

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2017/2182

**Ward:** Woodside

**Address:** Land at the rear of 132 Station Road N22 7SX

**Proposal:** Demolition of existing structures and redevelopment of the site to provide 3 no. family sized dwellings (over two levels) and associated refuse shelters, cycle parking and additional landscaping (2nd AMENDED PROPOSAL, Revision E: relocation of Houses 2 and 3, obscure glazing to rear of House 3, levelling off site ground level, relocation of House 2 lighwell to avoid Root Protection Zone of Tree 004)

**Applicant:** Mr Danny Sofizade

**Ownership:** Private

**Case Officer Contact:** Duncan McKane

**Site Visit Date:** 08/09/2017 and 17/10/2017

**Date received:** 25/07/2017 **Last amended date:** 10/11/2017

**Drawing number of plans:** 132SR-PP2-01 Rev E, 02 Rev E, 03 Rev E, 03A Rev E, 03B Rev E, 04, 05 Rev E, 06 Rev E; Location Plan; Heritage Statement; Arboricultural Impact Assessment & Method Statement; Basement Impact Assessment and appendices (Parts A, B and C); Design and Access Statement; Planning Statement and appendices

**1.1** This application has been brought before the committee following councillor referral (Cllr. Charles Wright).

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

- The principle of backland development is considered acceptable in this location
- The proposed development would be of an acceptable design and would preserve the character and appearance of the Conservation Area
- The impact of the development on residential amenities is acceptable
- The proposal would offer a high quality of accommodation for future occupants
- There would be no significant impact on parking or the transport/highways network
- The proposal would not have a significant impact on biodiversity, would not result in the loss of any designated nature conservation or open land

- The excavations to create the proposed basements would not cause significant harm to adjoining properties or increase flood risk
- Site access arrangements would be adequate
- Potential land contamination issues will be dealt with via condition.
- Satisfactory waste collection arrangements can be secured by way of condition
- The development would have no significant long term impact upon the functioning of the adjoining business

## 2. RECOMMENDATION

2.1 That the Committee GRANT planning permission subject to the conditions below.

**Conditions** (the full text of recommended conditions is contained in Section 8 of this report)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Green roof details to be submitted for approval
- 5) Lighting details to be submitted for approval
- 6) Cycle parking details to be submitted for approval
- 7) Waste storage and collection arrangement details to be submitted for approval
- 8) Landscape and planting details to be submitted for approval
- 9) Construction Logistics Plan to be submitted for approval
- 10) Site Waste Management Plan to be submitted for approval
- 11) Air Quality and Dust Management Plan to be submitted for approval
- 12) Considerate Constructors scheme registration
- 13) Ultra Low NOx boilers details to be submitted for approval
- 14) Land contamination condition 1 (Desktop Study)
- 15) Land contamination condition 2 (Remediation)
- 16) Tree Protection Method Statement to be submitted for approval
- 17) Basement Excavation to be undertaken in line with recommendations outlined in BIA

### Informatives

- 1) Land ownership
- 2) Hours of construction
- 3) Party Wall Act
- 4) CIL liable
- 5) Street naming and numbering
- 6) Thames Water
- 7) Tree Works
- 8) Sprinkler System

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

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

### **3.1 Proposed development**

This is an application for the demolition of existing structures and redevelopment of the site to provide 3 no. family sized dwellings (2 no. 3 bed 6 person dwellings and 1 no. 3 bed 4 person) with basement floors and lightwells. The proposal also includes refuse shelters, cycle parking and associated landscaping.

Following issues raised by officers an amended proposal was received 27/09/2017 which included the removal of the on-site car and cycle parking and refuse area originally located to the west of the site, the retention of the brick perimeter wall along the west side of the access passage and the reduction of one of the proposed 3 bed units to providing 4 bed spaces.

This second amended proposal, received 10/11/2017 (Revision E) includes the above amendments in addition to the relocation of Houses 2 and 3, installation of obscure glazing to rear of House 3, levelling off site of ground level and the relocation of a lightwell serving House 2 to avoid the Root Protection Zone of Tree 004 (Horse Chestnut, north-east corner of site).

### **3.2 Site and Surroundings**

The site is a backland plot which previously served as a private garden belonging to 132 Station Road. Mapping and site visit evidence suggest it has not been used as a residential garden for some time. The site is located to the east of the New River, and to the rear of gardens serving terraced houses along Station Road to the south, Park Avenue to the north west and Barrett Avenue to the north. The site is accessed via a passageway which opens on to Station Road currently serving 140 Station Road which adjoins the site to the west.

The site is within the Wood Green Common conservation area. Whilst there are no listed buildings within the site, the Grade II listed New River tunnel entrance is located on land which adjoins the site to the west. The New River itself is a locally listed building of merit.

### **3.4 Relevant Planning and Enforcement history**

#### Planning

- OLD/1964/0977 REFUSED 132 Rear of Station Road N22 – Erection of one dwelling house

- HGY/2016/2870 WITHDRAWN 20/10/2016 Land R/O 132 Station Road London N22 7SX - Erection of 4 single family dwellings with associated car parking and refuse and cycling facilities

#### Pre-application Advice

- PRE/2016/0044 PRE-APP NOTE SENT 08/03/2016 Land rear of Station Road, N22 7SY - The proposed development consists of the construction of 4no. 2-storey semi-detached single-family dwellings with rooms in the roof space, accessed from the existing access road (right of way) to the site. Also proposed are the related site alterations to sub-divide the existing site and the creation of associated site works such as secure and sheltered refuse area and communal driveways.
- PRE/2016/0457 PRE-APP NOTE SENT 05/04/2017 Land rear of Station Road, N22 7SY - 4no. new-built single family dwellings with associated car parking and soft landscaping.

#### TPO

- VOID/2017/1732 NOT PROCEEDED WITH 21-06-2017 Rear of 132 Station Road N22 7SX - Please see the Arboricultural Method Statement (AMS) and Arboricultural Impact Analysis (AIA) Reports produced by Skerratt for details, which have been submitted in support of this application.

## **4. CONSULTATION RESPONSE**

4.1 The following were consulted regarding the application:

- LBH Conservation Officer
- LBH Transportation Team
- LBH Building Control
- London Fire and Emergency Planning
- Thames Water

The following responses were received:

Internal:

- 1) LBH Conservation Officer:

No objection subject to conditions securing details relating to materials, details of the roof profile and proposed green roof and landscape/surface treatment.

2) LBH Transportation Team:

No objection subject to conditions relating to cycle storage and a construction management plan

3) LBH Building Control: No objection received

4) LBH Environmental Services and Community Safety – Pollution Team:

No objection subject to conditions around management and control of dust, combustion and energy plant details and contaminated land, informative relating to asbestos.

External:

1) London Fire and Emergency Planning Authority:

The Brigade is not satisfied with the proposal for fire fighting access as compliance with Part B5 of the building regulation is not shown. The Authority strongly recommends that the installation of a sprinkler system is considered by developers to mitigate damage caused by fire and risk to life.

2) Thames Water: No objection received

## 5. LOCAL REPRESENTATIONS

### 5.1 The following were consulted:

62 Neighbouring properties

1 Residents Association

2 site notices were erected close to the site

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

No of individual responses: 52

Objecting: 52

Supporting: 0

### 5.3 Cllr. Charles Wright has submitted an objection on the following grounds:

- The application is detrimental to the character of the Wood Green Common Conservation Area, to which this backland area makes a

significant contribution. Cllr. Wright raises appeal decisions for two dismissed appeals for similar development at an adjoining site (APP/Y5420/A/11/2151794 and APP/Y5420/A/12/2178823).

- Amenity impacts in terms of light pollution, creation of a perceived sense of enclosure and additional tree planting overshadowing of adjoining gardens.
- Site layout overcrowded
- Poor quality of accommodation within basement level rooms
- Development would be on backland garden plot (not brownfield land as stated in planning statement) and would not accord with the presumption against this form of development in the NPPF or protection afforded by Local Plan policy DM DPD 2017 DM7
- Proposed site layout is not consistent with surrounding character
- Access for safe parking and emergency vehicles not adequate
- Security concerns
- Design would not be ancillary to surrounding buildings.
- Basement Impact Assessment relies on a desktop study only and does not fully consider drainage issues, impact on New River or adjoining properties, archaeological implications or nearby historic buildings
- Concerns over development on land not within developer's ownership and issues with neighbour's right of way
- Negative impact upon adjoining local business No 140 Station Road in terms operation as a music studio and to possible damage endangering building
- Widening of the access track would impact upon a neighbouring designated area of Significant Local Open Land (SLOL) and a Site of Importance for Nature Conservation (SINC) involving removal of trees and a wall
- The development site abuts the curtilage of a listed building (New River Tunnel)
- The application does not make reference to the removal of the Thames Water Pumping Station.

Additional comments received following re-consultation on 1<sup>st</sup> amended scheme received 27/09/2017:

- The amended proposal still fails to protect the adjoining SINC and open land designated land and would impact the setting of the listed New River Tunnel
- The proposal would still fail to provide good access and would create a gated development
- The proposal is not compliant with requirements for access by emergency service and refuse collection arrangements are inadequate
- Flood risk has not been sufficiently addressed



- The benefits of development do not outweigh the harm caused to the conservation area particularly given the small number of houses provided

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

- Garden land development
- Security risks
- Impact upon character and appearance of the conservation area
- Impact to surrounding buildings from excavation of basements
- Light pollution created by proposed lightwells
- Noise pollution
- Loss of privacy enjoyed by adjoining occupants
- Loss of outlook
- Access arrangements for the site including for emergency vehicles
- Creation of a gated development contrary to policy
- Design out of character and impact upon visual amenity
- Poor layout and excessive site coverage
- Impact on ecology and proximity to the proposed Green Chain (Site Allocations DPD 2017 para 2.12)
- Impact upon existing trees
- Impact upon designated Significant Local Open Land and Site of Importance for Nature Conservation (SINC)
- The removal of a structure of historic significance
- Adverse impact of development upon a local business
- Parking issues
- The proposal does not make reference to the removal of the Thames Water Pumping Station on land within the red line area
- Flood risk
- Lack of affordable housing provision or suitable financial contribution
- Waste storage and collection arrangements associated with the proposed development

Following submission of the first amended proposal received 27/09/2017, the following additional concerns have been raised:

- Removal of on-site parking provision would create increased parking stress in the area
- Lack of details of lighting along the access path and potential negative impact this could have on visual amenity
- Waste and recycling storage area would be located approximately 50m from the roadside collection point, contrary to guidance

