

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2017/0035

**Ward:** Bounds Green

**Address:** 35 Maidstone Road N11 2TR

**Proposal:** Demolition of existing vacant property and construction of 6 no. self-contained residential units with associated cycle storage, communal garden and one car parking space.

**Applicant:** Mr Fujun Liu

**Ownership:** Private

**Case Officer Contact:** Emma McCready

**Site Visit Date:** 21/07/2017

**Date received:** 05/12/2016 **Last amended date:** 23/08/2017

**Drawing number of plans:** 532-PL-02 REVISION 4, 532-PL-06 REVISION 5, 532-PL-05 REVISION 6, 532-PL-04 REVISION 6, 531-PL-07 REVISION 5, 531-PL-08 REVISION 5, 531-PL-01 REVISION 4, 532-PL-02 REVISION 5, 532-PL-09 REVISION 5, Design and Access Statement, Desk Study and Basement Impact Assessment Report

**1.1** The application has received 194 objections and has been called into committee by Councillor Clare Bull.

#### **1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- Acceptable design and respects the character of the area.
- The impact of the development on residential amenities is acceptable.
- Provides housing with acceptable living conditions.

### **2. 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 24/10/2017 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 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) Construction Management Plan.
- 5) Landscaping.
- 6) Built in compliance with building regulations.
- 7) Trees.
- 8) Considerate Contractors scheme.

### **Informatives**

- 1) Co-operation.
- 2) CIL liable.
- 3) Hours of construction.
- 4) Party Wall Act.
- 5) Street Numbering.
- 6) Land ownership.

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

- 1) Prohibit future occupiers from applying for permits to park in the local CPZ thus capping car parking to the one space provided onsite.
  - 2) Payment and legal costs.
- 2.4 In the event that member 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. In the absence of a legal agreement to control the matter, the proposal would result in increased parking requirements that cannot be accommodated on site and would lead to an unacceptable increase in pressure on on-street parking capacity within the locality. The proposal is therefore contrary to policy 6.3

(Assessing Effects of Development on Transport Capacity) of the London Plan 2016, Policy SP7 (Transport) of the Haringey Local Plan 2013, Policy DM32 (Parking) and DM48 (Use of Planning Obligations) of the Haringey Development Management Plan DPD 2017.

- 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.

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

### **3.1 Proposed development**

This is an application for the demolition of the existing family dwelling currently occupying the site and for the erection of a 2-storey building plus loft space and a basement to accommodate 6 self-contained flats, comprising 3 x 1-bed, 2 x 2-bed and 1 x 3-bed flats.

One parking space is proposed to the front of the property and 10 bike stores are proposed to the rear. The garden and storage to the rear is for communal use by all occupiers of the flats.

The applicant has had two pre-application meetings with officers and has worked with the council in order to overcome any concerns over the proposal.

### **3.2 Site and Surroundings**

The property is a detached property located on the southern side of Maidstone Road. It is not within a conservation area; nor is it a listed building. The surrounding area is predominantly residential. Maidstone Road itself is made up of a number of housing types and styles including older traditional sub-urban housing and more recent infill development including flats. The site is within the Bounds Green CPZ.

### **3.3 Relevant Planning and Enforcement history**

HGY/2016/1430 - Demolition of existing property and construction of one three storey building and one two storey building comprising 10 no. self-contained residential units with associated car parking, cycle storage and communal garden (amended description). – Withdrawn.

PRE/2016/0365 and PRE/2017/0045

## **4. CONSULTATION RESPONSE**

4.1 The following were consulted regarding the application:

The following responses were received:

Internal:

- 1) Transportation

*The application site has a PTAL rating of 6 which indicates a high level of accessibility to public transport facilities. The site is within easy walking distance of Bounds Green underground station and Bowes Park rail station which offer good connections into and*

out of Central London. In addition, the site is within walking distance of Brownlow Road which is served by the 102, 184 and 299 bus routes and run with a frequency of 34 buses per hour (two-way) and Bounds Green Road which is served by the 221 which provides some 10 buses per hour (two-way). It is highly likely that prospective residents would utilise sustainable modes of transport for journeys to and from the site. Although the site does not fall within an area that has been identified within the Council's Adopted Unitary Development Plan (UDP) (saved polices 2013) as that suffering from high on-street parking pressure, the proposal includes on-site parking for 1 car. This level of provision falls within the Haringey Council maximum parking standards set out within the UDP. Notwithstanding the above provision, the characteristics fulfil the Council's Local Plan Policy SP7 and the Development Management DMPD Policy DM32 to be dedicated as a "car-capped", development which effectively means that the residents of the development would not be eligible to apply for on-street parking permits within the Bounds Green controlled parking zone. It has also been noted that the application includes secure cycle storage facilities which accord with both London Plan and Haringey Council standards.

It is considered that the proposal is unlikely to have any significant impact on the surrounding highway network or on parking demand at this location. Therefore, the highway and transportation authority does not wish to object to the above application subject to the following S.106 obligation and Conditions:

1. The applicant is required to enter into a Section 106 Agreement to ensure that the residential units are defined as 'car capped' and therefore no residents therein will be entitled to apply for a residents parking permits under the terms of the relevant Traffic 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.

*Reason: To mitigate against any residual car 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.*

2. Establishment car club membership for each of the proposed 6 residential units for a period of 2 years and £50 credit of the residential units.

*Reason: To promote travel by sustainable modes of transport to and from the site in accordance with the Council's Local Plan Policy SP7.*

3. The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans

*should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Maidstone Road and the roads surrounding the site is minimised. It is also requested that construction vehicle movements.*

*Reason: to reduce the impact of the development during the construction on the transportation and highways network.*

*Informative:*

*The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.*

## **5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

57 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:

Objecting: 236

Supporting: 1

Others: 0

It is noted that 25 of the objections did not have an address attached to them and so could not be considered as viable. 24 of the objections were repeated addresses.

105 objections prior to revisions:

- Out of character and scale with the surrounding area
- Loss of a property of architectural merit
- Parking issues
- Noise
- Construction disruptions to traffic and footpaths
- Subsidence and groundwater concerns
- Trees
- Refuse
- Loss of a large family dwelling
- Overlook and overshadow neighbouring properties
- Lack of community amenities for rising number of occupants

- Pollution
- Overdevelopment of the area

Post revision responses:

- Out of character and scale with the surrounding area
- Loss of a property of architectural merit
- Parking issues
- Noise
- Construction disruptions to traffic and footpaths
- Subsidence and groundwater concerns
- Trees
- Refuse
- Loss of a large family dwelling
- Overlook and overshadow neighbouring properties
- Lack of community amenities for rising number of occupants
- Pollution
- Overdevelopment of the area
- Loss of amenity space to the rear
- Inadequate living standards proposed
- Over-concentration of flats in the area

## **6 MATERIAL PLANNING CONSIDERATIONS**

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Basement
3. The impact on the amenity of adjoining occupiers
4. The impact of the proposed development on the character and appearance of the area
5. Living conditions for future occupants
6. Parking and highway safety
7. Trees

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

- 6.1.1 The site has an existing residential use and is located within a predominantly residential area. The principle of a residential development is therefore considered acceptable. The proposal does require the removal of the existing large house occupying the site. Policy DM10: Housing Supply, states that the Council will resist the loss of all existing housing, unless the housing is replaced with equivalent residential floorspace. The existing house has a floor area of approximately 290 sqm while the proposed replacement building would have approximately 385 sqm of residential floorspace.



