. It is also important to note that emerging DPD Policy DM40 (B) states that the Council will only consider the loss of employment land or floorspace to be acceptable, subject to any new development proposals providing the maximum amount of replacement employment floorspace possible, having regard to viability. Although only limited weight can be afforded to emerging DM DPD policies, the document is now at pre-submission stage and is now closer to adoption stage, so is therefore material in assessing this planning proposal.
- 6.1.4 However, Saved UDP Policy HSG2 states that a change of use to residential use would be acceptable, provided that the site does not lie in a designated employment area, there will be no loss of open space, the site is not within a designated shopping frontage, and will provide satisfactory living conditions. Furthermore saved UDP Policy EMP4 encourages the redevelopment of unallocated employment sites providing that: the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.
- 6.1.5 The site is currently vacant but was previously used as a car repair garage and associated storage. There has been a previous consent on the site for a purely residential development, although the scheme was not implemented. The length of time that the site has been vacant is a material consideration in this respect. Historic images of the site reveal that it has been cleared of buildings since at least 1999, and the site has therefore not provided any employment or jobs for 16 years. The length of time that the site has been vacant indicates that it is no longer suitable for an employment generating use.
- 6.1.6 The Applicant has provided an Employment Market Report in support of the planning application insofar as providing evidence that the site is no longer marketable or viable for an employment generating use. The report provides an analysis of the profile of office and light industrial premises within the local market and a profile of tenant demand. A summary of the alternative buildings/sites that are currently available in the local market is also provided, with an analysis of the site's suitability for employment use. The report concludes



that given a number of factors, the site is not a viable location for commercial premises.

- 6.1.7 It should be noted, as mentioned in paragraph 6.15 that the site has been subject to a planning permission for a residential development. Whilst this approved scheme was never implemented and the permission has now expired this is considered to be a material consideration supporting the acceptability of the loss of the employment use.
- 6.1.8 As such, in this instance the loss of the employment use is acceptable, and the redevelopment of the site with a residential scheme would provide much needed housing in the borough, therefore contributing to the council major policy objectives. Furthermore, the proposed residential development on the site would meet all of the criteria set out in Saved Policy HSG2.

## **6.2 Design and Appearance**

- 6.2.1 The NPPF should be considered alongside London Plan 2015 Policies 3.5, 7.4 and 7.6, Local Plan 2013 Policy SP11, and Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016, which identifies that all development proposals, should respect their surroundings, by being sympathetic to their form, scale, materials and architectural detail.
- 6.2.2 The scheme proposes a part 3, part 4-storey block sitting between Canning Crescent and Kings Road. The 3-storey elements form the flanks of the building, responding to the lower, terraced properties to the east, and the rear of the commercial properties to the west. The 3-storey element to the east of the site is set back to provide a 'step' in the building in the streetscene between this site and number 2 Canning Crescent. The portion of the building fronting Kings Road is also 3-stories, with a set-back 4<sup>th</sup> storey, to reduce the visual bulk fronting the street. The resulting 4<sup>th</sup> storey is set within the centre of the site, with a 4-storey element fronting Canning Crescent to form the focal entrance point of the building.
- 6.2.3 The proposed building would be finished in a mixture of bricks, with a yellow stock brick forming the bulk of the main block, with a red brick used for contrast in the window reveals. This would be reversed on the 3-storey elements that front Canning Crescent. The use of materials has been influenced by the palette of materials present in the street. Steel balustrades and concrete panels would add further interest to the elevations. Landscaping, including private and communal amenity spaces, is provided around the building.
- 6.2.4 The application was presented to the Quality Review Panel (QRP), which considered that the scheme both optimises the development potential of the site, and promises high quality development. The panel supports the scale and massing, residential typology, and architectural expression proposed. The panel

suggested that the design team reconsider the arrangement of access from Kings Road, and that scope remains to improve the landscape design, and refine the architecture.

6.2.5 More specific comments from the QRP are detailed below, along with the applicant's response to these points:

<b>QRP Comment</b>	<b>Applicant's Response</b>
<p>Consider providing access to the ground floor residential units from within the site on the west, rather than the east.</p>	<p>This was tested and dismissed in previous revisions. As vehicle access needs to be from the east side, incorporating amenity space and circulation from the car park to the core shifts the massing, encroaching on separation distances between the proposal and the properties on the High Road causing overshadowing issues.</p>
<p>The current relationship with access from the east creates a potentially unsuccessful relationship between private and shared open spaces. In particular, the ground floor open space to the east and the ground floor gardens to the west, which abut the path.</p>	<p>The balconies and private amenity space having a south-west aspect and getting access to afternoon/evening sun is a main reason for their positioning. The relationship between private and shared open spaces is differentiated by using a variety of materials and incorporating prominent boundaries which help to establish private areas from shared areas.</p>
<p>On Canning Crescent, one unit per floor has a north-facing balcony. An inset balcony facing south would provide a more desirable sunny outside space.</p>	<p>A south-facing inset balcony has been integrated in these units.</p>
<p>The panel would also encourage further exploration of the elevation towards Kings Road.</p>	<p>Careful consideration has been implemented in the design of the elevation on Kings Road to be in keeping with the proposal on a whole and for it to be simple and stylish rather than cluttered. Further articulation through fenestration has been avoided in order to allow for internal layouts to cohere with Lifetime Homes and London House Plan SPG (LHDG).</p>

Further thought on the balconies could also strike a better balance between solid and open balustrade.	The balconies have been redesigned to enhance views from the living room, whilst still maintaining privacy and complying with building standards.
Lower panes of full height windows might also benefit from frosted glazing.	Some of the full height windows with metal panels on the lower panes have remained, such as on the deck access and cycle store. A solid lower pane is more appropriate in these areas as the users will feel less exposed. In other areas, Juliet balconies have been incorporated as they allow light to filtrate to the rooms, yet act as a physical obstruction creating more privacy for the users and also cohere with the rest of the proposal.
The quality of materials and construction will be essential to the success of the completed scheme.	Material and construction quality will be high.
Further detail on the boundary treatment would be welcomed.	Further information on the boundary treatment has been added.
Landscape design should be developed further.	The landscape design has been further designed, creating usable and beneficial outdoor spaces for the residents.
The landscape design could also soften and add interest to the elevation towards Kings Road. Including the triangular strip of land outside the red boundary could allow for more generous planting in this area.	The triangular strip outside the red boundary line can not be included. Should permission be granted, negotiation will take place with the owner to be able to use this area within the proposal.