Following submission of the second amended proposal received 10/11/2017 (Revision E), the following additional concerns have been raised:

- Excessive excavation represents the overdevelopment of the site
- Amendments to the grouping of the three units and other alterations not sensitive to site
- Proposed levelling off of the site not supported by an impact assessment
- The amendment does not adequately address overlooking issues
- The large numbers of homes granted permission on allocated sites within Wood Green means that permission should not be granted for a minor development which does not accord with local policy
- The development would not accord with findings of the DCLG 'Building a Safer Future: Independent Review of Building Regulations and Fire Safety' (December 2017)

#### 5.5 The following issues raised are not material planning considerations:

- The land should be designated as a communal garden/allotment land to serve local residents (Officer comment: the planning authority can only comment on the application before it. This is not material to the determination of this planning application)
- Disruption caused throughout construction period (Officer Comment: Problems arising from the construction period of any works, e.g. noise, dust, construction vehicles, hours of working are covered by Control of Pollution Acts and are not material planning considerations. A Construction Management Plan would be secured via condition)
- The development would result in issues relating to sewerage and drainage given excavations proposed. Pumping facilities have not been included on plans (Officer comments: Matters controlled under building regulations or other non-planning legislation e.g. structural stability, drainage details, fire precautions, matters covered by licences etc are not material to this planning application. The plans received are issued for planning purposes only and more detailed technical drawings would be provided to ensure compliance with Building Regulations should planning permission be granted)
- The proposed development area includes land within the demise of adjoining properties, including rights of way via the access track to the west of the site, and is therefore not within the sole ownership of the applicant (Officer comment: land disputes constitute a civil matter which the planning authority cannot be party to. As such this is not a material planning consideration).
- Concerns have been raised as to the further loss of green space within the site through the laying of hardstanding under permitted development (Officer comments: the planning authority can only consider the application put before us. Permitted development rights could be removed via condition should permission be granted).

- Rights to light issues (Officer comment: Private issues between neighbours, e.g. land/boundary disputes, damage to property, private rights of access, covenants, ancient and other rights to light etc., are not material planning considerations)
- The land has been left derelict by the owner in order to encourage redevelopment (Officer report: this is not a material planning consideration)
- Procedural matters involving lack of clarity on submitted plans, error on pre-application advice notes relating to 'householder' development, lack of annotations showing changes made between amendments on plans, lack of 3D modelling etc (Officer Comment: the submitted plans are considered to be sufficiently detailed and accurate to enable officers to make an informed decision. The errors identified have no bearing on the assessment of the planning application)

## **6 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the development;
2. The impact of the proposed development on the character and appearance of the conservation area and any other designated heritage assets;
3. The impact on the amenity of adjoining occupiers;
4. Living conditions for future occupants;
5. Parking and highway safety;
6. Ecological Impact & Trees;
7. Basement Impact;
8. Site access and Security;
9. Waste and Recycling;
10. Land Contamination;
11. Other matters

### **6.2 Principle of the development**

6.2.1 The principle of the creation of additional housing is supported by Policy SP2 (Housing) of the Local Plan 2017 sets out the Council will aim to provide homes to meet Haringey's housing need with a target of 8,200 dwellings between 2011 and 2021. Part D of Policy 3.3 (Increasing Housing Supply) of the London Plan 2016 sets housing delivery targets that London Boroughs should aim to meet and exceed which increases the 2015-2025 target for the Borough to 15,019 (1,502 per year). Windfall development will be considered acceptable where this complies with the relevant policies of this Plan.

- 6.2.2 The National Planning Policy Framework (2012) recognises that the supply of new homes may be best achieved through planning for larger scale development (paragraph 52) and allows local planning authorities to set out policies which resist inappropriate development of residential gardens (paragraph 53). Furthermore, the NPPF encourages the effective use of land by encouraging the re-use of previously-developed sites and allows local planning authorities to set out local targets for the use of previously-developed land (paragraph 111). The definition of previously-developed land contained within the NPPF specifically excludes private residential gardens (annex 2).
- 6.2.3 Policy 3.5 of the London Plan (2016) states that individual London boroughs may introduce a presumption against development on private residential gardens where this can be locally justified. Pursuant to these provisions of the NPPF and the London Plan, Haringey's Development Management DPD (2017) Policy DM7 includes a presumption against development on garden land '*...unless it represents comprehensive redevelopment of a number of whole land plots*'.
- 6.2.4 Comments received from neighbour consultation have raised concerns as to the site being defined as 'brownfield' within the submitted Planning Statement. Objectors instead state that the site was formerly a private garden used by the occupants of No 132 Station Road and, as such, should be treated as garden land for the purposes of DM7.
- 6.2.5 Whilst it is acknowledged that the site has for a significant period of time served as a large private garden for No 132 in addition to the original rear garden of this property, it is considered that this is a unique situation resulting from the history of the development of the local area; the land to the rear of Station Road appears to have been land left over following completion of the adjoining terraced housing around the site. The plot has since been within the ownership of multiple adjoining properties over the past 100 or so years.
- 6.2.6 Despite the plot having been used as a private garden in recent history, it should be noted that this arrangement does not conform with the pattern of development in the area which is instead characterised by terraced houses on rectangular plots with regularly sized garden areas to the front and rear.
- 6.2.7 The land parcel has been separated from No 132 and no longer serves any adjoining property as a private garden. Furthermore, it should be noted that the development of this land would not result in No 132 losing any of the original garden space belonging to this property and occupants would still benefit from a generous rear garden of a comparable size to those of adjoining properties along the terrace.

6.2.8 In light of the above and given the unique circumstances of the plot of land to the rear of No 132 Station Road, the site can be considered a backland site for the purposes of policy DM7.

6.2.9 Given the above, the principle of residential use on this site is considered to be acceptable subject to detailed considerations outlined in policy DM7 and those relating to design and appearance, impact to the character and appearance of the conservation area and designated heritage assets, amenity impact, living conditions, ecology impact, parking and highways, basement impact and any other matters.

### **6.3 The impact of the proposed development on the character and appearance of the conservation area and any designated heritage assets;**

6.3.1 London Plan Policy 7.8 requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the Development Management, Development Plan Document (2015) states that proposals for alterations and extensions to existing buildings in Conservation Areas should complement the architectural style, scale, proportions, materials and details of the host building and should not appear overbearing or intrusive.

6.3.2 Local Plan (2017) 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 (2016) Policies 7.4 and 7.6. DM DPD Policy (2015) DM1 and DM12 continue this approach.

6.3.3 Policy DM7 states that development proposals for infill, backland and garden land must relate appropriately and sensitively to the surrounding area and established street scene, provide a site specific and creative response to the built and natural features of the area, and incorporate at least one street frontage or be ancillary to the host dwelling and the adjacent houses/terraces.

#### *Impact upon the conservation area*

- 6.3.4 The Wood Green Common Conservation Area character appraisal describes the adjoining Victorian terraces along Park Avenue, Barratt Avenue and later built Edwardian terrace to Station Road. The appraisal does not describe the site itself, this being almost entirely obscured by surrounding built and thus not visible within the street scene. The appraisal does describe No 140 Station Road as a "... small attractive Victorian outbuilding... behind an unsympathetic entranceway". The adjoining New River and park are identified as adding visual interest to the area.
- 6.3.5 The conservation officer has been consulted and their comments are summarised in the relevant section above. The officer acknowledges that the significance of this part of the conservation area is derived from the openness and any new development should ideally preserve this 'open' character. Having assessed the scheme, the officer considers that the proposed development, as amended, would be of an appropriate bulk, massing and architectural quality and would retain the verdant character as far as possible in order to preserve the character and appearance of the conservation area. The conservation officer concludes that the development would not cause any harm to the conservation area and raises no objection, subject to a number of conditions around materials, detailing and hard/soft landscaping.
- 6.3.6 A number of objections have been received relating to the impact that the proposed development would have upon the character and appearance of the conservation area.
- 6.3.7 The application site is to the rear of adjoining terraces to the north, east and south. Existing trees and dense vegetation to land between the western boundary and on the eastern bank of the New River effectively screens the site from view from the public realm.
- 6.3.8 Following amendments removing the car parking area which would have involved the removal of existing trees to the west of the site, it is considered that the scale of the proposed development and the screening provided by existing built form and vegetation ensure the development would not be visible from the public highway. As such the proposal would not have a harmful impact upon the established street scene. The removal of the unsympathetic entranceway onto Station Road would, from a conservation point of view, represent an improvement to the streetscene at this point.
- 6.3.9 Several objectors make reference to appeal decisions for two refused (and subsequently dismissed) applications on an adjoining piece of land 'Rear of 108-126 Station Road London N22 7SX': HGY/2010/1614 ('Erection of single storey 3

bedroom dwellinghouse with green roof and associated landscaping') and HGY/2012/0331 ('Erection of single storey two bedroom dwellinghouse').

6.3.10 In the appeal decision, the Inspector dismissed the appeal against the decision on application HGY/2012/0331 given that "...*the development as proposed would result in the loss of a small area of open space that makes a positive contribution to the character and appearance of the Wood Green Conservation Area.*" In both instances, Inspectors also found that whilst the streetscene impact was limited, the impact upon adjoining residents' visual amenity should be considered as material in assessing harm caused. The proposed designs were also considered to be out of character with the established pattern of surrounding development in terms of its form, layout and design.

6.3.11 A site visit attended by both the officer and the conservation officer was undertaken, during which the green and verdant character of the site and the positive contribution this makes was noted.

6.3.12 Each application must be assessed on its own merits; whilst the host site adjoins the appeal site referred to, the current site is larger, further from the street frontage and the proposed development differs materially in terms of both total site coverage and the amount of soft landscaping and planting to be provided. Crucially, the application site is already partially covered by modest structures including a garage, large shed and other smaller outbuildings. This was not the case with the adjoining appeal site which was at the time of the application largely open ground, with a small lean-to shed on the northern boundary.

6.3.13 Following amendments, the proposed site coverage is considered to be more acceptable than in the case of both of the refused and dismissed development proposals to the adjoining site. The proposed Houses 1 and 3 now largely share the same footprints as the existing garage and larger shed, whilst House 2 has been pushed further into the site. Whilst some small trees would be removed from the centre of the site, additional planting within the plot and on the boundaries, as well as green roofs to each dwelling, ensures that the development responds appropriately to its back land context.