- 6.1.2 Policy DM11 promotes a mix of housing sizes and types within new residential development and discourages proposals that would result in an overconcentration of 1 or 2-bed units. The proposal includes a replacement family sized 3-bed unit located in the basement and ground floor and with access to the external amenity space to be located to the rear and use the on-site parking space. The proposed mix of 3 x 1-beds, 2x 2-bed and 1x 3-bed units is considered acceptable.
- 6.1.3 The size of the development does not trigger the requirement for the provision of affordable housing.
- 6.1.4 Policy DM1, DM2 and DM12 require new housing have a high-quality design. The acceptability of the design has been assessed in detail under section 6.5 of this report. These policies also look at the impacts the proposal will have on the neighbouring amenity (section 6.3) and the standard of accommodation supplied (section 6.5).
- 6.1.5 Policy DM18 focuses on the excavation of residential basements to properties; the acceptability of the proposed basement has been assessed in detail under section 6.2 of this report.
- 6.1.6 The proposal would not be considered as the loss of a family sized dwelling due to the 3-bed accommodation proposed between the basement/ground floor level. The additional 5 flats consisting of 2-beds and 1bed accommodation are considered to act as providing additional housing in a mix of unit sizes augmenting the Borough's housing stock, in accordance with DM Policies DM10 and DM11. The proposal is considered acceptable in principle.

## **6.2 Basement**

- 6.2.1 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques. DM Policy (2017) DM1 requires that there should be no significant adverse impact on other surrounding uses.
- 6.2.2 Development Management Policy DM18 (Residential Basement Development and Light Wells) requires householder extensions for basement development to demonstrate that a proposal will not adversely affect the structural stability of the application building and neighbouring buildings; does not increase flood risk to the property and nearby properties; avoids harm to the established character of the surrounding area; and will not adversely impact the amenity of adjoining properties or the local natural and historic environment.
- 6.2.3 A Basement Impact Assessment (BIA) was carried out by Geotechnical & Environmental Associates and submitted with the application. This outlines the

site's geological and hydrological setting. The site is underlain by London Clay and no groundwater was encountered during the investigation. There is no continuous groundwater table below the site, and the site is not located within an area at risk from surface water flooding or contributing to creating excessive surface run-off that would overwhelm the existing drainage routes. The proposed basement is considered to not impact on the hydrogeological and hydrological conditions around the site.

- 6.2.4 The single level basement is not a complex design and the construction works would be similar to typical underpinning/foundation repairs. The ground movements are unlikely to be above acceptable limits, reducing the risk of damage to neighbouring properties.
- 6.2.5 Lightwells have been proposed to both the front and rear of the property. The front lightwells are small and covered making them less visible from the streetscene, and although the rear lightwell is large with a step up, it is not highly visible from the streetscene and therefore would not impact on the visual amenity of the area or have an overbearing appearance in relation to neighbouring properties.
- 6.2.6 As with all basement projects the more intrusive aspects of basement design and construction takes place after the planning process. Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the structural integrity of the proposed basement works need to satisfy modern day building regulations. In addition, the necessary party –wall agreements with adjoining owners would need to be in place prior to the commencement of works on site.
- 6.2.7 The Basement Impact Assessment submitted has been reviewed by Haringey's building control service and they have concluded it to be acceptable. It is considered that the excavation of the basement would not be detrimental to neighbouring buildings or the stability of the application property. A condition will be placed on the application requiring the submission of a Construction Management Plan in order to minimise the impact of work on neighbours throughout the construction phase. The basement is considered to be in accordance with the requirements set out under DM18 and is therefore considered acceptable.

### **6.3 Impact on the amenity of adjoining occupiers**

- 6.3.1 The London Plan 2011 Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings., aspect noise, pollution and of fume and smell nuisance. DM Policy DM1 'Delivering High Quality Design' requires new development to not have a significant adverse impact on residential amenity of neighbours in terms of loss of daylight, or sunlight, privacy overlooking, aspect, or noise and other pollution.

- 6.3.2 As discussed above information it is not considered that the excavation of the basement would cause any material structural damage to the neighbouring properties and so is considered not to detrimentally impact upon their amenity.
- 6.3.3 The ground floor level of the property has a similar footprint to that of the existing houses ground floor with a depth of 4.3 metres beyond the rear elevation of the neighbouring property at No. 37 Maidstone Road and 4 metres beyond the rear elevation of No. 33. The height of the single storey element projecting to the rear of the proposal is 3.2 metres above the original ground floor. The site has an existing slope making the ground level of the property at number 33 slightly higher than that of application site and the ground level property at number 37 slightly lower. It is noted that due to the different size, style and type of dwellings along this street the rear of the properties are not in line. The proposed single storey element of the building is set from the boundary on both sides and is not considered that this element of the would be detrimental to either neighbouring properties in terms of daylight or outlook.
- 6.3.4 The first and second floor level of the property has been set back by 2.25 metres in order to prevent the development impacting on the neighbouring properties first floor rear facing habitable rooms. The applicant has shown that the setback to the first floor would not materially impact the light or outlook to the neighbouring properties as it is in line or below a 30-degree angle from the centre of the neighbouring rear facing habitable windows. Although the first floor and roof level are forward of what is existing the set in from the boundary will reduce the overbearing impact this may have on the neighbouring properties.

Other concerns raised by neighbours.

- 6.3.5 A number of objections have been received with concerns over the impacts the proposal will have on the surrounding community services. The applicant is expected to pay the Haringey CIL charge which will go towards the infrastructure of additional services in this area to accommodate any additional pressures that the proposal may bring.
- 6.3.6 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.
- 6.3.7 The objections relating to parking, over-concentration of flats and refuse and the impacts these may have on neighbouring properties will be assessed later in this report.
- 6.3.8 Overall it is considered that there would be no material loss of amenity to neighbouring residents resulting from the proposal.