6.2.6 The Council's Design Officer considers that the QRP comments and the applicant's subsequent response to the points raised result in a successful scheme in urban design terms. Overall, the proposal is considered to be acceptable and in general accordance with London Plan 2015 Policies 3.5, 7.4 and 7.6 and Local Plan 2013 Policy SP11.

### 6.3 Impact on the amenity of adjoining occupiers

- 6.3.1 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. This is reflected in Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016.
- 6.3.2 The proposal has been accompanied by a daylight/sunlight report. This report confirms that there would be no harmful loss of daylight/sunlight to adjoining neighbours. Whilst it is acknowledged that daylight reductions do occur to some windows in the rear of the properties on the High Road, these serve rooms that remain 'lit' from additional windows that meet the guidelines.
- 6.3.3 At 274A High Road, the majority of windows will also satisfy the Vertical Sky Component (VSC) test, with the exception of two windows at ground floor level. Whilst these windows do not meet the recommendations of the VSC test, the room behind the windows will meet the No Sky-Line (NSL) recommendations, which demonstrates that the room in overall terms will continue to be sufficiently lit with the proposed development in place.
- 6.3.4 At 1-5 Canning Crescent, some ground floor windows fail the VSC test, but in terms of the NSL assessment, the analysis demonstrates that all of the habitable rooms tested, with the exception of the basement room at 5 Canning Crescent, will meet the BRE Guidelines recommendations in relation to the amount of sky view that is retained in each room.
- 6.3.5 With regard to number 2 Canning Crescent adjacent, the daylight analysis shows that the whilst there are some transgressions of the BRE Guidelines recommendations in relation to the VSC for individual windows, when the rooms are considered as whole, each of the rooms tested will have access to acceptable levels of sky visibility. As such, there would be no noticeable effect on any habitable rooms, and the proposal is fully compliant with the BRE guidelines for daylight. As such, all surrounding properties meet the BRE guidelines for sunlight.
- 6.3.6 The proposed block, where it would front Canning Crescent, would sit in a similar location to the existing dwelling at 2 Canning Crescent. There are some flank windows in 2 Canning Crescent facing the development, but these are to the rear and would be separated from the development due to the set back in the building form, and the outlook of the front and rear windows would remain unaffected. The proposed building would sit 10 metres from the first floor west facing rear windows to the rear of number 2, which is considered to be sufficiently separated to maintain the outlook from this window. The ground floor window is already

enclosed by a fence, and therefore there would be no significant impact on this window.

- 6.3.7 To the west of the site sits a row of properties fronting the High Street. These are commercial properties at ground floor with residential units above. The proposed dwelling (fronting Canning Crescent) sits 6 metres from the nearest window in the rear of these properties. Whilst it is noted that this is relatively close, the dwelling is located so the outlook from this window would still be maintained past the front of the building towards the street. The remaining windows are over 14 metres from the flank of the proposed dwelling. The remainder of the building sits over 19 metres from the closest window in the rear of the remainder of the terrace. It is considered that the development, in an urban location such as this, maintains an adequate distance from these properties to avoid any overbearing or enclosure issues. There are no flank windows proposed in the flank wall of the dwelling (closest to these properties), and the windows and balconies facing these properties are 19-25 metres away, which would ensure the privacy of these properties is maintained.
- 6.3.8 Properties to the north and south that face the site are all located on the opposite sides of the roads adjoining the site. The separation afforded to these properties by way of the street would ensure that there are no enclosure issues to the front of these properties. Furthermore, such a relationship to the front of properties would be expected within a residential street environment.
- 6.3.9 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 is in line with the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan. Given the scale of the proposal and the nature of noise from residential uses, the proposal would not cause a significant degree of noise and disturbance upon nearby residents in meeting the above policy framework.
- 6.3.10 Conditions are recommended requiring adequate dust control to protect the amenities of neighbours during the build phase of the development. Hours of construction are controlled by other legislation.
- 6.3.11 The proposal would not harm the amenities of neighbours and is in general accordance with saved UDP 2006 Policy UD3 and concurrent London Plan 2015 Policy 7.6.

## **6.4 Residential Mix and Quality of Accommodation**

- 6.4.1 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 in the borough. The housing mix provided (7 x 1-bed flats, 8 x 2-bed flats, 3 x 3-bed flats and 1 x 4-bed dwelling), is

acceptable given the constraints of the site, the number of units provided and the quality of accommodation on offer.

6.4.2 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. The standards by which this is measured are set out in the Mayor's Housing SPG 2012.

6.4.3 In assessing the proposal against these requirements, all the dwellings and flats would accord with the minimum unit size requirements. Furthermore, the proposal would provide sufficient private amenity space, by way of a garden or a good sized terrace, to each dwelling, together with a large area of communal amenity space. Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

## **6.5 Density**

6.5.1 Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range the density levels in the Density Matrix of the London Plan.

6.5.2 The red line site area is 0.11 hectares, the surrounding area is considered to be urban and has a PTAL of 6. The density proposed is 172 units per hectare (19 units / 0.11 ha) and 500 habitable rooms per hectare (55 habitable rooms / 0.11 ha), which falls within the guidelines of 70-260 u/ha and 200-700 hr/ha set out in the London Plan.

6.5.3 It should be noted that density is only one consideration of the acceptability of a proposal. As set out above the proposal would provide a good standard of living accommodation with generous room sizes and garden space. As such, at the density proposed the proposal therefore can be considered acceptable if it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

## **6.6 Affordable Housing**

6.6.1 Policy 3.12 of the London Plan 2013 seeks to maximise affordable housing provision and ensure an average of at least 13,200 more affordable homes per year in London over the 20-25 year term of the London Plan.

6.6.2 Saved Policy HSG 4 of the UDP 2006 requires developments to provide a proportion of affordable housing to meet an overall borough target of 40%. This

target is reiterated in Policy SP2 of the Local Plan. The applicant has approached the Registered Providers on the Council's preferred partner list to investigate their interest within the scheme. The applicant has stated that the feedback received was that the quantum of affordable units that could viably be delivered on site is likely to limit appetite for the scheme. The providers would require a minimum of 10 units, which is not a viable number of units for the scheme to support. The providers raised concern at the sharing of one building core citing management issues. Higher levels of car parking are also likely to be sought.