6.3.14 The layout is considered to be more sensitive to local context compared with previous proposals for the site. Formal pre-application advice (reference: PRE/2016/0457) in which the officer noted that the buildings should read as single storey and the footprint '*...should be reduced to reflect the layout of the terraced houses which have large garden areas and give the area a spacious character*' has been followed: Houses 1 and 2 have similar footprints to surrounding terraced properties with House 3 has a smaller footprint. The

proposed arrangement would provide similarly sized garden areas to adjoining properties allowing a sufficiently spacious character to be preserved.

6.3.15 Given the scale of the proposed dwellinghouses, their location within the plot, the provision of additional planting and the amount of open land retained as private amenity space, it is considered that the development would not differ too greatly from the current balance of built form to open ground and would thus ensure that the green and open character of the site is preserved and the visual amenity of adjoining occupants is sufficiently protected, in accordance with policy.

#### Impact upon adjoining listed buildings

6.3.16 Third party comments have been received in relation to the harmful impact given the proximity of the development to the Grade II listed New River Tunnel Entrance (and the locally listed New River).

6.3.17 The Tunnel Entrance is located approximately 29m from the nearest proposed dwelling (House 1). Both the residential garden of 69 Park Avenue, the two storey property 140 Station Road and a number of trees on land immediately adjoining the listed building are located between the site and the listed structure. These features effectively screen the proposed development from view to the point where no part would be visible within the setting of the Tunnel Entrance.

6.3.18 It is considered that following amendments removing the car parking area on land to the west of the site, the development would have no impact on the setting of the listed structure.

6.3.19 Objections have also been raised as to the impact created by the removal of the non designated retaining wall to the west of the access path, which is believed to date from the 17<sup>th</sup> century. Following amendments, this element is to be retained and no development is proposed on land immediately adjoining the locally listed New River.

6.3.20 Given the scale of development, the separation involved and the shielding provided by existing built form and vegetation, the proposed development would have no harmful impact upon the setting of the Grade II listed structure or the locally designated New River.

#### General design comments



- 6.3.21 The design of the proposed 3 no. dwellings has been informed by pre-application advice (reference no's. PRE/2016/0044 and PRE/2016/0457).
- 6.3.22 The simple, contemporary design taken forward is in line with previous advice given and is supported in this setting. The design remains sensitive to local context whilst avoiding a pastiche approach. The use of similar brickwork to the rear elevations of surrounding terraces is also welcomed, whilst the incorporation of green roofs helps the dwellings to better relate to the back land context of the site.
- 6.3.23 The proposed dwellings would be read as single storey buildings (with additional habitable space provided at basement level). As such the development would follow advice given and would appear subservient to the adjacent two storey terraced housing in accordance with policy DM7(f). The lack of a street frontage is noted, however it is recognised that the site does not allow for this to be achieved. The alterations made to the site layout (latest 10/11/2017 Revision E) have been addressed above.
- 6.3.24 Following a site visit and feedback from the conservation officer further amendments have been received including the incorporation of decorative brickwork detailing to better articulate the elevations of the proposed dwellings, removing large expanses of otherwise blank brickwork. Further details of the proposed brick type for this decorative detailing can be requested as part of a pre-commencement condition.
- 6.3.25 Whilst a number of trees in the centre of the site will be lost as a result of development, it is considered that sufficient attention to soft landscaping including additional tree and hedge planting to the site boundaries as well as the incorporation of green roofs would ensure that the development would still retain a suitably green and verdant character. Further details in the form of a landscape plan can be secured via condition to ensure the proposed landscaping and planting is of a sufficiently high quality.

### Design Summary

- 6.3.26 In summation, the development is considered to be of a high quality design, providing a site specific and creative response to the built and natural features of the area as per policy DM1, DM7 and DM12. The development would have no impact upon the streetscene, would remove poor quality structures on site and the proposed layout ensures that the green and spacious character of the plot

would be protected. The development would therefore preserve and enhance the character and appearance of the conservation area.

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

6.4.1 The London Plan (2016) Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development. Development must also address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from associated uses and activities.

##### *Overshadowing impact / overbearing structures*

6.4.2 Objections have been received in relation to the proposed height of the dwellings (3.5m) in terms of overshadowing impact and overbearing adjoining properties. In particular, the impact of House 1 upon Nos 69 and 67 Park Avenue and No 27 Barrett Avenue and the impact of House 3 upon Nos 132-136 Station Road has been raised.

6.4.3 Following concerns raised in relation to the scale and location of House 3 (as shown on superseded plan PP2-02 Rev B), a revised proposal has been submitted involving the relocation of Houses 2 and 3 so that the smaller of the proposed units now sits furthest to the south. A 2m set-in from the boundary to the south is now proposed and the site has been levelled off (approximate 150mm reduction to overall height of House 3 and 420mm reduction to House 1 from adjoining garden ground level, respectively).

6.4.4 The proposed dwellinghouses would read as single storey bungalows, with basement floors providing further habitable rooms below ground level. The proposed Houses 1 and 3 are located on land adjoining the rear boundaries of surrounding properties, with both now set-in approximately 2m from the shared boundary. A new 1.8m high fence and additional planting is proposed to the site boundaries.

6.4.5 Given the location at the rear of gardens to adjoining properties, the set in from shared boundaries, the reduction to the scale of the proposed dwellings closest to the boundary and their orientation within the site it is not considered that the proposed dwellinghouses would result in significant overshadowing impact or the creation of an overbearing wall close to a shared boundary.

#### Overshadowing Impact - trees

6.4.6 Issues around the potential overshadowing impact created by proposed semi mature trees along the site boundaries affecting adjoining garden areas were raised by objectors.

6.4.7 There are already a number of large mature trees on site, including many close to the boundary shared with adjoining properties. Given the orientation of the site, any new trees proposed would only likely create an overshadowing impact affecting rear gardens to the north, rather than windows serving habitable rooms and therefore it is not considered that this would result in significant harm to neighbouring amenity.

#### Lightwells

6.4.8 Objections have been received relating to the potential for light pollution created by the 6 no. lightwells serving basement rooms within the proposed dwellinghouses during night time hours. The lightwells would serve domestic living spaces including rooms to be used as bedrooms and bathrooms of the 3 no. dwellinghouses. Any light entering the lightwells from habitable rooms would be created by uses associated with these rooms; the lightwells themselves do not emanate light, therefore any additional light would be refracted up from the windows looking out on to the lightwells, rather than be directed into habitable room windows.

6.4.9 Given the domestic use of the proposed buildings, the separation involved between these elements and surrounding rear elevation habitable room windows and boundary screening proposed, it is not considered that any significant light pollution would be created that would be harmful to the amenity of adjoining occupiers.

#### Overlooking / privacy impact

6.4.10 Objections have been received relating to the potential for additional overlooking opportunities created by proposed ground floor windows injurious to the privacy of existing occupiers. Particular concern is raised in relation to the impact from the large north-east facing window to House 1 upon the rear elevation of No 27 Barrett Avenue which lies approximately 13.8m away at this point.

6.4.11 All windows are located at ground floor level. The new 1.8m high fences and planting along the boundaries shared with adjoining properties, including the 2 new semi mature trees on the boundaries with No 27 and 25 Barrett Avenue, would ensure that any residual views from this window into adjoining properties would be effectively obscured. A condition ensuring that this vegetative screening must be retained in perpetuity could be attached to any grant of permission to further ensure that the privacy enjoyed by neighbours is adequately protected.

6.4.12 Obscure glazing has also been introduced to the rear elevation window of House 3 (south facing window on to rear of properties along Station Road) as part of amendments received 10/11/2017. No overlooking injurious to the privacy of adjoining occupiers would be created.

#### Noise impact

6.4.13 Objections have been raised in relation to concerns around an increase in noise associated with the occupation of the currently vacant backland site. It should be noted that this is a residential area and the development will only be adding domestic properties to a residential area, therefore the development would not result in significant harm to surrounding residential occupiers.

6.4.14 The potential impact affecting the adjacent sound studio is noted, however the noise created would not be considered any more harmful than noise associated with the use of existing properties in the immediate vicinity, in particular that associated with the use of existing rear garden areas.

6.4.15 In light of the above, it is considered that the proposed development would not lead to any detrimental impact leading to a significant level of harm to the amenity of adjoining occupiers.

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

6.5.1 London Plan (MALP 2016) policy 3.5 states that design of housing should enhance the quality of local places, and that planning decisions should take into account physical context, local character, density, tenure and land-use mix. This

includes a requirement that new housing must meet minimum space standards, as set out in DCLG's Nationally Described Space Standards (2015). Local Plan (2017) policy SP2 continues this approach by seeking to promote excellence in design quality for new housing, with especial regard to density and housing standards – again, as outlined in London Plan and Mayor of London's Housing SPG (now amended 2016).

6.5.2 Development Management DPD (2017) policy DM1 requires development proposals to provide a high standard of privacy and amenity for the development's users, including the provision of appropriate sunlight, daylight, open aspects and privacy. Policy DM12 requires ground floor family housing to provide access to private garden/amenity space which is followed by policy DM7(e), with the additional provision that backland development must safeguard the provision of adequate amenity space of new and existing occupants.

6.5.3 The gross internal area of both units, as amended, is as follows:

- House 1 (3 bed, 6 person, 2 storeys) = **114m<sup>2</sup>** (minimum GIAm<sup>2</sup> = 102m<sup>2</sup>)
- House 2 (3 bed, 6 person, 2 stories) = **115m<sup>2</sup>** (minimum GIAm<sup>2</sup> = 102m<sup>2</sup>)
- House 3 (3 bed, 4 person, 2 stories) = **88.9m<sup>2</sup>** (minimum GIAm<sup>2</sup> = 84m<sup>2</sup>)

6.5.4 All units exceed minimum space standards set out in London Plan policy 3.5 and Nationally Described Space Standards (2015). All bedrooms are in excess of the minimum floor areas set out in the technical requirements.

6.5.5 Concerns have been raised during consultation as to the standards of accommodation for habitable rooms at basement level. Basement level habitable rooms would benefit from large windows looking out on to sufficiently sized lightwells allowing sufficient natural light to enter these rooms throughout the day.

6.5.6 All units would benefit from private gardens/amenity spaces of a comparable size to rear gardens of adjoining properties. All proposed garden areas would be far in excess of the minimum private outdoor space standards set out in the Mayor's SPG (minimum of 5m<sup>2</sup> per 1-2 person dwelling plus 1 additional 1m<sup>2</sup> per additional occupant - Standard 26).

