

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/0558

Ward: Bounds Green

Address: Lock up Garages Cline Road N11 2NE

Proposal: Demolition of existing lock-up garages and construction of 9 residential units (comprising 6 x 4 bed town houses, 2 x 2 bed flats, and 1 x 1 bed flat) and 87.9sq metres of commercial floor area with associated access road, parking areas and cycle stores

Applicant: J W Cline Road Ltd

Ownership: Private

Case Officer Contact: Wendy Robinson

Site Visit Date: 29/02/16 and 22/06/16

Date received: 22/02/2016

Last amended date: 11/07/16

Drawing number of plans: PAR-199-SUR-001, Lifetime Homes Assessment, Ecology Appraisal, Transport Statement v2, Planning Statement, Viability Report, 1341/1, GS-2440995 Radon Report, GS-2440996 Site Contamination Report, GS-2440997 small scale report and GS 2440997 large scale report received 15/02/16, PAR-199-PA-102B Drainaged Sustainability Report Rev B and Air Quality Report received 01/06/16, Energy Statement Rev A received 26/06/16, and PAR-199-PA-101E, PAR-199-PA-100D and PAR-199-PA-001D received 11/07/16

1.1. This application has been brought to committee because it is major development.

1.1. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a mixed use development is appropriate on this site and would retain existing levels of employment as well as additional housing.
- The proposed residential accommodation would be of an acceptable layout and standard.
- The design and appearance of the proposal is acceptable.
- There would be no material impacts of the development on the amenity of existing surrounding residents.

- There would be no significant impact on parking
- The application is in accordance with the development plan

2. SUMMARY OF 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 and impose conditions and informatives subject to the signing 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 31/10/2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his 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.
- 2.4 That delegated authority be granted to the Director/Assistant Director - Planning to make any alterations, additions or deletions to [the recommended heads of terms and/or] recommended conditions as set out in this report (and to authorise any such changes requested by the GLA) and to further sub-delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with revised plans
- 3) Construction Management Plan (CMP) and Construction Logistics Plan (CLP)
- 4) Contamination 1
- 5) Contamination 2
- 6) Pilling method statement
- 7) Construction dust
- 8) Considerate Constructors Scheme
- 9) Boilers
- 10) Energy statement
- 11) Commercial refuse management plan
- 12) Drainage surface water
- 13) Drainage sustainable
- 14) Materials submitted for approval
- 15) Boundary treatment
- 16) Hard and soft landscaping
- 17) Cycle parking facilities
- 18) Sub-station survey report

- 19) Removal of permitted development rights
- 20) Commercial unit for B1 use only
- 21) Provision of access/crossover
- 22) Lifetime Homes compliance

Informatives

- 1) Co-operation
- 2) Ownership
- 3) Hours of construction
- 4) Party Wall Act
- 5) CIL liable
- 6) Street Numbering
- 7) Sprinklers
- 8) Surface water drainage
- 9) Thames water
- 10) Groundwater
- 11) Minimum pressure
- 12) Asbestos

Section 106 Heads of Terms:

- 1) Affordable housing contribution £379,680
- 2.4. In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.5. 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:
- 1) The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing or a financial contribution in lieu would have a detrimental impact on the provision of much required affordable housing stock within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to policy SP2 'Housing' of the Council's Local Plan March 2013, emerging policy DM13 'Affordable Housing' of the Development Management, Development Plan Document (pre-submission version January 2016), and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.
- 2.6. 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 Assistant Director 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.

2.7. That delegated authority be granted to the Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

CONTENTS

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS
4. CONSULTATION RESPONSE
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. RECOMMENDATION

APPENDICES:

Appendix 1: Consultation responses

Appendix 2: Plans and images

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

- 3.1. Planning permission is sought for the demolition of existing lock-up garages and construction of 9 residential units (comprising 6 x 4 bed town houses, 2 x 2 bed flats, and 1 x 1 bed flat) and 87.9sq metres of commercial floor area. The scheme initially did not include the provision of employment floor space and has now been amended to include this.
- 3.2. There are currently nine delineated car spaces to the rear of the site with secure cycle parking for each unit in storage sheds adjacent to the units' associated vehicular parking space.

Site and Surroundings

- 3.3. The site is currently occupied by 38 lock-up garages of which approximately 5 have been adapted to function and operate as a car / MOT workshops. The remaining garages are not actively used for parking of vehicles but instead for storage purposes. The site is accessed via two existing crossovers onto Cline Road. There is also a frontage to Torrington Gardens. The site slopes steeply from south to north.
- 3.4. The surrounding area is characterised by a mix of land uses units with 1 and 2 storey non-residential buildings towards Bounds Green Road, 3 to 5 storey flatted buildings to the west and 2 to 2.5 storey residential terraces to the east and south.
- 3.5. The site is not located within a conservation area and is not a listed building.

Relevant Planning and Enforcement History

- 3.6. HGY/2016/2521 Pending Demolition of existing lock-up garages and construction of 1No. Commercial unit, 2No. 2 bed flats and 6No. 3 bed town houses along with associated access road, parking areas and cycle stores. This scheme has reduced floor area (no loft accommodation) and is a minor application.
- 3.7. OLD/1985/0217 GTD 22/08/85 Use for spraying cars at garage No. 1
- 3.8. OLD/1984/0227 GTD 22/04/84 Raising of roof of 3 garages to form MOT test centre and workshop and one part of existing forecourt for car sales.