- 6.6.3 Given this, the applicant has stated that the scheme would be more beneficial making a contribution to the Council's affordable housing targets through an in-lieu contribution since the scheme can be tailored towards private sale and would therefore be financially able to support an increased affordable housing contribution overall.
- 6.6.4 The Applicant submitted a viability assessment which demonstrates the amount of the contribution that is affordable in terms of the viability of the development. As the site has been vacant for some time, the applicant has submitted an assessment based on an alternative use of the site, in this case a student residential scheme. Such a use could not be ruled out in policy terms, therefore an assessment on this basis is considered acceptable. This assessment has been independently assessed by the Council's consultants, who consider the scheme would result in a surplus of £165,000, and the scheme would still be viable with such a contribution.
- 6.6.5 Notwithstanding this assessment, the applicant has agreed to accept a lower level of return and provided an offer of £250,000 towards off-site affordable housing. The applicant has also accepted that a review mechanism is included in the S106, should the development not commence within 18 months of permission being granted. While it is acknowledged that the proposal does not provide any on-site affordable housing, on balance, it is considered acceptable as it would allow the development to come forward, as well as providing a contribution towards affordable housing.

## **6.7 Transportation**

- 6.7.1 The application site is located in an area that has a high public transport accessibility level 6 and is within walking distance of a number of local bus routes serving Wood Green High Road, These services operate with a combined two-way frequency of 127 buses per hour. The site is also within walking distance of Wood Green underground station. It is therefore considered that prospective residents of the development would use sustainable modes of transport for the majority of journeys to and from the site.
- 6.7.2 The Council's Transportation Team consider that the Council's maximum car

parking standard should apply in assessing the parking demand for the proposed development. The proposal has a total of three on-site parking spaces proposed. This level of parking provision is in line with the Council's maximum car parking standard as per saved Unitary Development Plan Policy M10. It is also considered that limited parking provision in an area which has a high public transport accessibility level is in line with Haringey's adopted Local Plan Policy SP1 Managing Growth, SP4 Working Towards a Low carbon Haringey and SP7 Transport, and Policy DM31 of the Pre-Submission Version of the Development Management DPD January 2016

- 6.7.3 The proposal includes the creation of a new crossover onto Kings Road, which will serve two on-site parking spaces dedicated for the use of disabled blue badge holders. The existing crossover onto Canning Crescent will be re-located further west in order create a single on-site parking space which will serve the family sized house. This aspect of the scheme will require that an on-street CPZ bay be re-provided in another location along the site's roadside frontage onto Canning Crescent. This would be secured via a S278 agreement.
- 6.7.4 Notwithstanding the above, the applicant has proposed to designate the development as "Car-capped" in order to limit the level of displaced residual parking generated by the development. This is considered appropriate given the site's high PTAL level and the presence of the Wood Green Outer CPZ. In order to further discourage private car ownership the applicant has proposed to offer all residents without allocated parking provision of 2 years free membership to a local car club as well as £50 driving credit. The measures would be secured via a Section 106 agreement.
- 6.7.5 The application is supported by a Transport Statement, which concludes that based on comparable sites the proposed development consisting of 19 residential units would generate a combined total of 3 inward and outward bound trips during the morning peak hour and 3 inward and outward bound (combined) trips during the evening peak hour. This level of generated car trips would not impact on the highway and transportation network at this location.
- 6.7.6 The applicant has proposed 33 sheltered secure cycle parking spaces, which includes two short stay spaces in line with London Plan requirements. The applicant is planning to retain the existing refuse collection arrangements, which are to take place on-street from Canning Crescent.
- 6.7.7 The Council's Transportation team has assessed the application, and has concluded that 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, subject to conditions and S106 obligations. Conditions are recommended regarding the imposition of a construction management and logistics plan to ensure construction disruption is minimised, and for the construction of the access to the site. The proposal is



therefore acceptable and would promote sustainable modes of travel over the private motor vehicles in accordance with London Plan 2015 Policy 6.9 and Local Plan 2013 Policy SP7.

## **6.8 Sustainability**

- 6.8.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change. The Council requires new residential development proposals to meet the carbon reduction requirements of the London Plan.
- 6.8.2 The Council's Carbon Management Officer has raised concerns that the proposal does not include a site-wide heating network, or the provision to connect to a district energy heating network in the future. In response to this, the Applicant has stated that they have explored in detail both the technical feasibility and the financial viability of installing a CHP (combined heating and power) system and future-proofing the scheme for connection to a future DE (district energy) network. Currently adopted GLA planning guidance published April 2015, forming part of the London Plan (2015) as referred to by Greengage, acknowledges that CHP is unlikely to be economically viable for small to medium sized schemes of up to 500 units. The cost, in relation to a scheme which is only capable of providing 19 units, is considered to be disproportionate.
- 6.8.3 The requisite plant area for such a communal system would have to be increased to an area which is approximately the size of the current plant and bike store. Therefore in order to incorporate a communal system the current bike store would have to be displaced and relocated within the communal amenity space. As an external bike store would be undesirable, the plant and or bike store would need to be found elsewhere within the internal footprint of the scheme. This would result in a reduction in the number of units, which is considered an undesirable outcome as the current scheme has sought to optimise the capacity of the site to deliver new residential units in a sustainable location. It is likely that any reduction in units, in addition to the extra cost of CHP and DE connection, would have a substantial negative impact upon the financial viability of the scheme and the amount of planning contributions that the scheme is currently able to support.
- 6.8.4 Details have been provided with the application to demonstrate that the scheme would achieve a minimum 29% reduction in carbon emission from Part L of the 2013 Building Regulations. This would be achieved through the use of high quality construction standards, high quality windows, high levels of insulation and the provision of PV panels. This falls short of the 35% target in the London Plan. This shortfall is proposed to be made up by a carbon offsetting contribution, which would be secured via a S106 legal agreement. A condition to ensure the units are constructed to meet a minimum of 29% carbon reduction is

recommended, and would ensure the proposal accords with the NPPF 2012 and to London Plan 2015 Policies, 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.

## **6.9 Land Contamination**

6.9.1 There has been some investigation below ground on site. The proposal has been viewed by the Council's Pollution Officer who raises no objection to the scheme, however, requires that conditions are included with regards to site investigation and remediation should it be required.

6.9.2 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 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

## **6.10 Waste**

6.10.1 It is considered that the details included with the application are sufficient to demonstrate that refuse and recycling can be adequately stored on the site. Given the layout of the site, it is considered that details of the storage and collection of refuse, together with a management plan for collection, should be secured via a condition, should consent be granted.

## **6.11 Accessibility**

6.11.1 Policy HSG1 of the UDP and Policy 3.6 of the London Plan require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. All of the proposed units have been designed in accordance with Lifetime Homes Standards.

6.11.2 Two of the units (10%) have been designed to be wheelchair accessible, which is in line with policy requirements. This would be secured as part of the S106 Legal Agreement.