6.5.7 As addressed in the principle section of this report, whilst the site had originally served as private garden land for occupiers of 132 Station Road, this is now a separate land parcel. The occupants of No 132 now benefit from a private rear garden of a comparable size to those enjoyed by adjoining properties along the terrace. As such, the development would provide adequate amenity space for new and existing occupants in line with policy DM7(e).

## 6.6 Parking and highway safety

- 6.6.1 Local Plan (2017) 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 is supported by DM Policy (2017) DM31 'Sustainable Transport'.
- 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 Council's Transportation Team has been consulted and had initially voiced concerns as to the layout of the parking area affecting vehicle entry and egress to the site. Following the removal of this area as part of the amended proposal (received 27/09/2017) the officer was re-consulted and advised that these issues are no longer relevant.
- 6.6.4 The removal of on-site car parking would mean that no car parking provision is proposed. Objections received following amendments have raised issues around the potential for increased on street parking stress in the area as a result.
- 6.6.5 Whilst policy DM32 seeks to apply rigorous parking standards to restrain car use in order to reduce congestion, to improve road safety and promote sustainable transport more widely, the supporting text of the policy does state that the Council will only require a section 106 or other legal agreement to secure "... all new car-free developments of more than 4 residential units". As the development would result in the creation of 3 units the planning authority often do not recommend a legal agreement to secure the development as car free.
- 6.6.6 Furthermore, having reviewed local parking conditions, and given the high public transport accessibility of the site, it is considered that the development would not lead to a significant increase in parking pressure that would necessitate securing the development as car free.
- 6.6.7 The transport officer also requests that further details of cycle parking and a Construction Logistics Plan be submitted as pre-commencement conditions should the application proceed to approval.
- 6.6.8 In light of the above, the development proposal is not considered to result in a severe cumulative impact on the transport and highways network.

## 6.7 Ecological Impact & Trees

- 6.7.1 Haringey local Plan (2013) policy SP13 'Open Space and Biodiversity' requires that all new development shall protect and improve Haringey's parks and open spaces. The Council has a duty to have regard for conserving biodiversity and will not permit development on SINCS and LNRs unless there are exceptional circumstances and where the importance of any development coming forward outweighs the nature conservation value of the site. In such circumstances, or where a site has more than one designation, appropriate mitigation measures must be taken and, where practicable and reasonable, additional nature conservation space must be provided.
- 6.7.2 The site is adjoined by a designated area of Significant Local Open Land (SLOL) and a Site of Importance for Nature Conservation (SINC) of Metropolitan Importance. Whilst the car parking and waste and recycling area was originally located within this area, amendments to the proposal received 27/09/2017 now indicate that no part of the development would be on land within the designated SLOL or SINC, however the site does adjoin land within these designations.

### SINC

- 6.7.3 The development would be located on land adjacent to a SINC. Policy DM19 'Nature Conservation' states that development on sites adjacent to a SINC should still aim to protect and enhance the nature conservation value of that site. From officer observations made during multiple site visits it is not considered that the existing structures to be demolished as part of the development proposal provide a suitable habitat for protected wildlife species, in particular roosting bats.
- 6.7.4 The site is not an intrinsically dark landscape as it is surrounded by residential properties to the north and south, with associated light coming from existing windows of neighbouring properties as well as street lighting. Mindful of this and the nature of the structures currently on site, the site has limited potential to support a bat population/ habitat. It is accepted that the trees next to the New River may provide a foraging habitat for bats. These trees are not affected by the proposal and therefore foraging routes through and next to the New River will not be affected here. A condition will be imposed in respect of lighting across the site.
- 6.7.5 It should also be noted that approval given by the Council does not provide any exemption from the requirements to comply with the Wildlife and Countryside Act 1981 (as amended), or any other Acts offering protection to wildlife.

### Open Land

6.7.6 Policy DM20 'Open Land and Green Grid' states that development adjacent to open space should seek to protect and enhance the value and visual character of the open land. As outlined in the section relating to the impact on the character and appearance of the conservation area, the amended proposal would now not involve the removal of trees on the adjoining SLOL designated land and as such the application site would protect the value and visual character of this land.

### Trees

6.7.7 DM DPD 2017 policy DM1 requires development proposals to demonstrate how the landscaping and planting are integrated into the development as a whole. Specifically, the Council will expect development proposals to respond to Trees on and close to the site and to carefully consider any impact that might be created.

6.7.8 An Arboricultural Impact Assessment and Arboricultural Method Statement (draft) have been submitted as part of this application. These documents specify the number and type of trees on site and indicates that 10 no. trees are to be removed to facilitate the development.

6.7.9 It should be noted that an application for tree works was submitted under application CON/2017/0268 to include the removal of the trees identified in the submitted report. As the authority did not consider it necessary to place a tree protection order on the trees in question within the relevant 6 week period the applicant is entitled to undertake the trees works specified.

6.7.10 Additional tree planting and related soft landscaping is proposed for the site. A condition requiring a Landscape Management Plan to be submitted and approved prior to the commencement of works on site will be attached to any grant of approval to ensure that the proposed planting and landscaping is appropriate and of a high quality.

6.7.11 Subject to conditions, the proposal would not have any significant adverse impact upon open land or biodiversity and would therefore be in accordance with the above policies.

## **6.8 Basement Impact**

6.8.1 Development Management DPD (2017) policy DM18 sets out the Council's requirements for residential basement development, including new basements, extensions to existing basements and the creation of lightwells. All proposed basement development must be undertaken in a way that that does not harm the amenity of neighbours, compromise the structural stability of adjoining properties,



increase flood risk or damage the character of the area or natural environments. A Basement Impact Assessment (BIA) containing all relevant information around potential impacts must be submitted as part of the application.

- 6.8.2 The development involves the excavation of 3 no. basements with associated lightwells to the 3 residential units proposed.
- 6.8.3 A BIA has been submitted as part of this application. The report found that there is no risk of flooding from either surface water or from rivers or seas (including the New River) resulting from the excavation of the basements and lightwells that might affect future occupiers.
- 6.8.4 In terms of ground movements resulting from the excavation work affecting adjacent properties, the report states that existing residential properties lie outside of the distance from which horizontal and vertical ground movements would result in a significant impact.
- 6.8.5 Comments received by neighbours state that the BIA does not take into account existing extensions to adjoining properties and the impacts that the excavation work proposed would have upon these structures. A site visit undertaken by officers suggests that any existing rear additions would be located sufficiently far away from the areas to be excavated. Given the separation involved, the recommendations outlined in the BIA should also be sufficient to further mitigate any residual risk.
- 6.8.6 The BIA suggests that the proposed excavation and construction of House 1 may result in Category 1 or very slight movement, potentially resulting in very slight damage to the adjoining recording studio (No 140 Station Road) given the 5m separation involved between the existing building and the proposed development. Calculations have been included in the BIA appendix C.
- 6.8.7 Given the very slight movement anticipated and the mitigation measures outlined, which include monitoring throughout the construction phase to ensure ground movements are within the limits of the calculations undertaken, the potential impact to No 140 Station Road is not considered to be significant and any residual risk would be mitigated.
- 6.8.8 The latest amendment (Revision E) includes the levelling off of the site by approximately 400mm across the site in order to further reduce the impact of the development in terms of the height of the proposed dwellings where these are closest to boundaries shared with adjoining properties. Comments received from neighbours state that the impact of this has not been included in a revised BIA,

therefore any impact – including to retained trees on site and surrounding gardens/structures – has not been sufficiently addressed.

6.8.9 The levelling off proposed would not be of a significant scale and would not have any significant implications in terms of adjoining structures. The applicant has stated that where this might impact upon existing trees to be retained on site, existing soil level around each tree would be maintained to ensure no impact to the root system of these trees would be created. A condition will be attached to secure this.

6.8.10 In light of the above, and subject to conditions securing adequate mitigation measures and the safe removal of spoil from the site, the development would not result in any unacceptable impact to residential amenity, flood risk or structural stability of adjoining properties.

## **6.9 Site access and Security**

6.9.1 DM DPD 2017 policy DM2 ‘Accessible and Safe Environments’ states that all proposals should ensure that new developments:

- a. Can be used safely, easily and with dignity by all;
- b. Are designed so that the layout improves people’s access to social and community infrastructure, including local shops and public transport;
- c. Protect, improve and create, where appropriate, safe and accessible pedestrian and cycling routes and should not impede pedestrian and cycling permeability; and
- d. Have regard to the principles set out in ‘Secured by Design’

6.9.2 In terms of access and security, policy DM7 requires backland development to ensure good access and retain existing through routes where possible (a), to repair or re-provide street frontages where appropriate and provide additional passive surveillance and increased security (c) and to not result in ‘gated’ developments that prevent access which would normally be provided by a publicly accessible street (g).

6.9.3 The site is accessed via an access track opening on to Station Road to the south. The proposal would involve the repaving of this track and the removal of the existing locked gate securing the track from the highway.

6.9.4 Those issues raised at consultation which are material to the determination of this application relate to the condition of the access track, the creation of a gated development, site security and access for emergency vehicles.

### Access track and security

- 6.9.5 New hardscaping is proposed to the track to improve accessibility and further details of this will be secured by condition. The proposal would involve the removal of the existing gate, which serves a private access route. The development would therefore not prevent access which would normally be provided by a publicly accessible street and therefore concerns around the creation of a gated development are unfounded.

### Security

- 6.9.6 It is considered that whilst the removal of the existing gate to the entranceway onto Station Road would provide easier access to a backland site which is currently secured by a locked gate (installed by the owner of No 140 Station Road), the creation of a residential use in this location would have other material benefits to the security of the area including increasing activity in what is currently a disused backland plot, increased passive surveillance by future residents and the creation of a greater sense of ownership. As such the proposal would be in line with the principles of 'Secured By Design' and therefore would accord with policies DM2 and DM7.