4. CONSULTATION RESPONSE

- 4.1. The following were consulted regarding the application:

- LBH Transportation
- LBH EH Pollution
- LBH Carbon Management
- LBH Waste Management
- LBH Sustainability and Drainage
- LBH Economic Regeneration
- Designing Out Crime
- London Fire Brigade
- Thames Water Utilities

4.2. The following responses were received:

Internal:

1. Transportation: No objections subject to s278 agreement, conditions and informative
2. EH Pollution: No objections subject to conditions and informatives
3. Carbon Management: No objection subject to the submitted Energy Statement achieving the London Plan Target and compliance with the statement should be conditioned
4. Waste Management: No objections subject to conditions and informatives
5. Sustainability and Drainage: No objections subject to conditions requesting more information regarding methodology and reasoning and other standard conditions

External:

6. Design out Crime: No comments as the proposal is for less than 10 units.
7. London Fire Authority: Satisfied with the proposal and recommend a condition relating to sprinklers
8. Thames Water: No objections subject to conditions and informatives

5. LOCAL REPRESENTATIONS

5.1. The following properties were consulted):

301 neighbouring properties

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: 5

Supporting: 1

Objecting: 2

Neither: 2

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:

- Development will be an improvement for the area from the current lock-up garages
- Concern regarding apparent lack of boundary treatment and concern regarding security for other dwellings
- Construction dust disturbance for neighbouring properties and area
- Development will block light to surrounding properties
- The terrace will be out of character as much larger than surrounding terraces
- Lack of landscaping to the front will change appearance of front garden character
- Overlooking to surrounding dwellings
- Loss of garages and lack of visitor parking spaces will result in on-street parking pressures
- Development is too dense and should be a reduced scheme with more parking
- Construction will cause disturbance to neighbouring occupants
- Permission has been approved for alterations to No. 28 Torrington Gardens so the neighbouring terrace will be altered

5.4. The following issues raised are not material planning considerations:

- Loss of a personal view (Officer comment: This is not a material planning consideration)
- No anti-social behaviour seen at this site (Officer comment: noted but does not impact assessment of this proposal)

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Affordable housing
3. Standard of accommodation
4. Design and density
5. The impact on the amenity of adjoining occupiers
6. Parking and highway safety
7. Waste storage
8. Sustainability
9. Drainage

Principle of the development

- 6.2. The proposal seeks planning permission for a change of use from the existing MOT garage and lock-up garages to a mixed use residential led scheme together with a commercial unit as part of the proposed scheme. In this respect Saved UDP Policies HSG2 and EMP4 and pre-submission Development Management, Development Plan emerging Policies DM38 and DM40 states that planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided 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.
- 6.3. The existing employment use is relatively low-key employing 2 employees at present in 81m² of floor area. The proposal would replace this with a mixed use development providing 87.9m² of commercial (non-specified use) and 9 residential units. The proposed commercial space would therefore retain the number of jobs available at the site. It would redevelop an unattractive site currently underutilised with a more appropriate mixed use development which is better suited to the surrounding environment.
- 6.4. The scheme initially proposed to remove the employment floor but this was considered contrary to Saved UDP Policy EMP4 and pre-submission Development Management, Development Plan emerging Policies DM40 and was subsequently revised to amend two town houses to provide three flats and a commercial unit. It is noted that the commercial unit has not been proposed within any particular use class of the Schedule to the Use Classes Order. As a result of the site context and requirement for comparable levels of employment it is recommended on any grant of planning permission that a condition restricts this use to anything within B1 (business) use class. This would also protect the living amenity of occupants from the proposed residential units.
- 6.5. With regard to the provision of additional housing, Local Plan Policy SP1 sets out the council's strategic vision to provide up to 8,200 new homes by 2026, which aligns with the aspirations of Policy SP2 and emerging Policy DM10 of the Development Management, Development Plan Document (pre-submission version January 2016), which has a current target of providing 820 new homes a year in Haringey; which is likely to be increased to 1,502 under the London Plan (FALP) 2015'.
- 6.6. Therefore, the provision of housing and a commercial unit would in principle be supported as it would augment the Borough's housing stock and prevent the loss of employment floor space in accordance with UDP Policies HSG2 and EMP4, Local Plan Policies SP1 and SP2, emerging DMP Policies DM10, DM38 and DM40 and London Plan Policy 3.3.

Affordable housing / Section 106 legal magreement

- 6.7. The National Planning Policy Framework (NPPF, 2011) recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing, which is supported by the Council's Housing SPD.
- 6.8. There is provision in the Council's adopted Planning Obligations SPD (2014) to allow for an off-site contribution on sites for 1 – 9 units where it would not be practicable to provide on-site affordable housing.
- 6.9. In November 2014, a ministerial statement directed all councils in England not to apply affordable housing contributions or any other tariff style contributions for sites of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. The reason given was to support small-scale house builders. A judicial review of this decision by West Berkshire District Council and Reading Borough Council v Department for Communities and Local Government [2015] EWHC 2222 (Admin) (31 July 2015), concluded that Local Authorities are legally permitted to return to implementing local policies setting thresholds for affordable housing requirements on proposed developments.
- 6.10. The decision referred to above was appealed by the Department of Communities and Local Government in March 2016, with the appeal allowed (May 2016) meaning that the Government was not acting unlawfully when it created the stipulation in guidance that affordable housing should not be required on sites 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. This was restored to the guidance with the NPPG in May 2016. Although this proposed is for less than 10 residential units the floor space proposed is greater than 1,000m² and an affordable housing contribution is therefore required in accordance with Local Plan SP2 and the Planning Obligations SPD.
- 6.11. It is accepted that on sites of 1-9 net units it is not practical to provide affordable housing on site and therefore a financial contribution will be sought in this instance. The Council's Planning Obligations SPD (October 2014) sets out the rates for the provision of off-site financial contributions on sites of 1-9 net units which for the Bounds Green ward is £336 per m². The total contribution is 1130.2m² x £336 = £379,680.00. This contribution has been sought by way of a section 106 agreement.

Layout and standard of accommodation

- 6.12. London Plan 2015 Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality.

The standards by which this is measured are set out in the Mayor's Housing Standards Minor Alterations to the London Plan March 2016. The greater emphasis on securing high quality housing across London has been translated into Haringey Local Plan Policies SP2 and SP11 and Emerging Policy DM12 of the Development Management, Development Plan Document (pre-submission version Jan 2016).

- 6.13. The proposal would comprise 6 x 4 bedroom townhouses, 2 x 2 bed self-contained flats and 1 x 1 bed flat. All of the proposed units would meet the minimum standards set in the London Plan. Each unit proposed meets these minimum standards. The three self-contained flats are located above the proposed commercial unit at lower ground floor and will have appropriate vertical arrangement. The proposal is therefore considered to result in acceptable living conditions for future occupiers of the new development.
- 6.14. The townhouses all have access to private gardens to the rear with access from the lower ground floor through to the parking courtyard. There are also landscaped front gardens on the Torrington Gardens frontage for all units. The 2 x 2 bed flats each have private balconies. The smaller 1 bed unit does not have private amenity space but this is not a family unit and the site is a short walk to community open space so is considered acceptable given the constraints of the site. It is considered that all habitable rooms proposed have acceptable levels of daylight with dual aspect designs and suitable outlook in accordance with the above policies.
- 6.15. All the units will meet the Lifetime Homes standards; and will be easily adaptable for wheelchair users. A noise report as been provided which demonstrates that the noise levels at the dwellings would not exceed acceptable levels. Overall the proposal provides reasonable living conditions for prospective occupiers in accordance with London Plan Policy 3.5, Local Plan Policy SP2 and DMP emerging Policy DM12.