## **6.12 Drainage**

6.12.1 London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding' require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

- 1 store rainwater for later use
- 2 use infiltration techniques, such as porous surfaces in non-clay areas
- 3 attenuate rainwater in ponds or open water features for gradual release
- 4 attenuate rainwater by storing in tanks or sealed water features for gradual release
- 5 discharge rainwater direct to a watercourse
- 6 discharge rainwater to a surface water sewer/drain
- 7 discharge rainwater to the combined sewer.

6.12.2 They also require drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Major's Sustainable Design and Construction SPG (2014) including how to design a suitable SUDS scheme for a site. The SPG advises that if greenfield runoff rates are not proposed, developers will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to greenfield rate as practical, have been taken. This should be done using calculations and drawings appropriate to the scale of the application. On previously developed sites, runoff rates should not be more than three times the calculated greenfield rate. The SPG also advises that drainage designs incorporating SUDS measures should include details of how each SUDS feature, and the scheme as a whole, will be managed and maintained throughout its lifetime.

6.12.3 The applicant has provided details of its proposed provisions for reducing surface water run-off in accordance with policy requirements, which are acceptable. Therefore, it is recommended that a condition requiring a SUDS scheme be submitted for approval to ensure these provisions are implemented.

6.12.4 The proposal will therefore provide sustainable drainage and will not increase flood risk in accordance with London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding'

### **6.13 Planning Obligations**

6.13.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek planning obligations to mitigate the impacts of a development. Below are the agreed Heads of Terms:

1. An affordable housing contribution of £250,000
2. A carbon offsetting contribution of £4,050
3. A Construction Training and Local Labour Initiatives contribution of £24,052
4. Resident's Parking Permit restriction ('Car-Free' development)
5. A transport and highways contribution of £25,000
6. A Traffic Management Order contribution of £1,000

7. Car Club membership (two years membership and £50 credit)
8. Provision of 10% wheelchair accessible dwellings
9. Considerate Contractors Scheme

## **6.14 Conclusion**

6.14.1 The principle of a residential development on the site is acceptable. The design and appearance of the development would provide a pleasant feature within the locality and safeguard the visual amenity of the street scene. The proposal would not unduly impact on the amenity currently enjoyed by surrounding residents and subject to the imposition of appropriate conditions and section 106 measures, would not have an adverse impact on the surrounding highway network and parking.

6.14.2 The proposal is a suitable and complementary development to the surrounding townscape, utilising a currently underutilised piece of land to provide 19 new residential units that are well proportioned and will add to the borough's housing stock.

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

## **7.0 CIL**

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £61,740 (1764sqm x £35) and the Haringey CIL charge will be £291,060 (1764sqm x £165). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## **8.0 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions and subject to a S106 Legal Agreement

Applicant's drawing No.(s): 6484-D1000 Rev 01; 6484-D1100 Rev 00; 6484-D1700 Rev 00; 6484-D1701 Rev 00; 6484-D1702 Rev 00; 6484-D1703 Rev 00; 6484-D4100 Rev 08; 6484-D4101 Rev 08; 6484-D4102 Rev 08; 6484-D4103 Rev 08; 6484-D4104 Rev 00; 6484-D4500 Rev 02; 6484-D4501 Rev 02; 6484-D4700 Rev 02; 6484-D4701 Rev 02; 6484-D4702 Rev 02; 6484-D4703 Rev 02; 6484-D4800 Rev 00; Design and Access Statement (September 2015); Planning Statement (September 2015); Consultation Statement (24/08/2015); Desk Study Report (August 2015); Daylight and Sunlight Report (03/09/2015); Market Report (August 2015); Flood Risk Assessment (August

2015); Sustainability and Energy Statement (August 2015); Transport Statement (August 2015).

**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 following approved plans and specifications:

6484-D1000 Rev 01; 6484-D1100 Rev 00; 6484-D1700 Rev 00; 6484-D1701 Rev 00; 6484-D1702 Rev 00; 6484-D1703 Rev 00; 6484-D4100 Rev 08; 6484-D4101 Rev 08; 6484-D4102 Rev 08; 6484-D4103 Rev 08; 6484-D4104 Rev 00; 6484-D4500 Rev 02; 6484-D4501 Rev 02; 6484-D4700 Rev 02; 6484-D4701 Rev 02; 6484-D4702 Rev 02; 6484-D4703 Rev 02; 6484-D4800 Rev 00; Design and Access Statement (September 2015); Planning Statement (September 2015); Consultation Statement (24/08/2015); Desk Study Report (August 2015); Daylight and Sunlight Report (03/09/2015); Market Report (August 2015); Flood Risk Assessment (August 2015); Sustainability and Energy Statement (August 2015); Transport Statement (August 2015).

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

3. Notwithstanding the information submitted with this application, no development above ground 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 dwellings hereby approved shall achieve a reduction in carbon (CO<sub>2</sub>) emissions of at least 29% against Part L of the Building Regulations 2013. No dwelling shall be occupied until a certificate has been issued by a suitably qualified expert, certifying that this reduction has been achieved.

Reason: 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 2015 and Policies SP0 and SP4 the Haringey Local Plan 2013.

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

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

6. The development shall not be occupied until a minimum of 33 cycle parking spaces for users of the development, have been installed in accordance with the details hereby approved. 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 2015 and Policy SP7 of the Haringey Local Plan 2013.

7. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2015.

8. Before development commences, other than for investigative work and demolition:

a) A site investigation shall be designed for the site using information obtained from the hereby approved 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.

b) 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.

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 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

9. 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 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

10. No development above ground shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.).

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme.

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which,

within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

11. The development shall not be occupied until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens is submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved and maintained thereafter.

Reason: To ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

12. Prior to the commencement of development, 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 Eastern Road 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.

13. Prior to any works commencing on site, with the exception of demolition, a detailed sustainable drainage scheme shall be submitted to the local planning authority for consideration and determination and thereafter, any approved scheme shall be implemented wholly in accordance with the approval and before any above ground works commence.

Reason: In order to ensure that a sustainable drainage system has been incorporated as part of the scheme in the interests of sustainability and in accordance with 5.13 of the London Plan.



14. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: To safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2015, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

15. No development above ground shall take place until details of a minimum of one electric vehicle charging point shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to the first occupation of the premises and retained thereafter in perpetuity.

Reason: To provide facilities for Electric Vehicles and to encourage the uptake of electric vehicles consistent with Policy 6.13 of the London Plan 2015 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

16. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To ensure that any piling has no impact on local underground sewerage utility infrastructure. The proposed works will be in close proximity to underground sewerage utility infrastructure.