## 6.4 Design

- 6.4.1 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 and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6. Policy DM1 'Delivering High Quality Design' of Haringey's Development Management DPD continues this approach and requires development proposals to relate positively to their locality.
- 6.4.2 Maidstone Road itself is made up of a number of housing types and styles including older traditional sub-urban housing and more recent infill development. The street contains a mix of family housing and flats. This varied character can be seen both adjacent to and opposite the application site. The proposal is therefore not seen as out of character with the existing varied form and pattern of development in the area or detrimental to visual amenity.
- 6.4.3 The scale of the proposal is larger than what currently exists however, the scheme has kept both the eaves height and the maximum height similar to that of the neighbouring property and the step back of the development to the rear reduces the impact on neighbouring properties and also reduces the bulk of the proposal. As stated above it is noted that the properties along this street have varying building lines both to the rear and to the front. The extended depth of the property past the neighbouring properties is similar to that which would have been allowed under household extensions. The large rear outbuilding has been reduced in size to be more appropriate to that of the surrounding area and for its use as ancillary to the flats.
- 6.4.4 The applicants have worked with the Haringey's design officer to overcome the initial concerns made on the detailed design of the property. The front facing bay window and entrance have been revised to show features matching that of the existing and neighbouring property. The bay width has been increased with the roof projecting over the brickwork and a timber barge board installed. A front canopy has been added over the entrance and frosted glass to the door to link in with that seen in neighbouring properties.
- 6.4.5 A condition has been placed on this application to ensure all materials are submitted and approved by the council prior to the commencement of the works. This is to ensure a high quality development will be achieved.
- 6.4.6 The proposed property is more centralised within the site, having been set of the boundary. This makes the property stand out more and makes the changes in the scale less obvious and intrusive to the neighbouring property at number 33.

Due to the variation in character, scale and appearance of properties along this streetscene, on balance the proposed design is considered to be acceptable and is not considered to be detrimental to the visual amenity of the surrounding area.

## **6.5 Living conditions for future occupants**

- 6.5.1 London Plan Policy 3.5 (Quality and Design of Housing Developments) requires dwellings to be of sufficient size and quality. The Mayor's Housing SPG (March 2016) sets out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered.
- 6.5.2 All the properties are accessed via the main front door, have a large shared garden to the rear which is accessed via a side gate, with 10 cycle parking spaces, a child playground and an outbuilding for storage. The level of amenity space provided along with the facilities and storage is considered to be acceptable in accommodating the 6 flats. Refuse storage has been located to the front as has 1 disabled parking space.
- 6.5.3 The basement is made up of 1x 2bed flat with access to the rear lightwell and a shared 3bed flat with the ground floor. The 1x 2bed has a floorspace of 62sqm which would be above the 61sqm in the Technical Housing Standards produced by the DCLG in 2015. The provided storage would also exceed the recommended amount as would the floor to ceiling height. The flat has an east side facing window to the living/dining area and each habitable room has a door and large windows facing south. The level of light and outlook to this property is considered to be acceptable.
- 6.5.4 The basement/ground floor 3bed flat has a floorspace of 100sqm again exceeding the 93sqm set by the Technical Housing Standards produced by the DCLG in 2015 and over double the recommended built-in storage. This property has small private front terraces to the 2 basement bedrooms and large windows facing both north and east. The level of light and outlook to this property is considered to be acceptable.
- 6.5.5 The ground floor occupies another 2bed property again with a floor space of 62sqm, with ample storage. The property has windows facing east, west and south giving acceptable levels of both outlook and light. This property has direct access to the rear garden.
- 6.5.6 The first floor is made up of 2x 1bed properties and the second floor is made up of 1x 1bed property, with floorspaces of 50sqm and 53sqm, all of which would meet the 50sqm set by the Technical Housing Standards produced by the DCLG in 2015. Both the first floor properties provide dual aspect and acceptable levels of light and outlook, with the second floor property having rooflights facing north, south, east and west. All these properties provide acceptable storage levels and floor to ceiling heights.

- 6.5.7 Given the above the proposal is considered to provide an acceptable standard accommodation for future occupants.

## **6.6 Parking and highway safety**

- 6.6.1 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. This approach is continued in DM Policies DM31 and DM32.
- 6.6.2 DM Policy (2017) DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.
- 6.6.3 The proposed site has a PTAL rating of 6 which indicates a high level of accessibility to public transport facilities, it is therefore highly likely that the future occupiers would utilise these nearby sustainable modes of transport for journeys to and from the site. To encourage this the approval of this application has been based on the development being "car-capped" meaning that the residents would not be eligible to apply for on-street parking permits within the Bounds Green controlled parking zone. This has been secured with a S.106 obligation.
- 6.6.4 With the 1 on-site disabled parking space, high level of accessible public transport and the small unit sizes; it is considered that the proposal is unlikely to have a significant impact on the surrounding highway.
- 6.6.5 A condition has been placed on this application to monitor the construction works on the proposal to minimise the impact this would have on the neighbouring properties.
- 6.6.6 Given the modest scale of the proposal, the anticipated transport related impacts of the scheme are not considered sufficient to justify requiring a contribution towards car club membership for future occupiers of the scheme.

## **6.7 Trees**

- 6.7.1 London Plan Policy 7.21, Local Plan Policy SP13, and Development Management DPD Policy DM1 seeks the protection, management and

maintenance of existing trees and that planting of additional trees where appropriate.

- 6.7.2 The proposed scheme includes landscaping both to the rear and to the front of the property and so there is not considered to be a loss of any landscaping in this proposal. A condition has been placed to allow the Council to monitor this.
- 6.7.3 A further condition has been placed on the application to ensure the protection of neighbouring property trees through the submission of an Arboricultural Impact Assessment showing how they have considered the impact of the foundations of the new structure on the roots of the trees to be retained.

## **6.8 Conclusion**

- 6.8.1 The proposal would not constitute as the loss of a family dwelling and is considered to provide an acceptable standard of accommodation for prospective occupiers of the scheme. The proposal is a high quality designed development that respects the surrounding pattern of development in the area and will not have a significant impact on the amenities of neighbouring properties. The proposal would not adversely impact on parking or highway safety.
- 6.8.2 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

## **6.9 CIL**

Based on the information given on the plans, the Mayoral CIL charge will be £20,657.86 (465.11sqm x £35 x 1.269) and the Haringey CIL charge will be £83,496.55 (465.11sqm x £165 x 1.088). 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.

## **7.0 RECOMMENDATIONS**

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

Applicant's drawing No.(s) 532-PL-02 REVISION 4, 532-PL-06 REVISION 5, 532-PL-05 REVISION 6, 532-PL-04 REVISION 6, 531-PL-07 REVISION 5, 531-PL-08 REVISION 5, 531-PL-01 REVISION 4, 532-PL-02 REVISION 5, 532-PL-09 REVISION 5, Design and Access Statement, Desk Study and Basement Impact Assessment Report

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 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:

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

3. Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4. No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

- a) parking and management of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities:

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.



5. No development shall commence until a scheme for the treatment of the surroundings of the proposed development including the timescale for the planting of trees and/or shrubs and appropriate hard landscaping has been submitted to and approved in writing by the Local Planning Authority. This scheme must include a replacement tree to the rear of the property. The development hereby permitted shall be implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

6. All residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (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 Policy 3.8.

7. A tree survey, to include an Arboricultural Impact Assessment (AIA), which must be drafted in accordance with BS 5837:2012 and submitted to the Local Planning Authority prior to the commencement of the works. The AIA will outline the measures to be implemented to ensure the neighbouring trees are protected. It should also show how they have considered the impact of the foundations of the new structure on the roots of the trees to neighbouring properties

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

### **Informatives:**

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 : CIL**

Based on the information given on the plans, the Mayoral CIL charge will be £20,657.86 (465.11sqm x £35 x 1.269) and the Haringey CIL charge will be

£83,496.55 (465.11sqm x £165 x 1.088). 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.