Design and density

Density

- 6.16. The 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 taking account of the guidance set out in the Density Matrix of the London Plan.

- 6.17. The site area is 0.1484 hectares - the surrounding area is considered to be urban, as defined in the London Plan 2015, and the site has a PTAL of 3. The density proposed is 60 units per hectare (9 units /0.1484 Ha) and 296 (44/ 0.1484) habitable rooms per hectare which complies with the 45–120 u/ha and 200–450 hr/ha set out in the London Plan. Therefore, it is considered that the scheme does not constitute an overdevelopment on the site and the quantum of units proposed is acceptable in its local setting, subject to all other material planning considerations being met.

Design

- 6.18. SPG1a 'Design guidance' in accordance with the expectations of the NPPF, saved UDP Policy UD3, emerging Policy DM1 of the Development Management, Development Plan Document (January 2016 pre-submission version), London Plan Policies 7.4 and 7.6, Local Plan Policy SP11, states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character, to contribute to the creation and enhancement of Haringey's sense of place and identity.
- 6.19. The scheme has been amended following discussions with Haringey's design officer. The terrace design was amended to create a better relationship with this prominent corner location, particularly with the commercial unit at lower ground level. A more active frontage to Cline Road with the hipped roof design helps to reduce the perceived bulk of the whole terrace when viewed from lower Cline Road and Bounds Green Road. This acknowledgement of the corner identifies the scheme as a modern addition to this residential area without trying to directly replicate the terrace pattern seen to the south and east of the site. The terrace does retain some features of the surround area and respects the ridgeline heights and building lines of the surrounding terraces. The amended scheme is considered to be high quality design which is sympathetic to its setting and the surrounding development.
- 6.20. As such, the proposed terrace would not be harmful to the visual amenity of the surrounding area and it would, therefore, comply with the above policies.

The impact on the amenity of adjoining occupiers

- 6.21. The London Plan 2015 Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved

Policy UD3 and emerging Policy DM1 of the Development Management, Development Plan Document (January 2016 pre-submission version) also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance.

- 6.22. The proposed development will align with the building envelope and depth of the existing terrace on Torrington Gardens and will generally conform to the height of the existing terrace ridge. There would be no loss of daylight or sunlight or an overbearing appearance for the existing residential properties so the east (Torrington Gardens) or to the north (Bounds Green Road). The separation distance (over 40m) between the rear gardens of the proposed development and the properties fronting Bounds Green Road is considered acceptable to prevent a significant loss of privacy to these properties. It is acknowledged that there is a change in level for the higher frontage to Torrington Gardens and dropping down to the lower levels at Bounds Green Road; however, the proposed development respects the existing relationship between the properties at different levels. Concerns have been raised regarding security as the plans submitted do not specify the boundary treatment proposed. The planning statement outlines that there will be a 2m high close boarded timber fence to the north and east boundaries and a condition is recommended to ensure that all boundary treatment ensures appropriate standards of privacy and security for neighbouring properties.
- 6.23. The properties located to the south, 33-43 Torrington Gardens, are positioned at a higher level than the proposed development. The proposed development will be two storeys facing these properties and will be no difference in relationship to the terrace properties located further along Torrington Gardens. It is not considered that there will be any material loss of sunlight / daylight, privacy, overlooking or outlook for these properties as a result of this development.
- 6.24. Two of the proposed units will benefit from private balconies to the rear elevation. The amended design for the scheme included these two balconies being moved closer to the Cline Road flank elevation to ensure that there would be no unacceptable loss of privacy or noise disturbance for the future occupants of the adjoining townhouse proposed. Concerns have been raised in relation to the impact of the construction works on neighbouring amenity. This is largely controlled through the Control of Pollution Act 1974 but a condition is attached requiring a dust management plan in the interests of amenity.
- 6.25. Overall the proposal is considered to be acceptable as there would be no material loss of amenity to neighbouring residents. A condition is attached restricting permitted development rights in the interest of design and the impact on neighbouring amenity.

Parking and highway safety

- 6.26. Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport.
- 6.27. The Council's Transportation Team has been consulted and advised that the site is located at the junction of Cline Road and Torrington Gardens, to the north of the Borough, close to Bounds Green Road and the A406 North Circular Road. It has a PTAL value of 3 which is considered 'moderate' access to public transport services. Two bus services are within the walking criteria for PTAL calculations, they are 2 to 6 minutes walk away (the 221 and the 232) and Bounds Green Underground station is an 11 minute walk away. The site is not within any of Haringey's formal CPZ's, nor is it within any of the Areas of Restricted Conversion.
- 6.28. The Transport Assessment details that the existing garages (38 in total) are currently used for a mixture of workshop space, storage and car parking. It is detailed in the Transport Assessment that 5 garages are still used for car parking. It is not known whether this use is by local residents or not. There is a possibility that there may be some additional parking stress materialising from the loss of these 5 garages but the exact extent is likely to be negligible.
- 6.29. It is intended to retain the existing site access off Cline Road. However in order to create the new site access the applicant will need to enter into a Section 278 agreement with the Highway Authority. It can be seen that there is no footway tactile paving at the site access, and it will be necessary to carry out works to provide a crossing/access to the Borough's specification, to be funded by the developer. This can be covered by condition with the access point to be designed and implemented in accordance with the Highway Authority's requirements prior to occupation.
- 6.30. The car parking spaces are not within the immediate curtilage of the dwellings but are located within a courtyard area. It is assumed they will be allocated one to each property plus one is allocated to the commercial floor space. The policy requirements in relation to parking provision in the Borough's UDP policies detail a requirement of up to a maximum of 1.5 spaces per house (detached and semi detached). Census data from 2011 for the Bounds Green Ward details average car ownership of 0.59 cars per household. Therefore, the parking provision proposed should cater for the likely demand to arise, and by doing so will mean no additional parking stress results in the locality from the development. Considering the census figures for car ownership the demand could theoretically be met by 6 or 7 spaces however as presented there should not be any additional parking stress generated.