### **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: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

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: 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 7: Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £61,740 (1764sqm x £35) and the Haringey CIL charge will be £291,060 (1764sqm x £165). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE 8: The proposed development requires works to the public highway which will be carried out by the Council at the applicant's expense. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

INFORMATIVE 9: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

## Appendix 1: Consultation Responses

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Transportation</b>	<p>The application site is located in an area that has a high public transport accessibility level 6 and is within walking distance of a number of local bus routes serving Wood Green High Road, These services operate with a combined two-way frequency of 127 buses per hour. The site is also within walking distance of Wood Green underground station. It is therefore considered that prospective residents of the development would use sustainable modes of transport for the majority of journeys to and from the site.</p> <p>The applicant is proposing to redevelop the existing vacant site to provide 19 residential units, comprising of 7 x 1 bed flats, 8 x 2 bed flats, 3 x 3 bed flats and 1 x 4 bed house. The application is supported by a Transport Statement (TS), which has been produced by Mayer Brown Limited. The TS includes a forecast of the number of trips that are likely to be generated by the proposed development using the TRICS trip generation database. The report concludes that based on comparable sites the proposed development consisting of 19 residential units would generate a combined total of 3 inward and outward bound trips during the morning peak hour and 3 inward and outward bound (combined) trips during the evening peak hour. This level of generated car trips would not impact on the highway and transportation network at this location.</p> <p>The applicant is proposing to create a new crossover</p>	<p>Conditions recommended, informatives included, and S106 obligations sought as requested.</p>

Stakeholder	Question/Comment	Response
	<p>onto Kings Road, which will serve two on-site parking spaces dedicated for the use of disabled blue badge holders. The existing crossover onto Canning Crescent will be re-located further west in order create a single on-site parking space which will serve the family sized house. This aspect of the scheme will require that an on-street CPZ bay be re-provided in another location along the sites roadside frontage onto Canning Crescent.</p> <p>The site falls within the Wood Green Controlled Parking Zone (CPZ), which operates Monday to Saturday 8:00am-6:30pm and provides a good level of on-street parking control. Although it has been noted that the site lies close to the northern boundary of the CPZ, there is limited opportunity for residents of this development to park on non-controlled streets that fall within the 200m distance that a driver would be expected to walk to/from a parked vehicle. We have therefore considered that the Council's maximum car parking standard should apply in assessing the parking demand for the proposed development. The proposal has a total of three on-site parking spaces proposed. This level of parking provision is in line with the Council's maximum car parking standard as per saved Unitary Development Plan Policy M10, we have also considered that limited parking provision in an area which has a high public transport accessibility level is in line with Haringey's adopted Local Plan Policy SP1 Managing Growth, SP4 Working Towards a Low carbon Haringey and SP7 Transport.</p> <p>Notwithstanding the above, the applicant has proposed to designate the development as "Car-capped" in order</p>	

Stakeholder	Question/Comment	Response
	<p>to limit the level of displaced residual parking generated by the development. This is considered appropriate given the sites high PTAL level and the presence of the Wood Green Outer CPZ. In order to further discourage private car ownership the applicant has proposed to offer all residents without allocated parking provision of 2 years free membership to a local car club as well as £50 driving credit. It will be necessary to secure the above measures via a Section 106 agreement.</p> <p>The applicant has proposed 33 sheltered secure cycle parking spaces, which includes two short stay spaces in line with London Plan requirements. The applicant is planning to retain the existing refuse collection arrangements, which are to take place on-street from Canning Crescent.</p> <p>It is considered that the proposal is unlikely to result in any significant negative impact upon the surrounding highway network or result in any significant increase in parking demand. Therefore, the highway and transportation authority does not object to this application subject the imposition of the following S.106 obligations and planning conditions:</p> <p>S106 Obligations:</p> <p>1. The applicant/developer is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic</p>	

Stakeholder	Question/Comment	Response
	<p>Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p>Reason: To mitigate against any parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increased travel by sustainable modes of transport hence reducing the congestion on the highways network.</p> <p>2. The applicant/developer must offer all new residents of units without allocated parking provision within the proposed development two years free membership to a local Car Club and £50 driving credit. Evidence that each unit has been offered free membership to the Car Club must be submitted to the Local Planning Authority.</p> <p>Reason: To reduce the demand for parking, which intern reduces congestion on the highways network.</p> <p>Conditions:</p> <p>1. The works to construct the new crossovers, close and re-instate footway of the redundant crossover are to be carried out by the Council at the applicant's expense. The new crossover onto Kings Road must not exceed 4.8metres in width and the new crossover onto Canning Crescent must not exceed 3metres in width. The relocation of the existing on-street parking bay to a</p>	

Stakeholder	Question/Comment	Response
	<p>suitable location along the sites roadside frontage onto Canning Crescent must form part of the construction works. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.</p> <p>Reason: In order to protect pedestrian amenity, maintain the existing level of on-street parking provision and in the interests of highway safety.</p> <p>2. The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Wood Green High Road, Canning Crescent, Kings Road and the surrounding residential roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.</p> <p>Informative:</p> <p>The proposed development requires works to the public highway which will be carried out by the Council at the applicant's expense. The applicant should telephone</p>	



Stakeholder	Question/Comment	Response
	<p>020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.</p> <p>Informative: The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied.</p>	
<b>Environmental Health</b>	<p><b><u>Air Quality:</u></b></p> <p>The proposed development is near a main road of air pollution concern, the High Road; a major route into London for which both monitoring and modelling indicates exceedences of the Government's air quality objectives for nitrogen dioxide (NO<sub>2</sub>) and PM2.5.</p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> <li>• minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans</li> <li>• promote sustainable design and construction to reduce emissions from the demolition and</li> </ul>	Noted.