### Access for emergency services

- 6.9.7 Concerns are raised in relation to proposed access arrangements for emergency services. In particular, comments received point to the inability of emergency vehicles, such as fire engines, to safely access the site in an emergency, including the lack of an adequate turning circle within the site. Third m[parties make reference to DCLG 'Building a Safer Future: Independent Review of Building Regulations and Fire safety', by Dame Judith Hackitt, December 2017.
- 6.9.8 The London Fire and Emergency Planning Authority have been consulted. The Brigade state that they are not satisfied with the proposal for fire fighting access as compliance with Part B5 of the Building Regulations is not shown. The Brigade goes on to advise that sprinkler systems be installed to reduce damage to property and reduce loss of life.
- 6.9.9 Compliance with Building Regulations is not a material planning consideration and cannot be considered here. It should be noted that the findings of the DCLG review outlined in the neighbour representation do not represent policy and are recommendations only. Installation of a sprinkler system in each of the dwellings proposed would be required by building regulations to mitigate fire risk.

### Summary

6.9.10 In light of the above, it is considered that, subject to conditions, access arrangements and site security for the development would be in accordance with policy.

## **6.10 Waste and Recycling**

6.10.1 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4, requires development proposals make adequate provision for waste and recycling storage and collection.

6.10.2 The location of the waste and recycling storage area has been amended following concerns that the original location would be on land that is designated as a SINC and SLOL. Amendments to the proposal made on 27/09/2018 (and continued with the latest Revision E proposal received 10/11/2017) have relocated this area further within the site.

6.10.3 Plans indicate that the new storage area would be approximately 44m from the footway. Whilst this exceeds the 25m distance set out in LB Haringey's Waste Space Requirements (set out in Appendix A3, Sustainable Design and Construction SPD), it is noted that new hardstanding would improve access along the track and that there is potential for intermediary storage of waste closer to the site entrance. Further details of collection arrangements will be secured via pre-commencement condition to ensure these are satisfactory.

6.10.4 Subject to conditions, the waste storage arrangements would be satisfactory in this instance.

## **6.11 Contaminated Land**

6.11.1 Saved Policy ENV1 and draft DM Policy DM32 require development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.

6.11.2 The applicant has assessed the potential for Contamination on the site and the impact of such contamination as part of the submitted BIA. The Council's Environmental Health Pollution officer raises no objection subject to conditions.

## **6.12 Other matters**

6.12.1 Issues have been raised during neighbour consultation around the impact of the development upon the functioning of the adjoining business operating from No

140 Station Road ('Alchemy Recording Studio Ltd.'). Specific reference is made to the disturbance caused as a result of the construction of the development, noise generated during ongoing use, security issues and the potential for damage caused by the development as identified within the BIA.

6.12.2 The proposal would not involve the loss of any designated or non designated employment floorspace. Whilst potential for disturbance during construction is noted, this would be temporary and is, in any case, controlled by separate legislation.

6.12.3 The proposed use would be residential and as such any noise generated by this use would not be materially different to the existing situation given the predominantly residential character of the area, therefore this impact is not considered to be unduly harmful to the functioning of the business.

6.12.4 The impact of the excavation of the basements and security issues have been addressed in the relevant sections of the report above.

6.12.5 In light of the above it is not considered that the development would have any long term detrimental impact upon the adjoining business.

## **6.13 Conclusion**

6.13.1 The principle of the creation of additional family sized housing is considered acceptable. The development would comply with policy DM7, therefore the principle of backland development would be acceptable in this location. Taking into account all material considerations, the proposal is considered acceptable and is in accordance with policy

6.13.2 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

## **6.6 CIL**

Based on the information given on the plans, the Mayoral CIL charge will be £15,189.93 (342sqm x £35 x 1.269) and the Haringey CIL charge will be £61,395.84 (342sqm 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.

## 8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) 132SR-PP2-01 Rev E, 02 Rev E, 03 Rev E, 03A Rev E, 03B Rev E, 04, 05 Rev E, 06 Rev E; Location Plan; Heritage Statement; Arboricultural Impact Assessment & Method Statement; Basement Impact Assessment and appendices (Parts A, B and C); Design and Access Statement; Planning Statement and appendices

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 approved plans comprise drawing nos 132SR-PP2-01 Rev E, 02 Rev E, 03 Rev E, 03A Rev E, 03B Rev E, 04, 05 Rev E, 06 Rev E; Location Plan; Heritage Statement; Arboricultural Impact Assessment & Method Statement; Basement Impact Assessment and appendices (Parts A, B and C); Design and Access Statement; Planning Statement and appendices. The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

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 fenestration, sample panels of brick types, mortar, timber panelling and any other facing materials 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. Section drawings drawn to a relevant scale (1:10 or 1:50) showing the roof profile with full details (including type, vegetation, location and maintenance schedule) of the proposed green roof shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. The green roofs shall be adequately maintained thereafter.

Reason: In order for the Local Planning Authority to retain control over detailed design of the proposal and 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.

5. Full details of the lighting across the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the approved development. The details shall include the location and full specification of all lamps; light levels/spill lamps, floodlights, support structures. The lighting measures shall be carried out strictly in accordance with the details so approved, shall be installed prior to occupation of the development and shall be maintained as such thereafter.

Reason: To ensure that any resulting general or security lighting is appropriately located, designed do not adversely impact neighbouring residential amenity and are appropriate to the overall design of the buildings as well as protecting the biodiversity value of the site.

6. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 6 no. cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2016 and Policy SP7 of the Haringey Local Plan 2017.

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

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy 5.17 of the London Plan 2016.

8. 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, the maintenance of trees to be retained on site and appropriate hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be implemented in accordance with the approved details.

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

9. No development shall take place, including any works of demolition, until a Construction Logistics Plan, 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.

10. No development shall take place until a Site Waste Management Plan, confirming how demolition and construction waste will be recovered and re-used on the site or at other sites, has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.



Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2017.

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

Reason: To Comply with Policy 7.14 of the London Plan

12. No development shall be carried out until such time as the person carrying out the work is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: In the interests of residential amenity.

13. Prior to their installation details of Ultra Low NOx boilers shall be submitted to and approved in writing by the Local Planning Authority. The specification of any such boilers shall ensure that they have dry NOx emissions not exceeding 40 mg/kwh

Reason: To prevent an increase in local problems of air quality within an Air Quality Management Areas (AQMAs) as required by The London Plan 2016 Policy 7.14.

14. 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:-

- i) a risk assessment to be undertaken,
- ii) refinement of the Conceptual Model, and
- iii) 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.

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 2016 and Policy DM23 of The Development Management DPD 2017.

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Policy DM1 of The Development Management DPD 2017.

16. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, a Tree Protection method statement incorporating a solid barrier protecting the stem of the trees and hand dug excavations shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved and the protection shall be

maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason: In order to ensure the safety and well being of the trees adjacent to the site during constructional works that are to remain after works are completed 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.

17. The excavation works required for the proposed basements and lightwells shall be undertaken in line with the recommendations outlined in the submitted Basement Impact Assessment.

Reason: To ensure the works do not lead to any adverse impacts to the structural stability of adjoining buildings and to safeguard the amenities of the area consistent with Policy SP0 of the Haringey Local Plan 2017 and Policies DM1 and DM18 of The Development Management DPD 2017.

**Informatives:**

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: 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 : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £15,189.93 (342sqm x £35 x 1.269) and the Haringey CIL charge will be £61,395.84 (342sqm 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 : 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 : 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.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Transportation</b>	<p>The site is located within the Wood Green Outer CPZ, which has operating hours of Monday to Saturday, 0800 - 1830. It has a PTAL value of 5 which is considered 'very good' access to public transport services. 2 bus services are accessible within two minutes' walk of the site, a third is a seven minute walk away, and Alexandra Palace station is only 3 minutes away. Wood Green Underground Station is 8 minutes away.</p> <p>The Transportation Team officer highlighted the following as part of their initial assessment of the application:</p> <ul style="list-style-type: none"> <li>• Issues with access/parking area in terms of entry and egress to/from the proposed parking spaces identified. No access way widths or swept path plots have been provided to demonstrate the ability to make the required manoeuvres for access off Station Road.</li> <li>• Access for emergency services could be an issue given access route width. Relevant statutory bodies should be consulted</li> <li>• Issues with security of proposed cycle parking</li> <li>• The site has very good accessibility to public transport services, and it would be appropriate as a permit free site. Although the dwellings proposed are family sized units, it could be</li> </ul>	<p>Noted. Conditions for cycle parking and construction logistics plan attached. Emergency Services consulted.</p>

Stakeholder	Question/Comment	Response
	<p>appropriate for lower car parking to be provided at the site considering likely car ownership and the very good accessibility to public transport services. However, this would need to be considered carefully to avoid adding parking stress in the locality.</p> <ul style="list-style-type: none"> <li>• A detailed Construction Logistics Plan will be required to detail how the works will be carried out, and safely accessed.</li> </ul> <p>Following submission of amended proposal 27/09/2017 the Transportation Team were asked for further comments. The officer stated that issues around the layout of the parking area affecting vehicle entry and egress are no longer relevant given the removal of the on-site parking area.</p> <p>The removal of on site car parking and the securing of the site as car free was discussed with the Transport Team. Having reviewed local parking conditions and considering intended occupation it was considered that the development would not lead to increased parking pressure which would necessitate securing the development as car free via legal agreement.</p>	
<b>Conservation</b>	<p>The site lies within the Wood Green Common Conservation Area. The site would have been part of rear gardens but is now a 'land locked' site at the end of existing rear gardens. The site is accessed separately via an existing access road and already contains some</p>	<p>Noted, conditions around materials, roof details and landscaping attached.</p>

Stakeholder	Question/Comment	Response
	<p>ad hoc ancillary structures, that could be best described as 'run down garden sheds'. The general openness of the site adds to the verdant character of the rear of the gardens and contributes to the conservation area.</p> <p>The conservation officer states that it is debateable whether the site should be considered as a 'land locked' site rather than a backland site as it has existing structures and has a separate existing access. From a conservation point of view, the officer acknowledges that the significance of this part of the conservation area is derived from the openness and any new development should ideally preserve this 'open' character.</p> <p>The proposal seeks to demolish the run down garden sheds and replace them with three small single storey houses, with basements and lightwells, at the same locations as the sheds. The officer notes that the buildings would contain green roofs that would retain the 'verdant' character within the conservation area. The buildings are of a low scale and 'profile' and have been designed carefully to ensure that the site's appearance remains as far as possible dominant of the green space rather than 'built up' surfaces. The officer notes that the elevations have been articulated with use of different patterns in bricks to avoid bland facades. As such the development is considered to fit within the existing character so that the development does not detract from the conservation area. The officer states that the development is therefore acceptable from a conservation point of view.</p>	