- 6.31. Currently 5 garages are in use mainly as storage – however there is no information as to whether these are local users, it has to be assumed that there may be an increase in on street parking demand of up to 5 spaces.
- 6.32. The cycle parking is also proposed for location in the courtyard area, the drawings detail 9 stores, it is expected that two spaces for each residential unit are able to be provided in each store. Ideally cycle parking is within curtilage for residential units; however this should be acceptable subject to the cycle parking being high quality, easy to use and secure and weatherproof. The full details of the intended system to be used and the storage containers proposed can be covered by condition to be approved prior to commencement of the works. It is not clear if cycle parking for the commercial unit is to be provided or not, there is not a policy requirement as the floor area is less than 100m² however ideally some should be provided.
- 6.33. Summarising, this application is for the demolition of the 38 existing garage units at the above site, and construction of 9 residential units and some commercial floorspace. The existing access is to be used however this will need to be brought up to the Haringey's standards with the costs to be met by the applicant. Car parking of one space per residential unit is proposed along with cycle parking to meet London Plan standards. As proposed the development should not create any adverse Transportation impacts and meets its demands for car and cycle parking within the site.

Waste storage

- 6.34. London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection. The Council's waste management team have advised that there are no objections to the residential waste and recycling proposed ensuring the standard kerbside collection is provided, that collection is from Cline Rd and that the residential waste is kept separate from the commercial waste.
- 6.35. The commercial unit must ensure that all waste produced onsite is disposed of responsibly and in accordance with Environmental Protection Act 1990 by a licensed contractor. Waste storage is shown to the rear of each dwelling and a collection point provided close to Cline Road.
- 6.36. Subject to appropriate conditions regarding the separate residential and commercial waste and recycling systems there is no objection to the proposed development.

Sustainability

- 6.37. The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015).
- 6.38. The applicant's revised energy statement outlines that the energy hierarchy set out within the London Plan has been followed for this development to firstly reduce the energy demand by the incorporation of improved insulation and efficient systems before the incorporation of decentralised and renewable technologies. The proposal will incorporate energy efficiency measures and 9.75 kWp of solar panels, and meets the 35% London Plan of target reduction.

Drainage

- 6.39. London Plan (2015) Policy 5.13 'Sustainable drainage', Development Management, Development Plan Document (pre-submission version January 2016) emerging Policy DM25 'Sustainable Drainage Systems', 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
- 6.40. 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.

- 6.41. The applicant has provided a drainage strategy which states that the proposal will utilise SUDS and conform to the London Plan hierarchy. The Council's SUDS officer has not been provided sufficient information to be satisfied that methodology of the strategy has been designed to achieve allowable thresholds and is therefore subject to further details regarding the proforma determination, a management and maintenance plan for the lifetime of the development, management by the Residents Management Company or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. This will be secured by appropriate conditions.
- 6.42. The proposal will therefore provide sustainable drainage and will not increase floor risk in accordance with London Plan (2015) Policy 5.13, Development Management, Development Plan Document (pre-submission version January 2016) emerging Policy DM25, and Local Plan (2013) Policy SP5.

Conclusion

- 6.43. The proposal would retain current levels of employment provision and assist provision of additional housing. The proposal is a high quality sustainable design that respects the surrounding development and will not have a significant impact on neighbouring properties or result in overdevelopment. The proposal would not adversely impact on parking, highway safety or drainage.
- 6.44. Therefore, subject to the imposition of conditions and the signing of a section 106 legal agreement securing financial contributions and other relevant clauses, the planning application for the proposed development is recommended for approval.
- 6.45. 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. CIL

- 7.1. Based on the information given on the plans, the Mayoral CIL charge will be £39,550.00 ($1,130\text{m}^2 \times £35$ as up-rated for inflation $\times 1.229$) and the Haringey CIL charge will be £186,450.00 ($1,130\text{m}^2 \times £165$ as up-rated for inflation $\times 1.054$). 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. RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s) PAR-199-SUR-001, Lifetime Homes Assessment, Ecology Appraisal, Transport Statement v2, Planning Statement, Viability Report, 1341/1, GS-2440995 Radon Report, GS-2440996 Site Contamination Report, GS-2440997 small scale report and GS 2440997 large scale report received 15/02/16, PAR-199-PA-102B Drainaged Sustainability Report Rev B and Air Quality Report received 01/06/16, Energy Statement Rev A received 26/06/16, and PAR-199-PA-101E, PAR-199-PA-100D and PAR-199-PA-001D received 11/07/16

Subject to the following condition(s)

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 Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans:

PAR-199-SUR-001, Lifetime Homes Assessment, Ecology Appraisal, Transport Statement v2, Planning Statement, Viability Report, 1341/1, GS-2440995 Radon Report, GS-2440996 Site Contamination Report, GS-2440997 small scale report and GS 2440997 large scale report received 15/02/16, PAR-199-PA-102B Drainaged Sustainability Report Rev B and Air Quality Report received 01/06/16, Energy Statement Rev A received 26/06/16, and PAR-199-PA-101E, PAR-199-PA-100D and PAR-199-PA-001D received 11/07/16

Reason: To avoid doubt and in the interests of good planning.

3. Prior to commencement, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on Cline Road and the roads surrounding the site is minimised. The construction vehicle movements shall 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.

4. Before development commences other than for investigative work:

- a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
- a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

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

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

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP.

5. 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.

6. 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: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage 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.

7. No works shall be carried out on the site until a Dust Management Plan (DMP), detailed the management of demolition and construction dust, has been submitted and approved by the LPA and thereafter the development shall only be implemented and carried out in accordance with the approved DMP.

Reason: As required by the London Plan 2015 Policy 7.14.

8. Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.

Reason: As required by the London Plan 2015 Policy 7.14.

9. Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry Nox emissions not exceeding 40 mg/kWh (0%).

Reason: As required by London Plan 2015 Policy 7.14.

10. The development hereby permitted shall be built in accordance with the approved renewable energy statement and the energy provision shall be thereafter retained in perpetuity unless agreed in writing by the Local Planning Authority.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2015, emerging Policy DM21 of the DM,DMP (pre-submission version January 2016), and Policies SP0 and SP4 of the Local Plan 2013.

11. Details of a scheme for the storage and collection of refuse from the hereby approved commercial unit shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority prior to the commencement of the commercial use.