Stakeholder	Question/Comment	Response
	<p>construction of buildings;</p> <ul style="list-style-type: none"> <li>• be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)).</li> <li>• ensure that where provision needs to be made to reduce emission from a development, this is usually made on-site.</li> </ul> <p>Some mitigation measures have been incorporated into the design; such as car-free and provision of 33 cycle spaces. It is noted that the Energy requirements are to be met with individual gas boilers.</p> <p>The following air quality focussed conditions are recommended;</p> <p><b><u>Combustion and Energy Plant:</u></b></p> <p>Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh.</p> <p><i>Reason: To protect local air quality.</i></p> <p><b><u>Management and Control of Dust:</u></b></p> <p>No works shall be carried out on the site until a detailed</p>	<p>This condition is considered to be overly onerous and is therefore not included.</p> <p>This condition is recommended.</p>

Stakeholder	Question/Comment	Response
	<p>Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.</p> <p><i>Reason: To Comply with Policy 7.14 of the London Plan</i></p> <p>Prior to the commencement of any works the site or Contractor Company is to be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.</p> <p><i>Reason: To Comply with Policy 7.14 of the London Plan</i></p> <p>All plant and machinery to be used at demolition and construction phases is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <a href="http://nrmm.london/">http://nrmm.london/</a> Proof of registration must be submitted prior to the commencement of any works on site.</p> <p>An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation</p>	<p>This is dealt with via the S106 legal agreement.</p> <p>This condition is considered to be overly onerous and is therefore not included.</p>

Stakeholder	Question/Comment	Response
	<p>should be made available to local authority officers as required until development completion.</p> <p><i>Reason: To comply with Policy 7.14 of the London Plan and the requirements of the Greater London NRMM LEZ.</i></p> <p><b><u>Electric vehicle Charging points:</u></b></p> <p>The application contains 3 parking spaces. Whilst the proposed development is car-free, in order to minimise the impact on air pollution, the 3 parking spaces should be fitted with electric vehicle charging points.</p> <p><i>Reason: To comply with Policy 7.14 of the London Plan and reduce air quality impacts.</i></p> <p><b><u>Contaminated land: (CON1 &amp; CON2)</u></b></p> <p><b><u>CON1:</u></b></p> <p>Before development commences other than for investigative work:</p> <p>a) A site investigation shall be designed for the site using information obtained from the hereby approved 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:-</p> <ul style="list-style-type: none"> <li>▪ a risk assessment to be undertaken,</li> </ul>	<p>In accordance with London Plan Standards, a condition requiring 1 space (20%) is recommended.</p> <p>These conditions are recommended.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>▪ refinement of the Conceptual Model, and</li> <li>▪ the development of a Method Statement detailing the remediation requirements.</li> </ul> <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>b) 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.</p> <p><b><u>CON2:</u></b></p> <p>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.</p> <p><i>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</i></p> <p><b><u>As an informative:</u></b></p>	

Stakeholder	Question/Comment	Response
	<p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
<p><b>Waste Management</b></p>	<p>This proposed application for a 7 x 1 bed flat, 8 x 2 bed flat, 3 x 3 bed flat, 1 x 4 bed house will require adequate provision for refuse and recycling off street at the front of the property. I would like to confirm that space must be provided for one 'Standard kerbside collection full set' for this property. Provided this advice is followed the plans for refuse and recycling storage and collection are adequate. The boxes indicated above provide some detail about accessibility, design and space requirements. Details of the 'Standard kerbside collection full set' are provided below.</p> <p>3 x 1100 Euro bin for general refuse 2 x 1100 Euro bin for recycling</p> <p>The site will require the managing agents to have a cleansing schedule to remove litter from the external areas of the site and cleansing of the waste storage areas. A clear instruction from the managing agents to residents of how and where to dispose of waste responsibly is recommended.</p> <p>The waste collection point will need to be at the front of the property from Canning Crescent N22.</p>	<p>Noted, and condition requiring further details recommended.</p>

Stakeholder	Question/Comment	Response
	<p>The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection.</p>	
<p><b>Carbon Management</b></p>	<p><b>1. Energy:</b> The energy baseline for the development proposal would have emitted 24 tonnes of CO2 per year if building regulations compliant. The scheme is required to deliver a carbon saving of 35% or a new target emissions of 15.6 tonnes of CO2 per year. Following implementation of the Energy Hierarchy (London Plan Policy 5.2) the development delivers a new emissions figure of 17.1 tonnes of CO2 per year which is a shortfall of 1.5 tonnes. The development proposes to offset these emissions as set out in policy. As such the development will be expected to make a contribution of £4,050 towards carbon reduction projects within Haringey. This is based on the cost of £2,700 per tonne of carbon over 30 years.</p> <p><b>Action:</b> Secure £4,050.00 towards carbon reduction projects within Haringey through s106 agreements for payment at commencement on site.</p> <p><b>2. Energy:</b> The applicant has stated that they will not deliver a site wide heating network. Instead individual boilers will be installed. This is not policy compliant. Wood Green has been identified as one of three areas where a district energy network will be installed in Haringey. As such we require all major development to be future proofed to enable this network to grow. We expect a single heating and hot water network served from a single energy centre. This network will need to be</p>	<p>This offset contribution is sought via the S106 legal agreement.</p> <p>The applicant has demonstrated that such a provision is neither financially or technically viable for this development.</p>

Stakeholder	Question/Comment	Response
	<p>able to be connected to area wide district energy networks at a later date. The Council will also require detail on how this connection will be made. This should include maps and technical specification.</p> <p><b>Action:</b> Provide a single energy centre for the development providing all unit with heating and hot water supply.</p> <p><b>Action:</b> The applicant provides the operational details of the heat network on the site (pressures and temperatures), the location of the energy centre and ensure that there is space for future heat exchangers. An identified route from the energy centre to the public highway that will be reserved for connectivity to the area wide network on the public highway.</p> <p><b>3. Energy:</b> The sustainability and energy statement (with alterations as set out in point 2) sets out how the carbon reduction will be achieved on this scheme. The Council needs to ensure that the development is delivered as designed.</p> <p><b>Action:</b> To condition the delivery of this statement (with alterations as set out in point 2) as set out in this document (Title: <i>The Sustainability and Energy Statement</i>; By: <i>Greengage</i>; Date: <i>August 2015</i>). This should include:</p> <ul style="list-style-type: none"> <li>- The location of the energy centre and site wide heating network operations;</li> <li>- 230m2 of solar PV on the roof of the development (as draw in figure 5.10 in the Statement).</li> </ul>	<p>A condition is recommended to ensure the carbon reduction is achieved.</p>



Stakeholder	Question/Comment	Response
	<p>Any alterations to this strategy should be submitted to the Council for approval prior to works.</p> <p><b>4: Transport:</b> The strategy states that secure cycling provision will be delivered internally for the units. This needs to be demonstrated on a drawing. This should then be conditioned to be delivered as designed.</p> <p><b>Action:</b> To condition the delivery of the internal cycling storage.</p>	<p>Cycle storage will be secured via a condition.</p>
<b>EXTERNAL</b>		
<b>Thames Water</b>	<p>Waste Comments:</p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.</p>	<p>Noted, condition recommended and informatives included.</p>

Stakeholder	Question/Comment	Response
	<p>Surface Water Drainage:            With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>Water Comments:            Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling</p>	