**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 :** 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 :** 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 :** This permission is governed by a S106 legal agreement pertaining to a limitation on on-street parking.

## Appendix 1 Consultation Responses from internal and external agencies

| Stakeholder           | Question/Comment   | Response |
|-----------------------|--|----------|
| <b>INTERNAL</b>       |  |          |
| <b>Transportation</b> | <p>The application site has a PTAL rating of 6 which indicates a high level of accessibility to public transport facilities. The site is within easy walking distance of Bounds Green underground station and Bowes Park rail station which offer good connections into and out of Central London. In addition, the site is within walking distance of Brownlow Road which is served by the 102, 184 and 299 bus routes and run with a frequency of 34 buses per hour (two-way) and Bounds Green Road which is served by the 221 which provides some 10 buses per hour (two-way). It is highly likely that prospective residents would utilise sustainable modes of transport for journeys to and from the site. Although the site does not fall within an area that has been identified within the Council's Adopted Unitary Development Plan (UDP) (saved policies 2013) as that suffering from high on-street parking pressure, the proposal includes on-site parking for 1 car. This level of provision falls within the Haringey Council maximum parking standards set out within the UDP. Notwithstanding the above provision, the characteristics fulfil the Council's Local Plan Policy SP7 and the Development Management DMPD Policy DM32 to be dedicated as a "car-capped", development which effectively means that the residents of the development would not be eligible to apply for on-street parking permits within the Bounds Green controlled parking zone. It has also been noted that the application includes secure cycle storage facilities which accord with both</p> |          |

| Stakeholder | Question/Comment  | Response |
|-------------|---|----------|
|             | <p>London Plan and Haringey Council standards.</p> <p>It is considered that the proposal is unlikely to have any significant impact on the surrounding highway network or on parking demand at this location. Therefore, the highway and transportation authority does not wish to object to the above application subject to the following S.106 obligation and Conditions:</p> <p>1. The applicant is required to enter into a Section106 Agreement to ensure that the residential units are defined as 'car capped' and therefore no residents therein will be entitled to apply for a residents parking permits under the terms of the relevant Traffic 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 residual car 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. Establishment car club membership for each of the proposed 6 residential units for a period of 2 years and £50 credit of the residential units.</p> <p>Reason: To promote travel by sustainable modes of transport to and from the site in accordance with the Council's Local Plan Policy SP7.</p> <p>1. The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction</p> |          |

| Stakeholder                  | Question/Comment   | Response  |
|------------------------------|--|---|
|                              | <p>Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on Maidstone Road and the roads surrounding the site is minimised. It is also requested that construction vehicle movements</p> <p>Reason: to reduce the impact of the development during the construction on the transportation and highways network.</p> <p>Informative:<br/>The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p> |   |
| <b>EXTERNAL</b>              |  |   |
| <b>Neighbouring comments</b> | <p>Objections:</p> <ol style="list-style-type: none"> <li>1. Out of character and scale with the surrounding area</li> <li>2. Loss of a property of architectural merit</li> <li>3. Parking issues</li> <li>4. Noise</li> <li>5. Construction disruptions to traffic and footpaths</li> <li>6. Subsidence and groundwater concerns</li> <li>7. Trees</li> <li>8. Refuse</li> </ol>   | <ol style="list-style-type: none"> <li>1. The site is not located within a conservation area and therefore does not carry any heritage protection. The ratio of flats to single dwellings along the street is around 50/50 which plays a part in contributing to the various styles and characters of the properties within this area. The variation in character along this street scene is seen both</li> </ol> |

| Stakeholder | Question/Comment  | Response   |
|-------------|---|--|
|             | <ul style="list-style-type: none"> <li>9. Loss of a large family dwelling</li> <li>10. Overlook and overshadow neighbouring properties</li> <li>11. Lack of community amenities for rising number of occupants</li> <li>12. Pollution</li> <li>13. Overdevelopment of the area</li> <li>14. Loss of amenity space to the rear</li> <li>15. Inadequate living standards proposed</li> <li>16. Over-concentration of flats in the area</li> </ul> | <p>adjacent to the property and opposite it, the proposed change in character to this property is therefore not seen as detrimental to the overall visual amenity of the surrounding area.</p> <ul style="list-style-type: none"> <li>2. See above comment</li> <li>3. The proposed site has a PTAL rating of 6 which indicated high level of accessibility to public transport facilities, it is therefore highly likely that the future occupiers would utilise these close by sustainable modes of transport for journeys to and from the site. To encourage this the approval of this application has been based on the development being “car-capped” meaning that the residents would not be eligible to apply for on-street parking permits within the Bounds Green controlled parking zone. This has been secured with a S.106 obligation. With the 1 on-site disabled parking space, high level of accessible public transport and the small unit sizes; it is</li> </ul> |

| Stakeholder | Question/Comment | Response   |
|-------------|------------------|--|
|             |                  | <p>considered that the proposal is unlikely to have a significant impact on the surrounding highway.</p> <p>4. The hours of the construction have been set out as an informative any further noise concerns are largely controlled through the Control of Pollution Act 1974.</p> <p>5. A condition has been placed on the application to request a Method of Construction Statement, to oversee how the works will be completed and to prevent any unnecessary disruption to surrounding roads/paths or neighbouring properties.</p> <p>6. The Basement Impact Assessment submitted has been reviewed by Building Control and they have concluded that it would not be detrimental to neighbouring buildings or the stability of the application property.</p> <p>7. A condition has been placed on</p> |

| Stakeholder | Question/Comment | Response   |
|-------------|------------------|--|
|             |                  | <p>the application to review the landscaping to the property and to request an Arboricultural Impact Assessment to ensure the protection of neighbouring trees.</p> <p>8. A refuse area has been set out to the front of the property which is considered to be of a size that is appropriate for the number of flats.</p> <p>9. A 3bed family sized dwelling with access to amenity space has been provided. This is considered an acceptable size to house a family.</p> <p>10. Due to the location of the property and the scale (set back to upper levels) the proposal is unlikely to significantly overshadow neighbouring properties more so than the existing development. Side facing windows at upper levels will be obscure glazed to protect any overlooking, the rear windows would have similar overlooking to what already exists.</p> <p>11. A number of objections have</p> |