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

12. No development shall take place until a detailed surface water drainage scheme for Site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 40% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion and shall subsequently be implemented in accordance with the approved details before the development on Site is occupied.

Reason: Mechanism for the detailed drainage proposals to be approved as the scheme is developed.

13. No construction works (excluding demolition) shall commence until further details of the design methodology, implementation, maintenance and management of the sustainable drainage scheme have been submitted & approved in writing by the Local planning Authority. Details shall include:-

(a) Methodology and reasoning for SuDS flows and volumes proforma determination enabling full assessment that the allowable thresholds have been achieved have been submitted to and approved in writing by the Local Planning Authority.

(b) Management and maintenance plan for the lifetime of the development, management by Residents Management Company or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime a

scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013 and emerging Policy DM25 of the DM,DMP (pre-submission version January 2016).

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

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

15. Details of the proposed boundary treatment shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. The approved boundary treatment shall thereafter be installed prior to occupation of any new residential unit.

Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupiers.

16. Details of a scheme depicting those areas to be treated by of hard and soft landscaping shall be submitted to, approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details. Any trees which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity of the area.

17. The cycle parking facilities shown on the approved plans shall be provided prior to first occupation of the dwellings hereby approved and permanently retained thereafter to the satisfaction of the Local Planning Authority.

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.

18. Prior to first occupation of the development, hereby approved, a survey report on the electricity sub-station shall be submitted to and approved in writing by the Local Planning Authority. The report shall include an assessment of the associated electromagnetic field and noise generated by the sub-station, by reference to relevant standards Planning Officer Delegated Report and studies, and any mitigation measures that may be required. Thereafter all works shall be carried out in accordance with the details approved.

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 UDP.

19. Notwithstanding the provisions of the the Town and Country Planning (General Permitted Development) (England) Order 2015, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the commercial unit shall be used as a B1 business use only and shall not be used for any other purpose unless approval is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Saved Policy UD3 of the Haringey UDP 2006.

20. Notwithstanding the provisions of the the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking or re-enacting that Order, no roof extensions, or rear extensions shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy 7.4 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP 2006.

21. The development hereby permitted shall not be occupied until such time as the existing crossover has been removed and the footway reconstructed. The necessary works to re-construct the footways will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed.

Reason: To safeguard the integrity of the local highways network, facilitate travel by sustainable mode of transport in particular by pedestrians.

22. All residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended) (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes and to comply with Haringey Local Plan 2013 Policy SP2 and the London Plan 2015 Policy 3.8.

INFORMATIVE : 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: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm	Monday to Friday
8.00am - 1.00pm	Saturday
and not at all on Sundays and Bank Holidays.	

INFORMATIVE: Party Wall Act

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

INFORMATIVE : 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 Mayor's CIL charge will be £39,550.00 (1,130m² x £35 as up-rated for inflation x 1.229) and the Haringey CIL charge will be £186,450.00 (1,130m² x £165 as up-rated for inflation x 1.054). 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: The new development will require numbering. The applicant should contact the Local Land Charges team at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

INFORMATIVE :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: Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk

INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE: Prior to 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 from internal and external agencies and neighbouring properties

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>This application is for Demolition of the existing lock- up garages, and construction of 9 residential units (comprising 6 x 4 bed town houses, 2 x 2 bed flats, and 1 x 1 bed flat) and 87.9sq metres of commercial floor area with associated access road/courtyard, parking area (10 parking spaces in total) and cycle stores (18 cycle parking spaces).</p> <p>The site is located at the junction of Cline Road and Torrington Gardens, to the north of the Borough, close to Bounds Green Road and the A406 North Circular Road. It has a PTAL value of 3 which is considered 'moderate' access to public transport services. Two bus services are within the walk criteria for PTAL calculations, they are 2 to 6 minutes walk away (the 221 and the 232) and Bounds Green Underground station is an 11 minute walk away. The site is not within any of Haringey's formal CPZ's, nor is it within any of the Areas of Restricted Conversion.</p> <p>The Transport Assessment details that the existing garages (38 in total) are currently used for a mixture of workshop space, storage and car parking. It is detailed in the TA (Appendix E) that 5 garages are still used for car parking. It is not known whether this use is by local residents or not. There is a possibility that there may be some additional parking stress materialising from the loss of these 5 garages but the exact extent is likely to be negligible.</p> <p>It is intended to retain the existing site access off Cline Road. However in order to create the new site access the applicant will need to enter into a Section 278 agreement with the Highway Authority. Looking at the record on Google Earth, it can be seen that there is no footway tactile paving at the site access, and it will be necessary to carry out works to provide a crossing/access to the Borough's specification, to be funded by the developer. This can be covered by condition with the access point to be designed and implemented in accordance with the Highway Authority's requirements prior to occupation.</p>	Noted and applicable conditions recommended

Stakeholder	Question/Comment	Response
	<p>The car parking spaces are not within curtilage but are located within a courtyard area. It is assumed they will be allocated one to each property plus one is allocated to the commercial floor space. The policy requirements in relation to parking provision in the Borough's retained UDP policies detail a requirement of up to a maximum of 1.5 spaces per house (detached and semi detached). Census data from 2011 for the Bounds Green Ward details average car ownership of 0.59 cars per household. Therefore the Parking provision proposed should more than cater for the likely demand to arise, and by doing so will mean no additional parking stress results in the locality from the development. Considering the census figures for car ownership the demand could theoretically be met by 6 or 7 spaces however as presented there should not be any additional parking stress generated.</p> <p>It is detailed 5 garages are in use – however there is no information as to whether these are local users, it has to be assumed that there may be an increase in on street parking demand of up to 5 spaces.</p> <p>The cycle parking is also proposed for location in the courtyard area, the drawings detail 9 stores, it is expected that two spaces for each residential unit are able to be provided in each store. Ideally cycle parking is within curtilage for residential units, however this should be acceptable subject to the cycle parking being high quality, easy to use and of course secure and weatherproof. The full details of the intended system to be used and the storage containers proposed can be covered by condition to be approved prior to commencement of the works. It is not clear if cycle parking for the commercial unit is to be provided or not, there is not a policy requirement as the floor area is less than 100 sqm however ideally some should be provided.</p> <p>Summarising, this application is for the demolition of the 38 existing garage units at the above site, and construction of 9 residential units and some commercial floorspace. The existing access is to be used however this will need to be brought up to the Haringey's standards with the costs to be met by the applicant. Car parking of one space per residential unit is proposed along with cycle parking to meet London Plan standards. As proposed the development should not create any adverse Transportation impacts and meets its demands</p>	