Stakeholder	Question/Comment	Response
	<p>will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p>	
<p><b>London Fire Brigade</b></p>	<p>The Brigade is satisfied with the proposals, subject to the project meeting ADB-B5-Access and Facilities for the fire and rescue services.</p>	<p>Noted.</p>
<p><b>NEIGHBOURING PROPERTIES</b> 1 supporting comment received</p>	<p>We are writing to express our support for the proposed development of residential property on the land adjacent to 2 Canning Crescent, Wood Green, N225SR (reference HGY/2015/2609). Our only proviso is that we would request all building works to take place within reasonable working hours, e.g. Monday to Friday 9am - 6pm only.</p> <p>Our views on the site: In our view, the land is ideal for the development of residential property. The site has been abandoned for many years, is currently overgrown with weeds and has previously been used as an unlawful dump site for</p>	<p>Comments are noted.</p> <p>Hours of operation are controlled under the Control of Pollution Act.</p>

Stakeholder	Question/Comment	Response
	<p>rubbish and waste. We think that both the current fence/boundary of the site and site itself is an eyesore for the local area.</p> <p>New residential properties would breathe new life into Canning Crescent and help revitalise the surrounding area. Moreover, in general we believe that building more residential properties should be a priority for Haringey council, particularly in cases such as this where the land is currently crying out for development.</p> <p>Our views on the proposed development: We fully support the designs accessible on the Haringey planning portal and believe they are a good fit for the surrounding buildings. The supporting documents clearly show that local residents' views and potential concerns have been considered and fully taken into account.</p> <p>To be clear, subject to the below request regarding working hours, we have absolutely no concerns with any aspect of the proposal, including:</p> <ul style="list-style-type: none"> <li>- Overlooking. We do not believe the property would overlook our property to an objectionable degree.</li> <li>- Overshadowing. We do not think the height of the property or light restriction would be problematic.</li> <li>- Disturbance. We do not think any disturbance would arise because of the development of the site. However, we do request that any building works take place only during reasonable working hours, e.g. Monday to Friday 9am to 6pm.</li> <li>- Overbearing. We do not think that the development</li> </ul>	

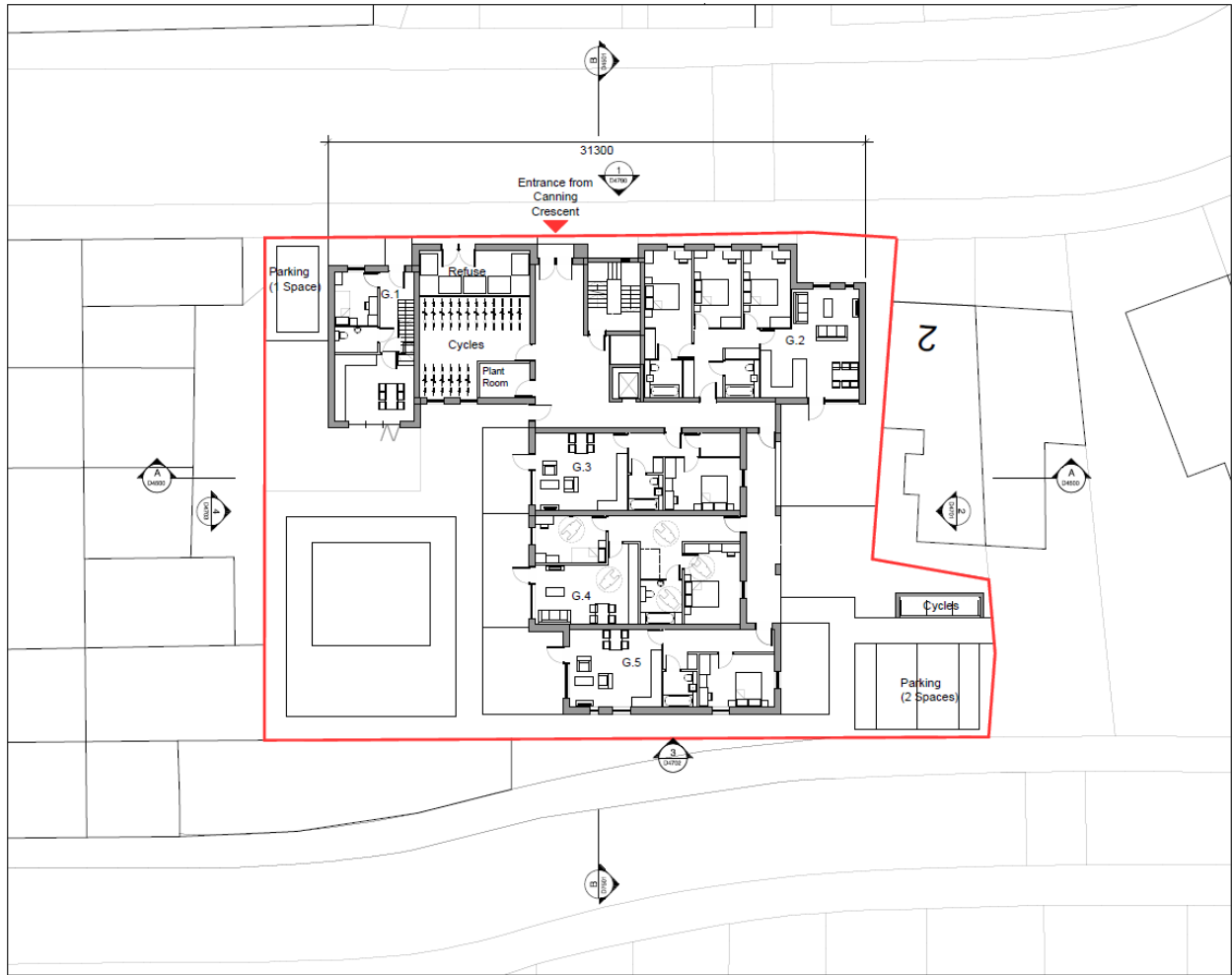
Stakeholder	Question/Comment	Response
	<p>would be overbearing.</p> <ul style="list-style-type: none"> <li>- Character. The designs seem in keeping with the character of the locality and surrounding buildings.</li> <li>- Road safety. We do not think that the proposals would cause any road safety concerns.</li> </ul> <p>Developers consultation:  We first became aware of the proposed development when contacted by post by the developers. Although we were not able to attend the drop-in session they held, the developers kindly shared their designs and ideas for the site and were able to answer the questions we had by telephone.</p> <p>Overall we think the developers have given local residents ample opportunity to express any concerns, which we thoroughly appreciate. We therefore have no objections to the manner in which the developers have engaged with local residents.</p>	