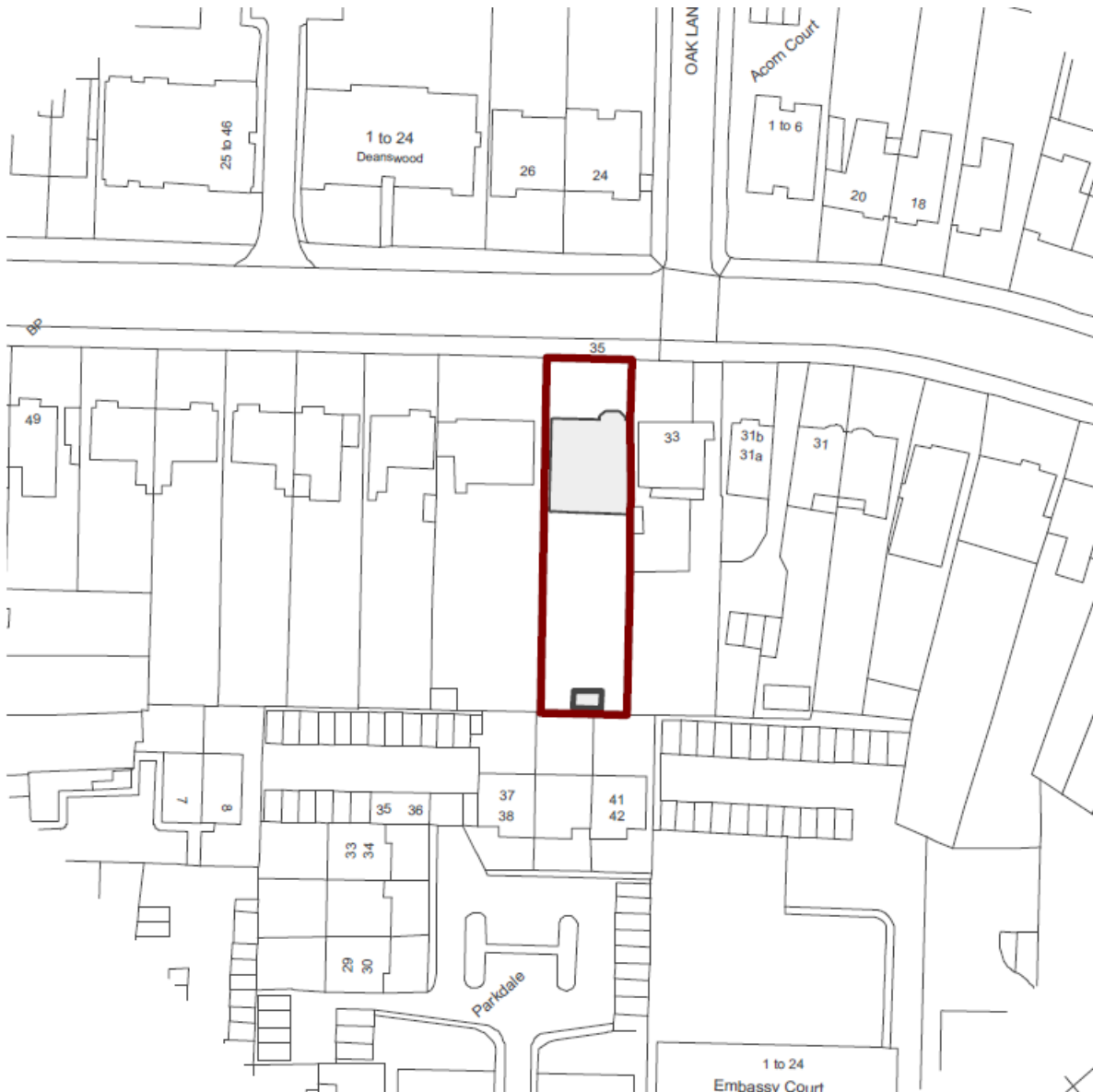
| Stakeholder | Question/Comment | Response  |
|-------------|------------------|---|
|             |                  | <p>been received with concerns over the impacts the proposal will have on the surrounding community services. The applicant is expected to pay the Haringey CIL charge which will go towards the infrastructure of additional services in this area to accommodate any additional pressures that the proposal may bring.</p> <p>12. Please see point 4.</p> <p>13. The scale of the proposal would match that of the neighbouring properties in terms of height and coverage of the site. There is still a large part of the site dedicated to landscaping which prevents the property appear overbearing to the site or the surrounding area. As noted above this street already has a number of existing large scale developments of different character.</p> <p>14. The rear amenity space provided (not including the lightwell or outbuilding) still occupies around 45% of the total site space. With</p> |

| Stakeholder | Question/Comment | Response  |
|-------------|------------------|---|
|             |                  | <p>the front landscaping (not including the hardstanding) including the overall landscaping to the site occupies over 50% of the site, which is considered adequate for a development of this size.</p> <p>15. Each self-contained flat meets the floor standards, light and outlook levels, bedroom size standards, storage standards and the floor to ceiling height standards. The cycle parking to the rear, the storage and the amount of amenity space provided is considered above average for the size of the development.</p> <p>16. The ratio of flats to single dwellings along the street is around 50/50 which plays a part in contributing to the various styles and characters of the properties within this area. Policies are in place to protect conversions to flats in certain areas; however this areas character is defined by the mix of developments that occupy this</p> |

| Stakeholder | Question/Comment | Response   |
|-------------|------------------|--|
|             |                  | streetscene and so the addition of this development would not be out of place or overbearing to the surrounding character of the area. |