Stakeholder	Question/Comment	Response
	<p>Overall, the proposed development is considered to be of appropriate bulk, massing and architectural quality that would preserve the character and appearance of the conservation area. It is considered that the development would not cause any harm to the conservation area. The removal of the dilapidated sheds would marginally enhance the significance of the conservation area. Since the proposal is not considered to cause any harm, NPPF tests do not apply. In coming to this conclusion the officer has given great weight to the conservation of the heritage asset and, on balance, the proposal is acceptable with the following conditions.</p> <ol style="list-style-type: none"> <li>1) Details of all materials including fenestration, bricks, mortar and cladding should be submitted to the Council for further approval.</li> <li>2) Sectional details showing the roof profile with the proposed green roof should be submitted to the Council for approval.</li> <li>3) Further details of the landscape treatment along with the surface treatment should be submitted to the Council for approval.</li> </ol>	
<p>Environmental Services and Community Safety – Pollution Team</p>	<p>The Pollution Team recommend the following conditions be attached to any grant of permission:</p> <ul style="list-style-type: none"> <li>• Management and Control of Dust (Air Quality and Dust Management plan)</li> <li>• Combustion and Energy Plant details</li> <li>• Contaminated Land (Con 1: Desk Top Study/</li> </ul>	<p>Noted, conditions attached.</p>



Stakeholder	Question/Comment	Response
	<p>Conceptual Model, Site Investigation, Method Statement – site remediation; Con 2: Remediation).</p> <ul style="list-style-type: none"> <li>INFORMATIVE: asbestos survey to be undertaken prior to demolition of existing buildings</li> </ul>	
Building Control	No objection received	
<b>EXTERNAL</b>		
London Fire and Emergency Planning Authority	<p>The Brigade is not satisfied with the proposal for fire fighting access as compliance with Part B5 of the building regulations is not shown.</p> <p>The Authority strongly recommends that the installation of a sprinkler system is considered by developers to mitigate damage caused by fire and risk to life.</p>	Noted. Compliance with Building Regulations is not a material planning consideration. Informative recommending installation of sprinkler system attached.
Thames Water	No objection received	
<b>LOCAL REPRESENTATIONS</b>		
Cllr. Charles Wright	<ul style="list-style-type: none"> <li>The proposal is detrimental to the character of the Wood Green Common Conservation Area, noting appeal decisions for similar development at an adjoining site (APP/Y5420/A/11/2151794 and APP/Y5420/A/12/2178823). Impact on setting of a listed building (New River Tunnel)</li> <li>Concerns relating to amenity impacts in terms of light pollution, creation of a perceived sense of enclosure and additional tree planting overshadowing of adjoining gardens.</li> </ul>	<p>The proposal would maintain the green and open character of the plot and would preserve the character and appearance of the conservation area.</p> <p>Impacts from light pollution and overshadowing would not be significant. Proposal amended to address enclosure concerns.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• The site layout is overcrowded and this would adversely impact adjoining and prospective residents. Proposal would fail to appear ancillary to surrounding houses and would not be in keeping with character.</li> <li>• Poor quality accommodation offered by habitable rooms at basement level</li> <li>• Development on backland/garden land (not brownfield land as stated in the submitted planning statement) would not accord with the presumption against this form of development in the NPPF or protection afforded by Local Plan policy DM DPD 2017 DM7.</li> <li>• Lack of adequate access for safe parking or for emergency vehicles. Concerns are also raised around security.</li> <li>• The Basement Impact Assessment (BIA) does not fully consider drainage issues, impact on New River or adjoining properties or archaeological implications or nearby historic buildings</li> <li>• Concerns raised over neighbours' right of way</li> <li>• The development would have a negative impact on adjoining local business No 140 Station Road possible damage endangering building</li> <li>• Proposals including the widening of the access</li> </ul>	<p>The layout has been amended and would be acceptable. Dwellings are of a low scale, reading as single storey, and would appear ancillary.</p> <p>Basement level rooms are well proportioned and served by lightwells.</p> <p>The site is backland and the development is in accordance with policy, therefore the principle of the development is accepted.</p> <p>Off street parking removed. Emergency services have been consulted.</p> <p>The BIA is considered to adequately address these issues.</p> <p>This is a private matter and is not material.</p> <p>The impact upon the adjoining business would not be significant.</p>

Stakeholder	Question/Comment	Response
	<p>track would impact upon a neighbouring designated area of Significant Local Open Land (SLOL) and a Site of Importance for Nature Conservation (SINC) involving removal of trees and a wall.</p> <ul style="list-style-type: none"> <li>• The application does not make reference to the removal of the Thames Water Pumping Station.</li> </ul> <p>Additional comments received following re-consultation on 1<sup>st</sup> amended scheme received 27/09/2017:</p> <ul style="list-style-type: none"> <li>• The proposal would still fail to provide good access and would create a gated development offering poor security to surrounding houses</li> <li>• Refuse collection arrangements are inadequate.</li> <li>• The benefits of development do not outweigh the harm caused to the conservation area particularly given the small number of houses provided</li> </ul>	<p>This element removed from amended proposal. Condition attached to address potential ecological impact.</p> <p>Following amendments, no part of proposal will affect adjoining Thames Water Land</p> <p>Access would be suitable for pedestrians following laying of semi permeable hardstanding. Gate to be removed. Proposal would be in line with principles of secured by design.</p> <p>Condition requiring further waste collection details attached.</p> <p>The development would not cause harm to the conservation area</p>
	<p>Additional comments received following re-consultation on 1<sup>st</sup> amended scheme received 27/09/2017:</p> <ul style="list-style-type: none"> <li>• The proposal would still fail to provide good</li> </ul>	<p>Access would be suitable for pedestrians</p>

Stakeholder	Question/Comment	Response
	<p>access and would create a gated development offering poor security to surrounding houses</p> <ul style="list-style-type: none"> <li>• Refuse collection arrangements are inadequate.</li> <li>• The benefits of development do not outweigh the harm caused to the conservation area particularly given the small number of houses provided</li> </ul>	<p>following laying of semi permeable hardstanding. Gate to be removed. Proposal would be in line with principles of secured by design.</p> <p>Condition requiring further waste collection details attached.</p> <p>The development would not cause harm to the conservation area</p>
Neighbouring properties	<p>The site being incorrectly involving 'brownfield land' rather than garden land</p> <p>Security risks affecting rear gardens of adjoining properties</p> <p>The development would fail to conserve or enhance the significance of a heritage asset and would detract from the character and appearance of the conservation area</p> <p>Adverse impacts to surrounding buildings from excavation of basements</p>	<p>Noted. The site is being assessed as a back land site for the purposes of DM DPD 2017 policy DM7).</p> <p>The site is a vacant backland plot. It is considered that security would be improved given increased passive surveillance resulting from occupation</p> <p>The impact on the conservation area and any listed heritage assets would not be harmful</p> <p>A Basement Impact Assessment (BIA) has been submitted in line policy and no significant harm to surrounding buildings was identified. No further technical evidence has been submitted to refute the findings of the BIA</p>

Stakeholder	Question/Comment	Response
	<p>Light pollution created by proposed lightwells</p> <p>Noise pollution from increased residential use</p> <p>Loss of privacy enjoyed by adjoining occupants</p> <p>Loss of outlook enjoyed by adjoining occupants</p> <p>Access arrangements for the site including for emergency vehicles</p> <p>Creation of a gated development</p> <p>Design not in keeping and impact upon visual amenity</p> <p>Layout, site coverage and overcrowding of the site</p>	<p>The potential for light pollution is not considered to be harmful</p> <p>This is a residential area. Proposed additional residential dwellings would not lead to noise creation harmful to the amenity of neighbouring residents</p> <p>All windows are at ground floor or basement level. Amendments have been received which further address this</p> <p>Amendments to layout and site levels have been received which address this issue</p> <p>Relevant statutory bodies have been consulted. The Fire Brigade have recommended a sprinkler system be installed to mitigate risk.</p> <p>The gate would be removed and the access route would remain open onto Station Road.</p> <p>The design of the proposed dwellinghouses is considered to be acceptable and would not harm visual amenity</p> <p>Site coverage and layout has been amended and is now considered to be acceptable</p> <p>The Site Allocations DPD 2017 does not</p>

Stakeholder	Question/Comment	Response
	<p>Impact on ecology and proximity to the proposed Green Chain (Site Allocations DPD 2017 para 2.12)</p> <p>Impact upon existing trees has not been adequately addressed (no survey provided)</p> <p>Impact upon designated Significant Local Open Land and Site of Importance for Nature Conservation (SINC)</p> <p>The removal of the wall abutting the new river to create the proposed parking area and bin stores would remove a structure of historic significance</p> <p>Adverse impact upon a local business ('Alchemy Recording Studio Ltd.') operating out of adjoining property No 140 Station Road</p> <p>Issues with proposed parking arrangements</p>	<p>indicate that the site is part of the proposed Green Chain area. impact on local ecology would not be harmful</p> <p>An Arboricultural Impact Assessment report has been provided and relevant consents have been applied for and granted. Conditions requiring Tree Protection Method Statement attached</p> <p>Following amendments no development is proposed within land designated as Open Land or a SINC</p> <p>Latest amended proposal indicates wall to be retained.</p> <p>Noted. The proposal would not involve the loss of any designated or non designated employment land or floorspace. The proposed use would be residential and would not be materially different to the existing situation therefore the impact is not considered to be significantly harmful</p> <p>LBH Transportation Team has been consulted. Latest amended proposal shows off street parking area removed</p>

Stakeholder	Question/Comment	Response
	<p>The application does not make reference to the removal of the Thames Water Pumping Station on land within the red line area to the west</p> <p>Flood risk</p> <p>Lack of affordable housing provision or financial contribution</p> <p>Waste storage and collection arrangements</p> <p><i>Following submission of the first amended proposal received 27/09/2017, the following additional concerns have been raised:</i></p> <p>Removal of on-site parking provision would create increased parking stress in the area</p>	<p>Following amendments, no part of proposal will affect adjoining Thames Water Land</p> <p>The site is within Flood Zone 1 meaning there is a low probability of flooding.</p> <p>As per DM DPD 2017 policy DM13 the Council are not in a position to require affordable housing contributions for minor residential developments (below 10 dwellings proposed). The development would be liable for both the Mayor's and Haringey CIL charge</p> <p>Condition requiring further waste collection details attached.</p> <p>LBH Transportation Team has been consulted. Officers are of the opinion that the scheme would not result in an increase in parking demand that would have an adverse impact upon supply of on street parking within the local area</p>