## Appendix 2: Plans and Images

### Location Plan



# Proposed Ground Floor Plan



**Proposed First Floor Plan**

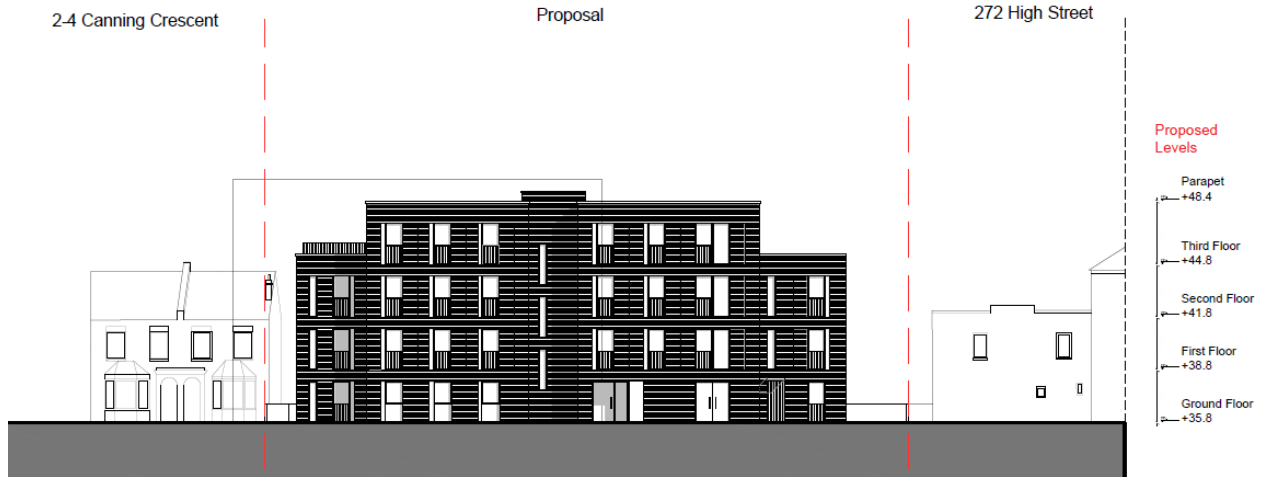




**Proposed Third Floor Plan**



# Proposed North (Canning Crescent) Elevation



# Proposed South (Kings Road) Elevation



**Proposed Representation**



## **Appendix 3: QRP Note**

### **London Borough of Haringey Quality Review Panel**

#### **Report of Chair's Review Meeting: Canning Crescent**

Wednesday 19 August 2015

Civic Centre, High Road, London, N22 8LE

#### **Panel**

Esther Kurland (chair)

Tim Pitman

#### **Attendees**

Adam Flynn London Borough of Haringey

Richard Truscott London Borough of Haringey

Deborah Denner Frame Projects

#### **Apologies / report copied to**

Stephen Kelly London Borough of Haringey

Emma Williamson London Borough of Haringey

Nairita Chakraborty London Borough of Haringey

#### **Confidentiality**

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

## **1. Project name and site address**

Canning Crescent, Land Adjacent to 2 Canning Crescent, Wood Green, N22 5SR

## **2. Presenting team**

Matt McLean Caerus (Wood Green) Ltd  
Marco Tomasi Formation Architects  
Grant Leggett Boyer London  
Jacob Hopkins Boyer London

## **3. Planning authority's views**

The Canning Crescent site is just behind Tottenham High Road. Planning officers support the principle of redevelopment of the site for residential use, subject to justification of the loss of commercial use.

## **4. Quality Review Panel's views**

### *Summary*

It was clear from the design team's presentation that this scheme has progressed in a positive way through pre-application discussions with Haringey officers. This has resulted in a scheme that both optimises the development potential of the site, and promises high quality development. The panel supports the scale and massing, residential typology, and architectural expression proposed. The panel suggested that the design team reconsider the arrangement of access from Kings Road. Scope also remains to improve the landscape design, and refine the architecture. More detailed comments are provided below.

### *Layout and massing*

- The panel supports the site layout, which is based on a clear rationale about maximising the potential of the site, to create high quality new homes.
- The panel also supports the scale of development proposed, which relates well to its context.
- At a detailed level, the panel would encourage the architects to consider providing access to the ground floor residential units from within the site on the west, rather than the east.
- The current arrangement with access from the east creates a potentially unsuccessful relationship between private and shared open spaces and front doors within the site. In particular the ground floor open space to the east is undefined while the small ground floor back gardens to the west abut the path around the shared garden area.

- Swapping the ground floor entrances to the west could allow private back gardens to the east, and front doors and small front gardens to the west.

### *Architecture*

- In broad terms, the panel supports the architectural expression proposed, but suggest the following areas for refinement.

- On Canning Crescent, one flat per floor has a north-facing balcony. The panel understands that this is to avoid creating balconies close together facing toward the south & west – but thinks an inset balcony facing south would provide more desirable sunny outside space.

- The panel would also encourage further exploration of the elevation towards Kings Road – to add interest to this secondary façade.

- Further thought about the balconies could also strike a better balance between solid and open balustrades – to give a degree of privacy, without feeling too enclosed or blocking views from living rooms.

- Lower panes of full height windows might also benefit from frosted glazing – to maintain a feeling of privacy inside flats.

- The quality of materials and construction, for example the bricks used, and the design of rainwater drainage, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.

### *Landscape design*

- Further details of the boundary treatment would be welcomed, particularly to show how this could maintain privacy of ground floor bedrooms with windows toward Canning Crescent.

- Landscape design skills will also be needed to make the most of the available external space for the benefit of residents.

- The landscape design could also soften and add interest to the elevation towards Kings Road. Including the triangular strip of land outside the red line boundary, could allow for more generous planting in this area.

### *Affordable housing*

- The panel understands that negotiations are on going to agree whether affordable housing will be included in the development or off site.

- However, the panel notes that ground floor units, and/or the 4 bed house could provide opportunities for on site affordable housing, with their own entrances.

*Next steps*

The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.

#### **Appendix 4: DM Forum Note**

A Development Management Forum was held on 12 October 2015.

Four Councillors and two local residents were in attendance. The issues raised were as follows:

- Impact on light to properties opposite on Kings Road
- Car parking layout, allocation, 'car-free' development
- Yellow lines on streets and access
- Cycle spaces
- Affordable housing mix/tenure, viability assessment conclusions
- Contact with Homes for Haringey or other RSLs
- Density
- Balcony design/layout
- Amenity space layouts
- Bulk in relation to 2 Canning Crescent
- Disabled unit provision
- Car free/travel plan/car clubs
- Construction access
- Condition of site and security
- Bin store/refuse collection
- Fly-tipping