Stakeholder	Question/Comment	Response
Carbon Management	<p>for car and cycle parking within the site.</p> <p>The energy statement would meet the London Plan requirements. A condition should ensure that they should deliver the energy strategy as set out and that any alterations need to be approved by the Council prior to installation.</p>	Noted and condition attached.
EH Pollution	<p><u>CON1:</u></p> <p>Before development commences other than for investigative work:</p> <p>a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>c) If the risk assessment and refined Conceptual Model indicate</p>	Noted, conditions and informative attached

Stakeholder	Question/Comment	Response
	<p>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><u>And CON2 :</u></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>Reason</p> <p>To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Electricity Sub-station:</p> <p>Prior to commencement of the development, a survey report on the electricity sub-station and associated electro-magnetic field and humming noise. The report shall include any mitigation measures that may be required, as well as predicted electro-magnetic levels in the adjoining residential, by reference to relevant standards and studies. The report and any mitigation required will be subject to the approval of the Local Planning Authority.</p> <p>Construction Dust</p> <p>No works shall be carried out on the site until a Dust Management Plan (DMP), detailed the management of demolition and construction dust, has been submitted and approved by the LPA. Reason: As required by The London Plan Policy 7.14.</p> <p>Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. Reason: As required by The London Plan Policy 7.14.</p>	

Stakeholder	Question/Comment	Response
	<p>Combustion and Energy Plant: Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry Nox emissions not exceeding 20 mg/kWh (0%). Reason: As required by The London Plan Policy 7.14.</p> <p>As an informative: 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>	
Waste Management	<p>This proposed application will require adequate provision for refuse and recycling off street at the front of the property from Cline Road. Provided that space is provided for one 'standard kerbside collection full set' for this property then the plans are adequate.</p> <p>There must be a management in place to ensure residential waste is placed out for collection in the designated waste collection area. Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway.</p> <p>Any commercial waste must be kept separate from residential waste. Arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times.</p>	Noted and appropriate conditions recommended
Surface Water and Drainage Engineer	The Council's SUDs officer has not been provided sufficient information to be satisfied that methodology of the strategy has been designed to achieve allowable thresholds and is therefore subject to further details regarding the proforma determination, a management and maintenance plan for the lifetime of the development, management by the Residents Management Company or other	Noted, conditions attached

Stakeholder	Question/Comment	Response
	arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.	
EXTERNAL		
Designing Out Crime	As the development is less than ten residential units the MPS Designing Out Crime Group will not make any official comment, as the size of the development is not in our official remit.	Noted
London Fire Brigade	Is satisfied with the proposal, recommends that an informative is attached related to sprinklers.	Noted, informative attached.
Thames Water	<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>Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk</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>No impact piling shall take place until a piling method statement</p>	Noted, conditions and informatives attached.

Stakeholder	Question/Comment	Response
	<p>(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: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage 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>'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."</p> <p>On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p>	

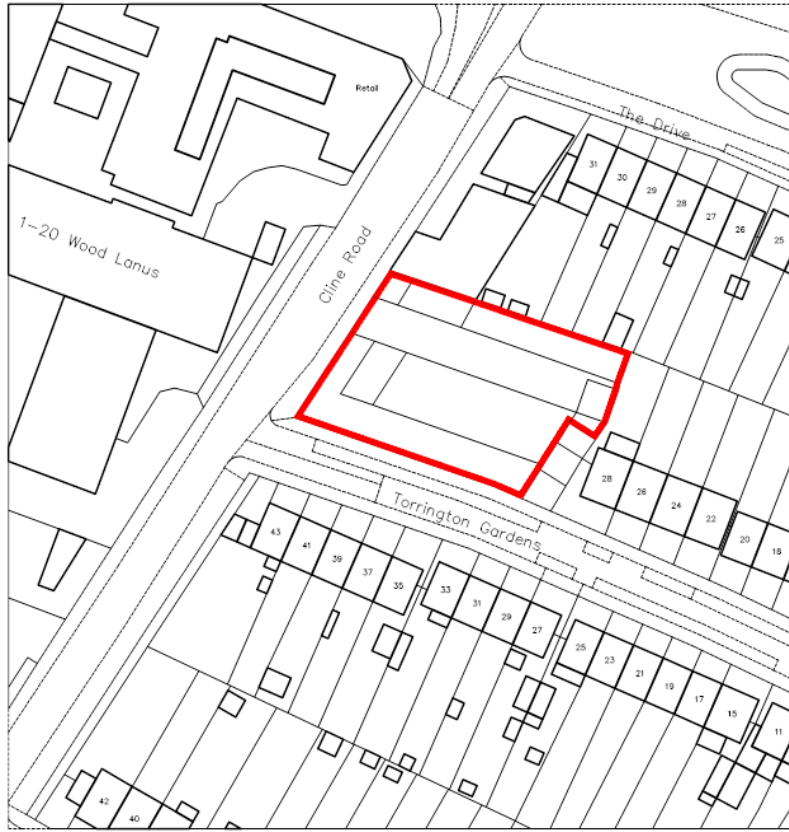
Stakeholder	Question/Comment	Response
	<p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
<p>NEIGHBOURING PROPERTIES</p>	<p>Support:</p> <ul style="list-style-type: none"> - Development will be an improvement on the lock ups for the area <p>Neither:</p> <ul style="list-style-type: none"> - No. 28 Torrington Gardens has approved plans for development adjoining so current terrace profile will not remain. - Our property backs onto the Cline Road garages where the new development is proposed. While we don't object to the development we would insist that it does not affect the security of our property. <p>Our only concern is once the garages are knocked down I can't see a new boundary wall in the plans provided. I feel it is only fair that if the boundary wall is demolished it must be replaced with a new wall to provide the same security and privacy as what we have had surrounding our property for many years.</p> <p>Can you please ensure that these comments are enforced and the security of our property is maintained?</p> <p>Objection:</p> <ul style="list-style-type: none"> - We believe that the proposed development will have a negative impact as it will block light to property and we believe we have a "right to light" <p>These proposed houses are going to be taller than the existing surrounding houses (or they look like they will be). Therefore they will be an eye sore. At the moment nobody overlooks us from the front and our privacy will be affected because we will be overlooked.</p> <p>It will block the view we have enjoyed for 50 years.</p> <ul style="list-style-type: none"> - On reflection I do not agree that the proposed development 	<p>Noted</p> <p>Noted</p> <p>2m closed board timber fence is proposed to replace boundary wall.</p> <p>Considered that separation distance will not block light in an unacceptable manner.</p>