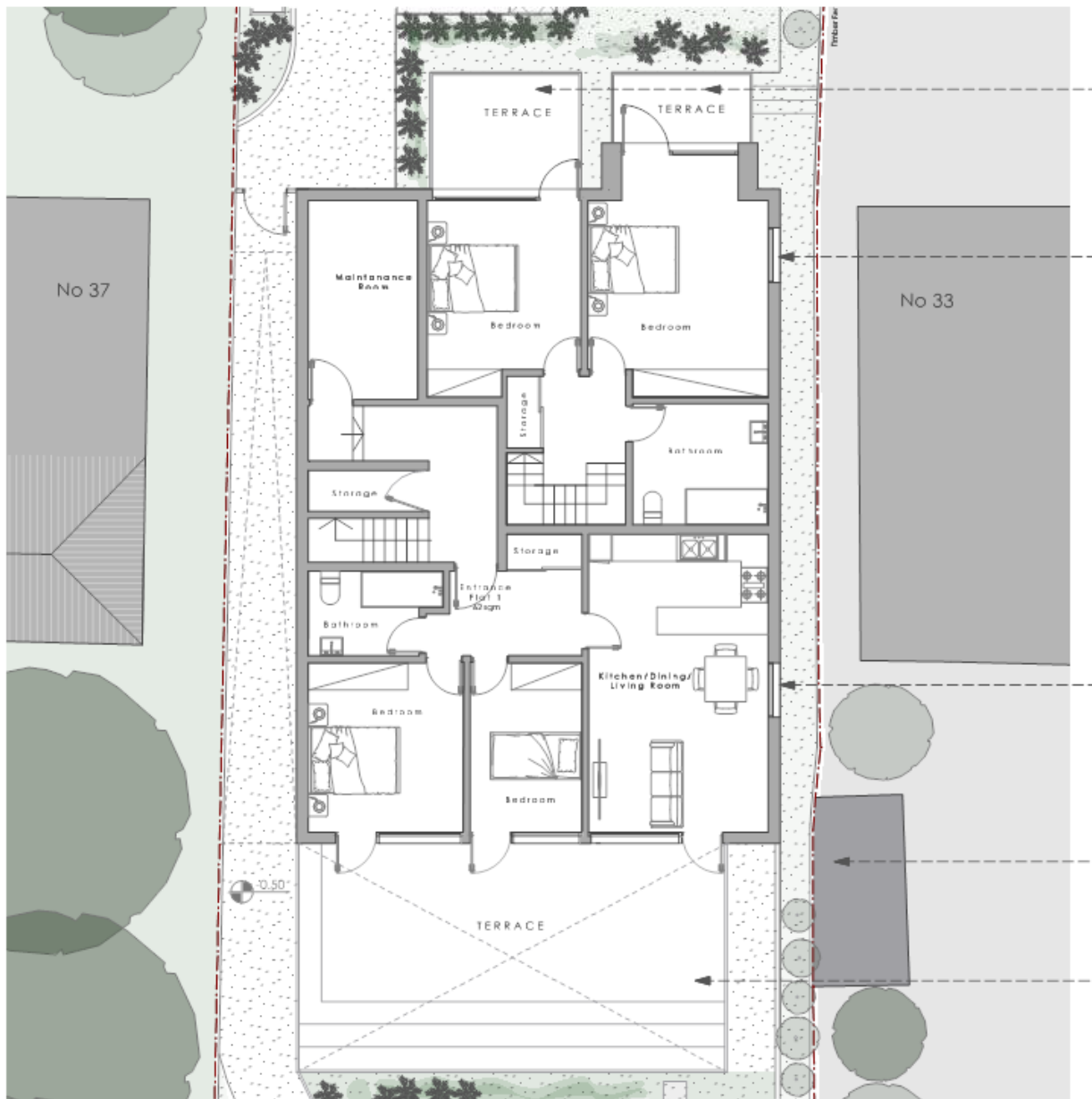
## Appendix 2 Plans and Images

### Location Plan



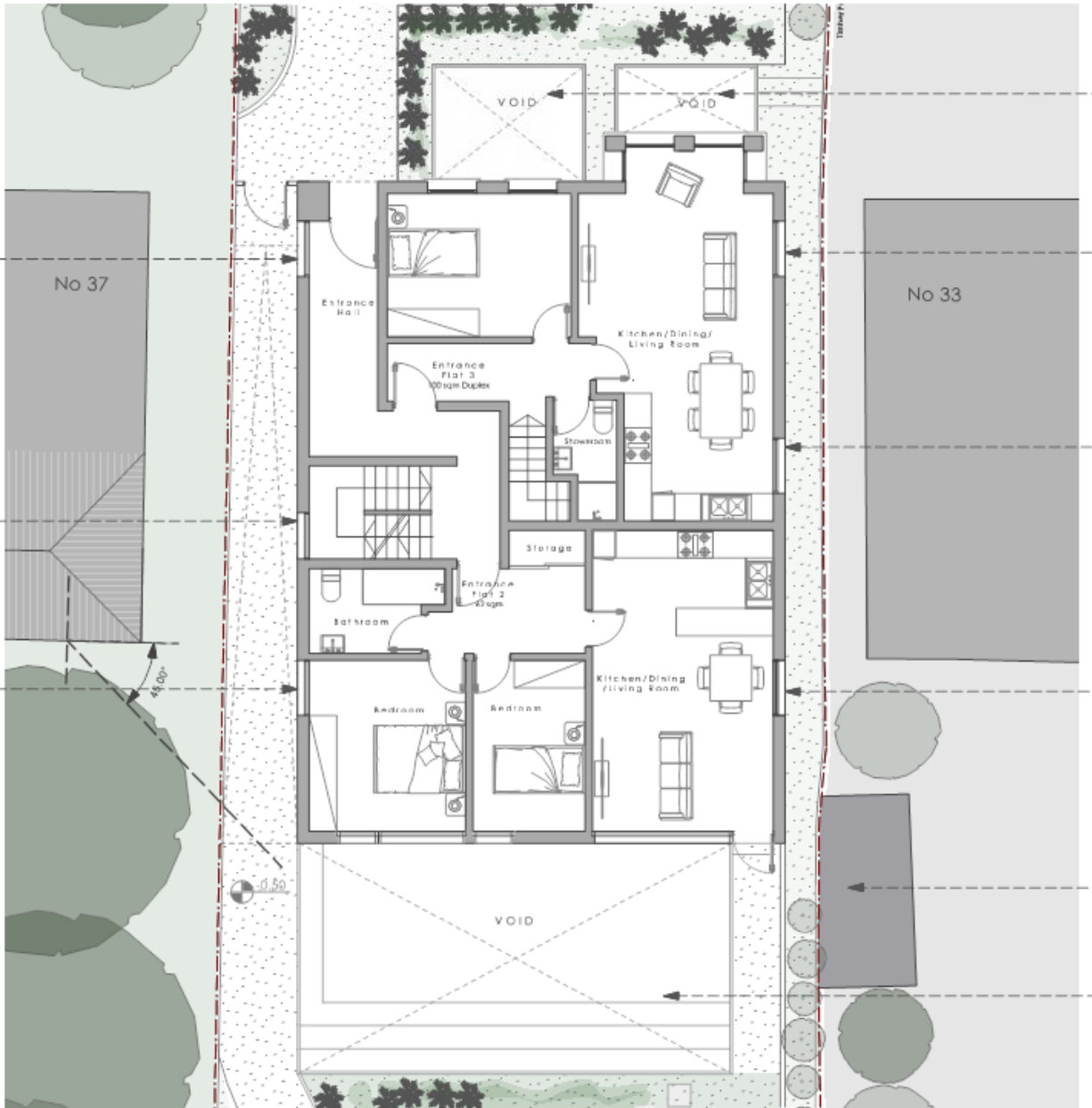