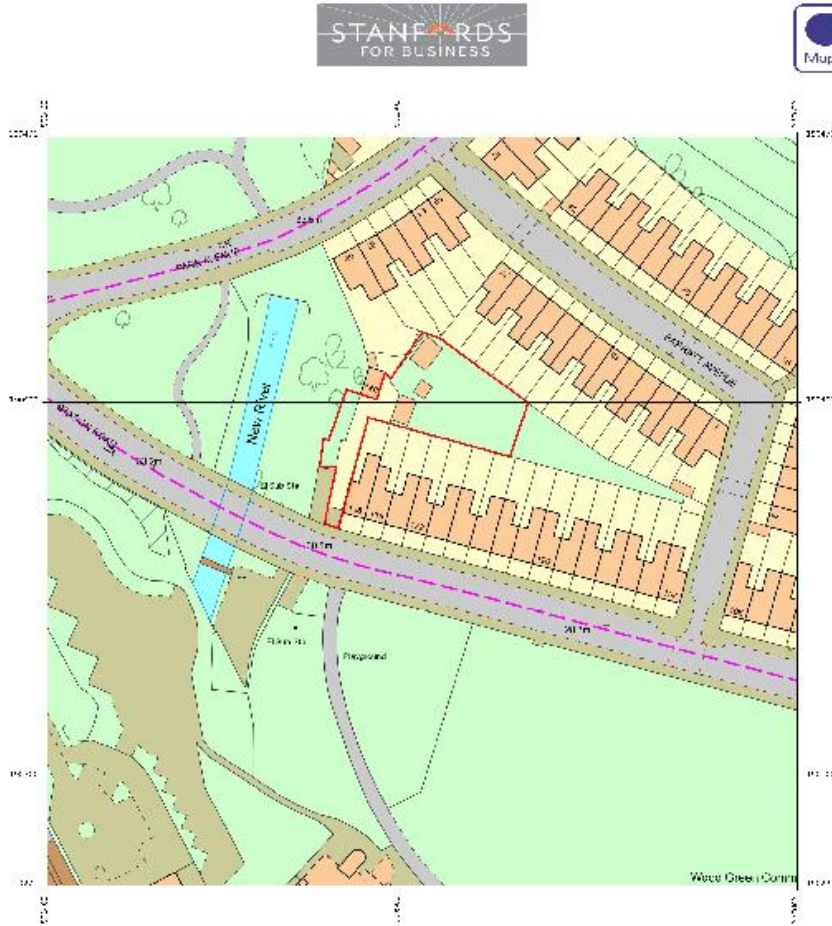
Stakeholder	Question/Comment	Response
	<p>Lack of lighting of the access path within development proposal and potential negative impact this could have on the character and appearance of the area</p> <p>The waste and recycling storage area would now be located approximately 50m from the roadside collection point, contrary to guidance</p> <p><i>Following submission of the second amended proposal received 10/11/2017 (Revision E), the following additional concerns have been raised:</i></p> <p>The amount of land to be excavated (40% of site) represents the overdevelopment of the site</p> <p>Amendments to the grouping of the three units and the alterations to the locations of Houses 2 and 3 does not respect the built and natural features of the site and reinforces the 'monolithic form' of the proposed buildings</p> <p>Proposed levelling off of the site ground level now proposed has not been supported by an impact assessment and would therefore have an unknown effect on gardens, existing trees and properties along Barratt Avenue</p>	<p>Additional details of the lighting to be secured by condition.</p> <p>Condition requiring further waste collection details attached.</p> <p>The site coverage, including that part to be excavated, is considered to be acceptable for the site</p> <p>The amended layout is proposed as a response to issues raised around the overbearing appearance of House 3 on adjoining properties along Station Road. The new location of Houses 1 and 3 is considered to better reflect the existing built form on site and there is now more space between the proposed dwellings than the previous layout</p> <p>The levelling off of site the ground level proposed would not be substantial and a further impact assessment would not be required. Conditions securing details of the landscaping are attached.</p>



Stakeholder	Question/Comment	Response
	<p>The amendment to excavate the ground floor of House 1 by 460mm does not adequately address overlooking issues from north facing windows onto the rear of houses along Barratt Avenue</p> <p>The large numbers of homes granted permission within allocated sites within Wood Green in the vicinity of the site means that permission should not be granted for a minor development which does not accord with local policy</p> <p>The development does not provide adequate access for London Fire brigade and would therefore not be in accordance with findings of the DCLG 'Building a Safer Future: Independent Review of Building Regulations and Fire Safety' (December 2017)</p>	<p>Proposed units are single storey and overlooking opportunities are considered to result in minimal loss of privacy. New 1.8m high fences along the site boundary and new planting should further mitigate impact</p> <p>DM DPD 2017 policy DM2 states that, where they are deemed to comply with the relevant policies of the Plan, windfall development will continue to make a valuable contribution to Haringey's housing supply over and above the sufficient allocated sites, providing a reasonable level of contingency against delivery of the Borough's strategic housing target. The NPPF sets a presumption in favour of sustainable development</p> <p>Compliance with building regulations is not a material planning consideration. The DCLG report makes recommendations only and is not policy</p>

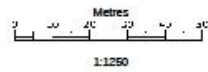
# Appendix 2 Plans and Images

## Location Plan



Produced 28 Jun 2017 from the Ordnance Survey MasterMap (Topography) Database and incorporating surveyed revision available at this date.

The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.



132, Station Rd, London  
N22 7SX

Supplied by: Stanfords 28 Jun 2017  
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database rights 2017 OSJ0005409  
Order Licence Reference: OJ138685  
Centre coordinates: 530506 190871



**Site image (looking north)**



**Site image (looking south)**



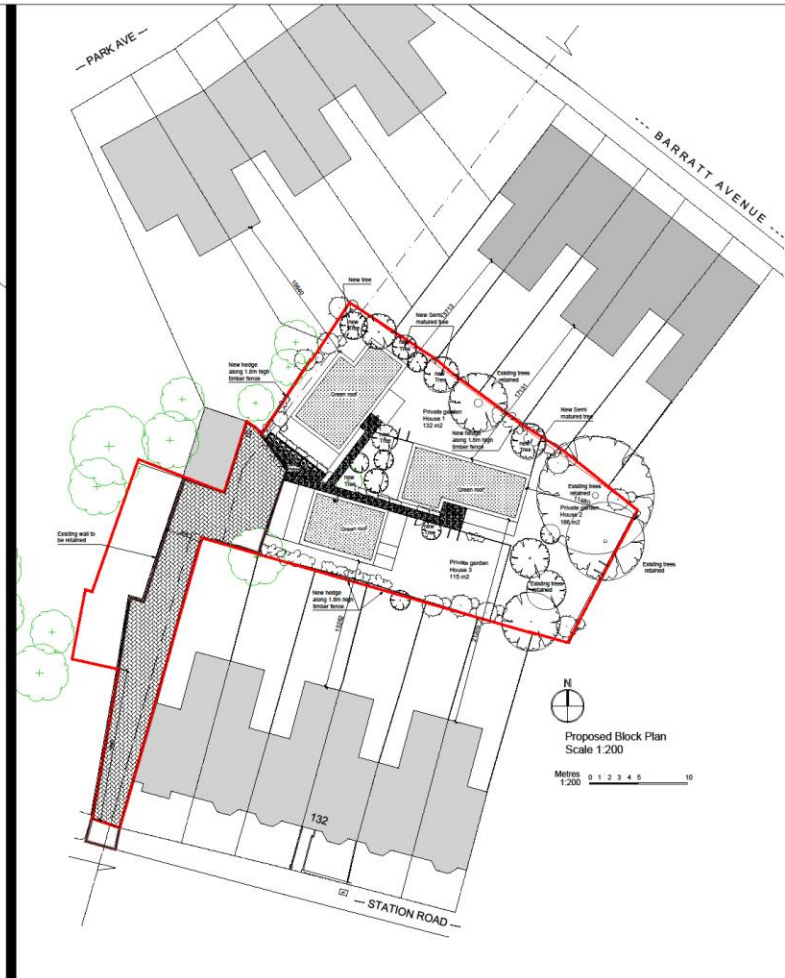
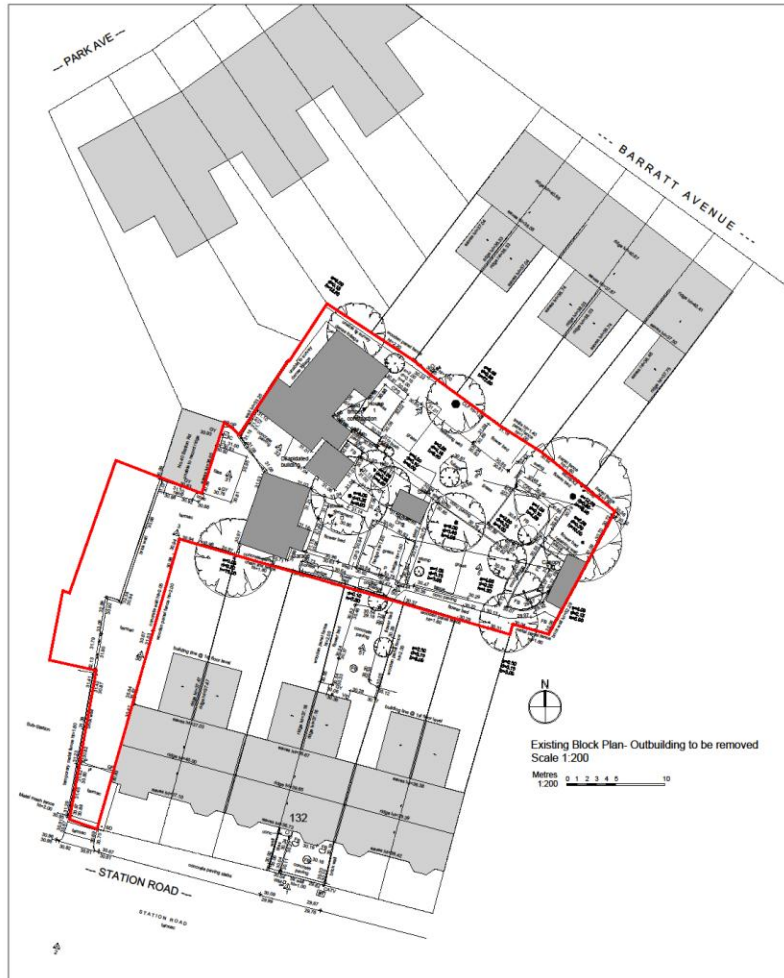
**Site visit photo – existing garage building**



**Site visit photo – access route (looking north) and No 140 Station Road**



**Site visit photo - existing structure on site (looking west)**



**General Notes**

Local authorities (Planning or Building Control) might require additional forms / information to be submitted / issued.  
 Contractor, sub-contractor or supplier to be issued any errors, omissions or discrepancies on the drawings, and also not rely on any work shown on the drawings without liability prior approval from the architect. Contractor, sub-contractor or supplier is responsible for obtaining any additional information from the architect for the correct execution of the work.  
 Contractor, sub-contractor or supplier shall comply to the approval of all design drawings. Builders, manufacturers, etc. of all specified work to be incorporated into the work, and shall be responsible to obtain the architect's prior approval on the drawings to verify construction with the relevant codes of practice recognised as good practice through-out the industry or if it does not comply with the relevant code authority requirements or building regulations.