Stakeholder	Question/Comment	Response
	<p>is an enhancement to the area. While the application states that only 5 of the garages are used for parking, it appears as a local resident that more that that may be currently used for parking. With the amount of dwellings proposed, it does not appear that the developers have accounted for any visitor parking, or a reasonable amount of parking for the amount of occupants.</p> <p>Having lived in the areas for 8 years I have never seen the site being used in this manner (anti-social behaviour), and I regularly allow my 7,9 and 12 year old children to walk past the site on their way to the local store. I therefore believe that you are being misled as to the nature of the site by the applicants.</p> <p>The applicants have also failed to landscape the site or provide any significant green space as part of the application. The houses fronting Torrington Gardens don't appear to fit with the current houses and lack the pleasant front gardens that are abundant in the road.</p> <p>The application also appears to lack any specific reference to allow for the development to meet any specific housing need, or provide any affordable housing for the area.</p> <ul style="list-style-type: none"> - The current application does not have enough parking and is too high density for the area. It should be rejected as it stands so the applicant can consider applying for a less dense development, with more parking. - I do not object to the proposal, however I do have concerns about the amount of noise, dust and general disturbance from the works. My flat in Gean court overlooks the entrance to Gean Court, and the existing garage, and will be directly affected by noise and dust / pollution. I would ask that EXTREME measures are taken by the construction 	<p>Proposed terrace will be similar in ridge height to existing terrace on Torrington Gardens and relationship will be same as Torrington Gardens properties further to east.</p> <p>Private views are not material considerations.</p> <p>Transportation Officer does not object to this scheme.</p> <p>The presence or absence of anti-social behaviour is not a consideration for the principle acceptance for this site change of use.</p> <p>Small front gardens are shown to the frontage on Torrington Gardens and in addition a condition is recommended for landscaping to be provided.</p> <p>Affordable housing is to be obtained by way of a s106 legal agreement.</p> <p>Density levels are in accordance with the London Plan density matrix and parking levels are in accordance with the policy requirements.</p> <p>Construction period disturbance is controlled to acceptable levels by appropriate conditions to mitigate dust and traffic etc.</p>

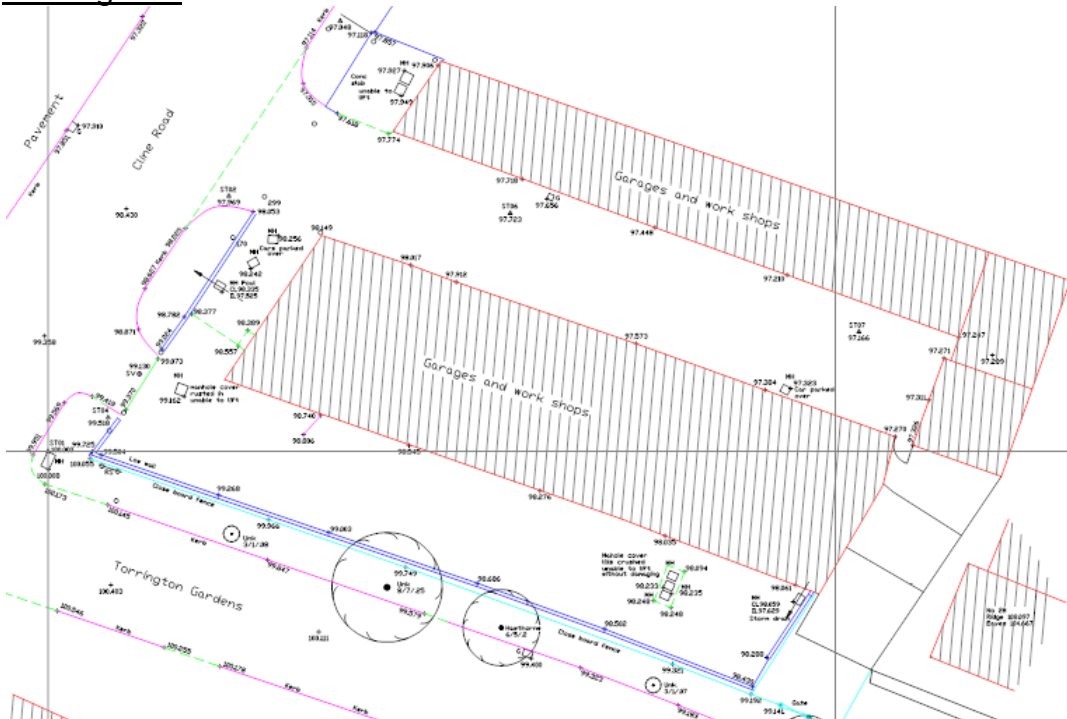
Stakeholder	Question/Comment	Response
	<p>company to contain dust, and keep noise to the minimum. I work from home during the week, so will be affected. There are many people in the block during the week, either working or families with young children, so it cannot be assumed that it is acceptable to make excessive noise at any time.</p>	

Appendix 2 Plans and Images

Location Plan:



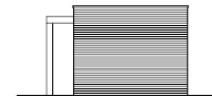
Existing site:



Proposed cycle storage:



FRONT ELEVATION



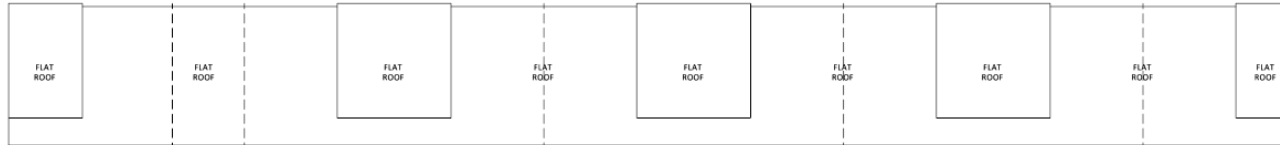
SIDE ELEVATION



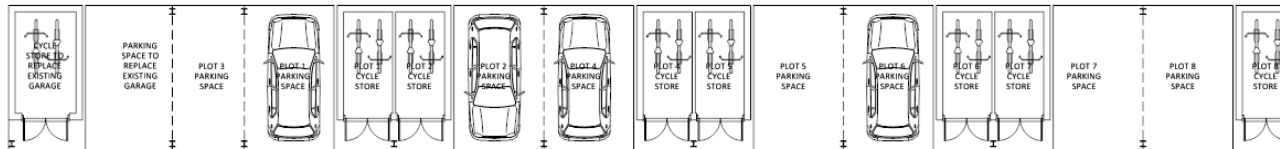
REAR ELEVATION



SIDE ELEVATION



ROOF PLAN




GROUND FLOOR PLAN

1:100

B	19.05.16	PARKING SPACE ADDED
A	09.02.16	ROOF AMENDED

↑ REVISIONS



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LEICESTERSHIRE, LE16 9AA - TEL. 01858 410915
www.msquarearchitects.com

CLIENT	JW CLINE ROAD LTD
PROJECT	PROPOSED RESIDENTIAL DEVELOPMENT

Proposed site layout:



Proposed ground plans:



SECOND FLOOR PLAN

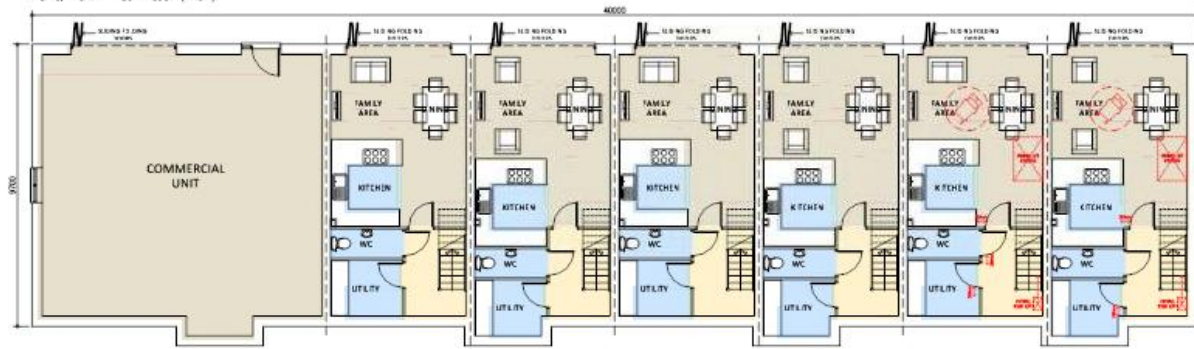


FIRST FLOOR PLAN



GROUND FLOOR PLAN

COMMERCIAL UNIT - 87.5m² (946ft²)
 PLOTS 1 & 2 - 2 BED FLAT - 72.3m² (778ft²)
 PLOT 3 - 3 BED FLAT - 48.4m² (521ft²)
 PLOTS 4, 6 & 8 - 4 BED HOUSE - 35.1m² (377ft²)
 PLOTS 5, 7 & 9 - 4 BED HOUSE - 35.8m² (386ft²)



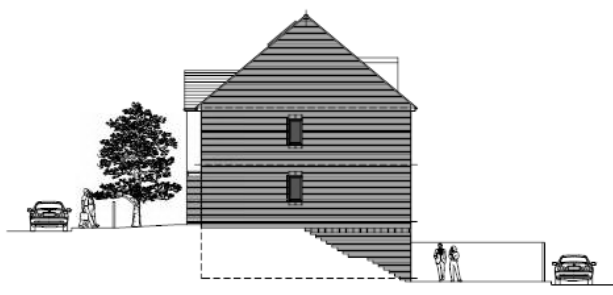
LOWER GROUND FLOOR PLAN

Proposed elevations and section:



FRONT ELEVATION TO TORRINGTON GARDENS

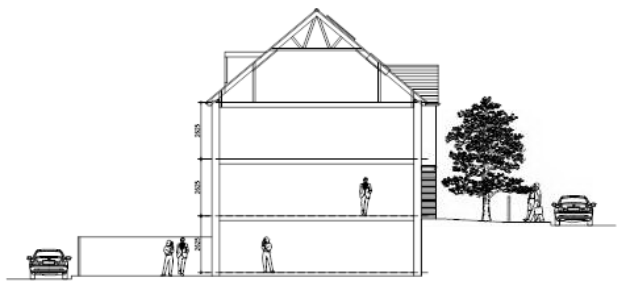
MATERIALS
 DARK BROWN SMOKEY GREY CONTINENT ROOF TILES
 DARK RED FACED BRICK TO LOWER GROUND FLOOR PLINTH
 RED FACED BRICK TO SECOND & FIRST FLOOR
 35% WHITE THRU GLAZING TO FRONT GABLES
 WHITE UPVC WINDOWS
 ALUMINIUM & GLASS EXTENDING DOORS
 THRU BR FRONT DOORS
 BLACK UPVC RAINWATER GOODS



SIDE ELEVATION



REAR ELEVATION



TYPICAL SECTION THROUGH HOUSES



SIDE ELEVATION TO CLIVE ROAD

1	1800	
A	23.07.18	REVISIONS
B	24.08.18	REVISIONS
C	27.09.18	REVISIONS
D	29.10.18	REVISIONS
E	19.01.19	REVISIONS
F	23.02.19	REVISIONS
G	29.03.19	REVISIONS
H	05.04.19	REVISIONS
 <p>MSQUARE architects ltd ARCHITECTS AND INTERIORS 10 CHICHESTER ROAD, SOUTHAMPTON, HANTS, SO9 4JW TEL: 01703 610000 WWW.MSQUAREARCHITECTS.CO.UK</p>		
CLIENT: MS CLIVE ROAD LTD		
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT AT CLIVE ROAD, SOUTHAMPTON, HANTS		
TITLE: PROPOSED 3-DIMENSIONAL		
DRAWN BY	DATE	CHECKED BY
MURRAY	03/11/18	MS
DATE	NO. OF SHEETS	TOTAL SHEETS
03/11/18	1 OF 1	1 OF 1
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Existing photos:



As viewed from Cline Rd



Rd/Torrington Gardens junction

As viewed from Cline



As viewed from centre of site looking back towards Cline Rd