Location Plan\_scale 1:1250





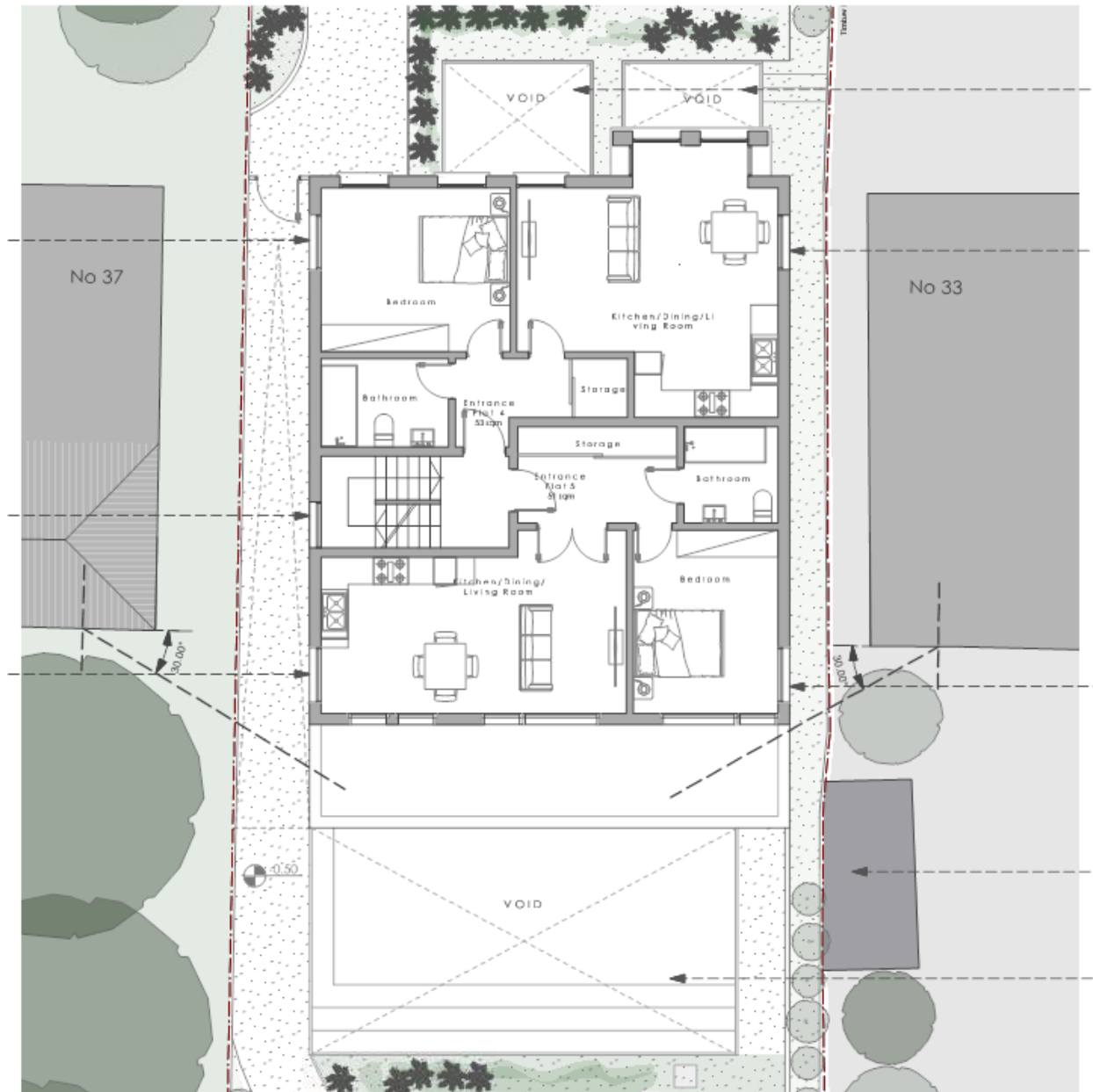
Proposed Lower Ground Floor\_scale 1:100

0 1 2 3 4 5 M



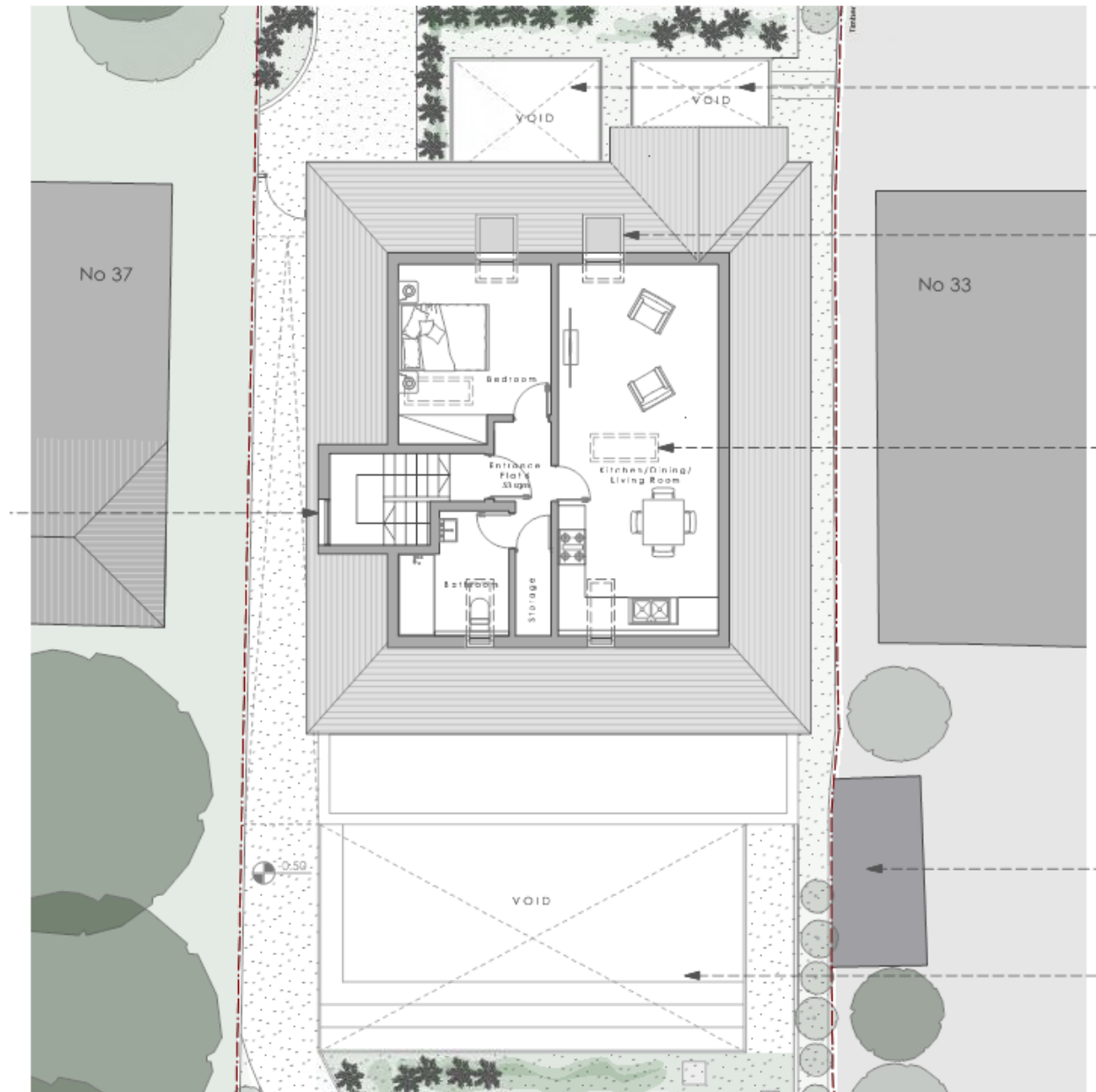
Proposed Ground Floor\_scale 1:100

0 1 2 3 4 5 M



Proposed First Floor\_scale 1:100

0 1 2 3 4 5 M



Proposed Second Floor\_scale 1:100

0 1 2 3 4 5 M





Proposed Street view\_scale 1:200



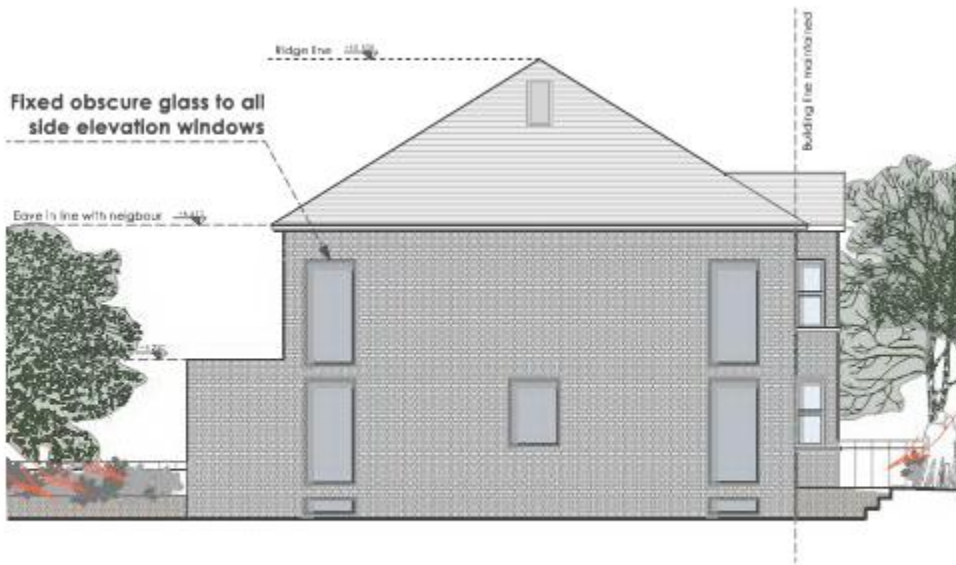
Proposed Front Elevation\_scale 1:100



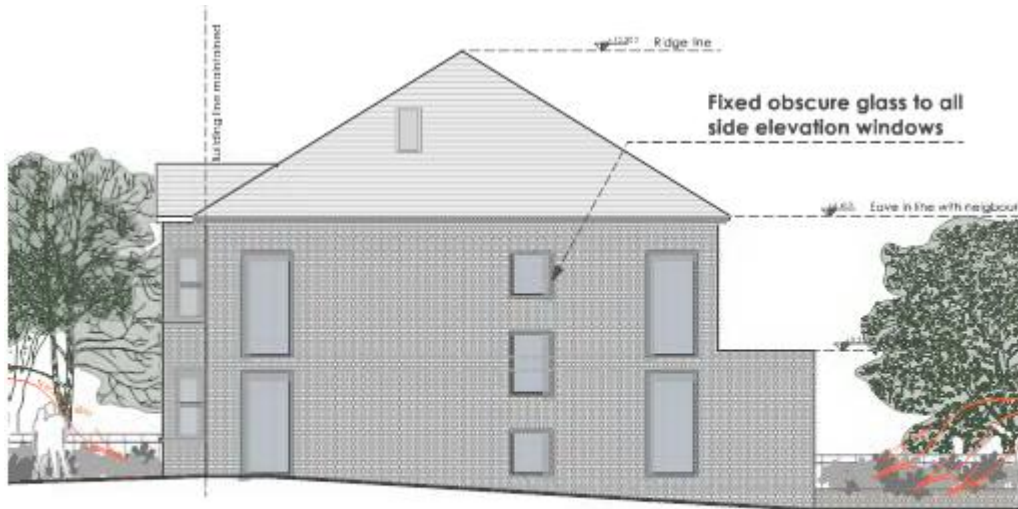


Proposed Rear Elevation\_scale 1:100

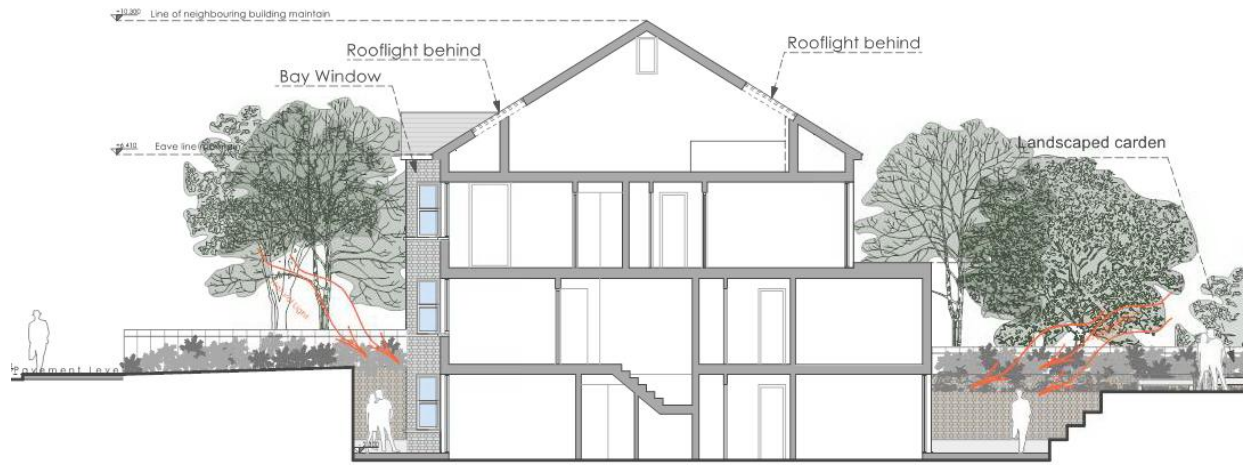
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Proposed Side Elevation (North) \_scale 1:100

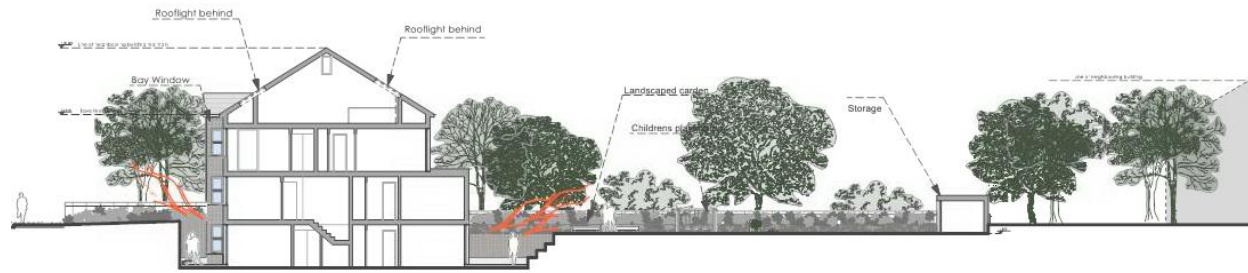


Proposed Side Elevation (South) \_scale 1:100



Proposed Long Section AA \_ scale 1:100

0 1 2 3 4 5 M



Proposed Long Section AA \_ scale 1:200

0 1 2 3 4 5 M





Proposed Front Elevation\_scale 1:50