Contractor to verify all dimensions on site before commencing any work on site or preparing any shop drawings. Please refer to the drawings for any relevant dimensions.  
 Contractor, sub-contractor or supplier shall immediately advise the architect / certify surveyor of the effect upon programme and cost of any alterations to the proposed works shown on this drawing.  
 All materials, components and workmanship to comply with the relevant British Standards. Codes of Practice and appropriate environmental / sustainability requirements. See also the drawings for details.  
 The drawing components of previous issues of the same drawing number with earlier revisions.  
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**Architect Notes**

REV	DATE	DESCRIPTION

**PROJECT**  
 Office, new-built single storey dwellings at Land at rear of Station Road London, M20 7DX  
**CLIENT**  
 Adika Property UK Ltd.

**ZONE**  
 A  
**LEVEL**  
 A  
**ARCHITECTURE**  
 133SR-PP2-01  
**PLANNING**  
 133SR-PP2-01  
**STATUS**  
 E  
**REVISION**  
 E  
**PAPER SIZE**  
 A1 SHEET  
**DRAWING TITLE**  
 Existing and Proposed Block Plan  
**SCALE**  
 1:200  
**DATE**  
 06/11/2017  
**DRAWN**  
 YB  
**CHECKED**  
 YB  
**PROJECT TITLE**  
 Land at rear of Station Rd, M20 7DX

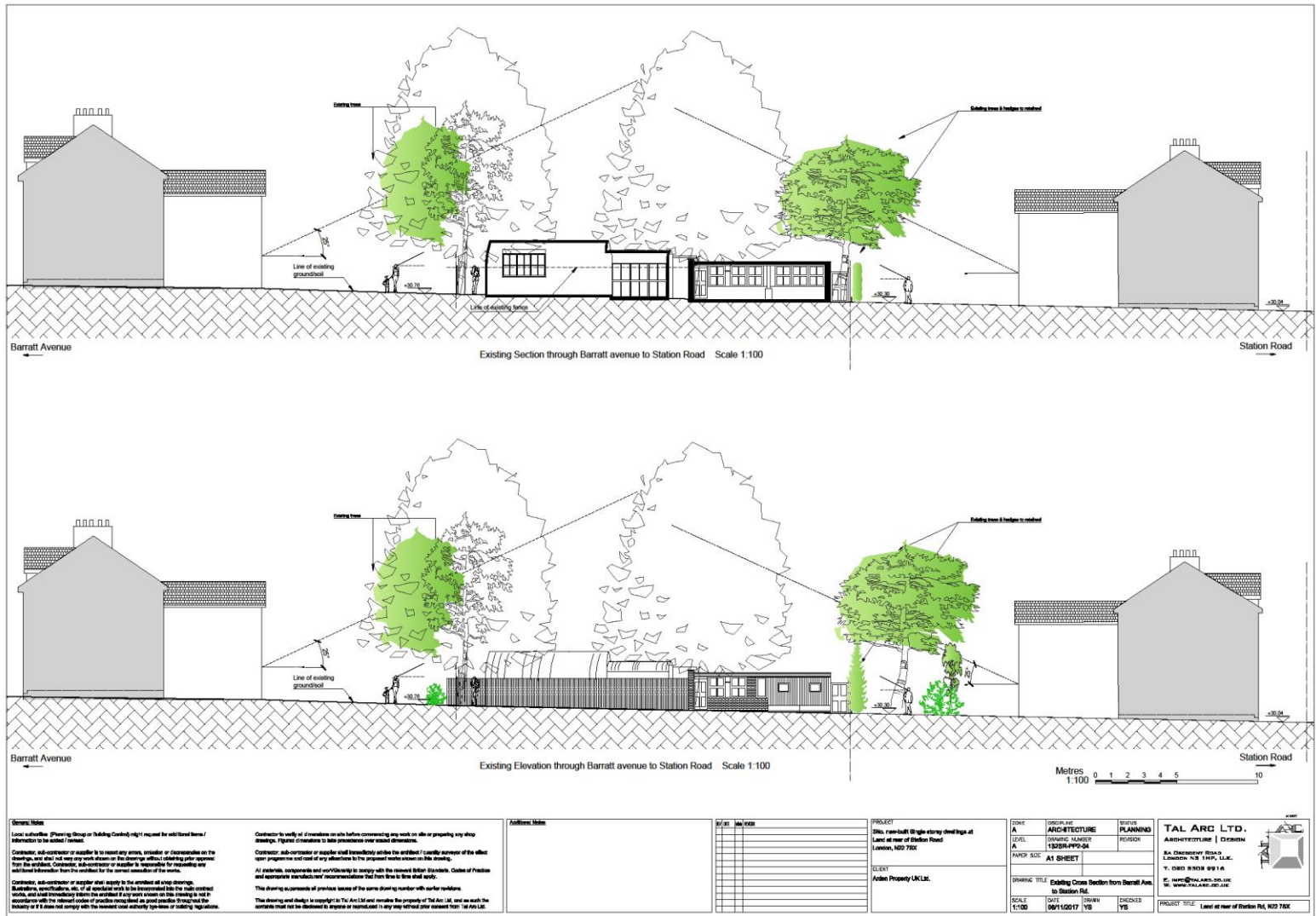
**TAL ARC LTD.**  
 ARCHITECTURE | PLANNING | DESIGN  
 BA CHESTER ROAD  
 LONDON N3 1HP, U.K.  
 T: 0203 8300 9918  
 E: INFO@TALARC.CO.UK  
 W: WWW.TALARC.CO.UK

**Block Plan**

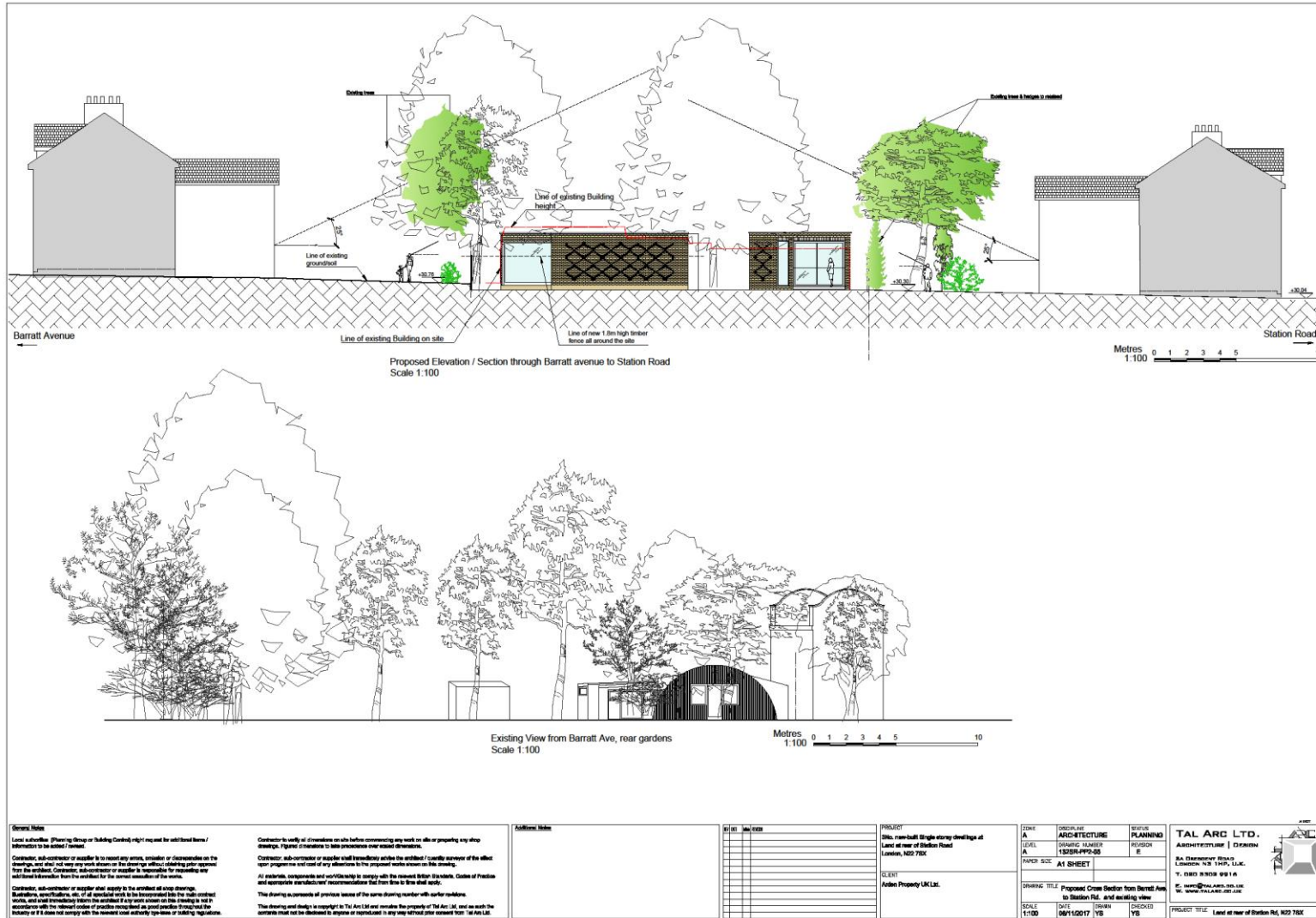


Proposed Ground Floor Plan

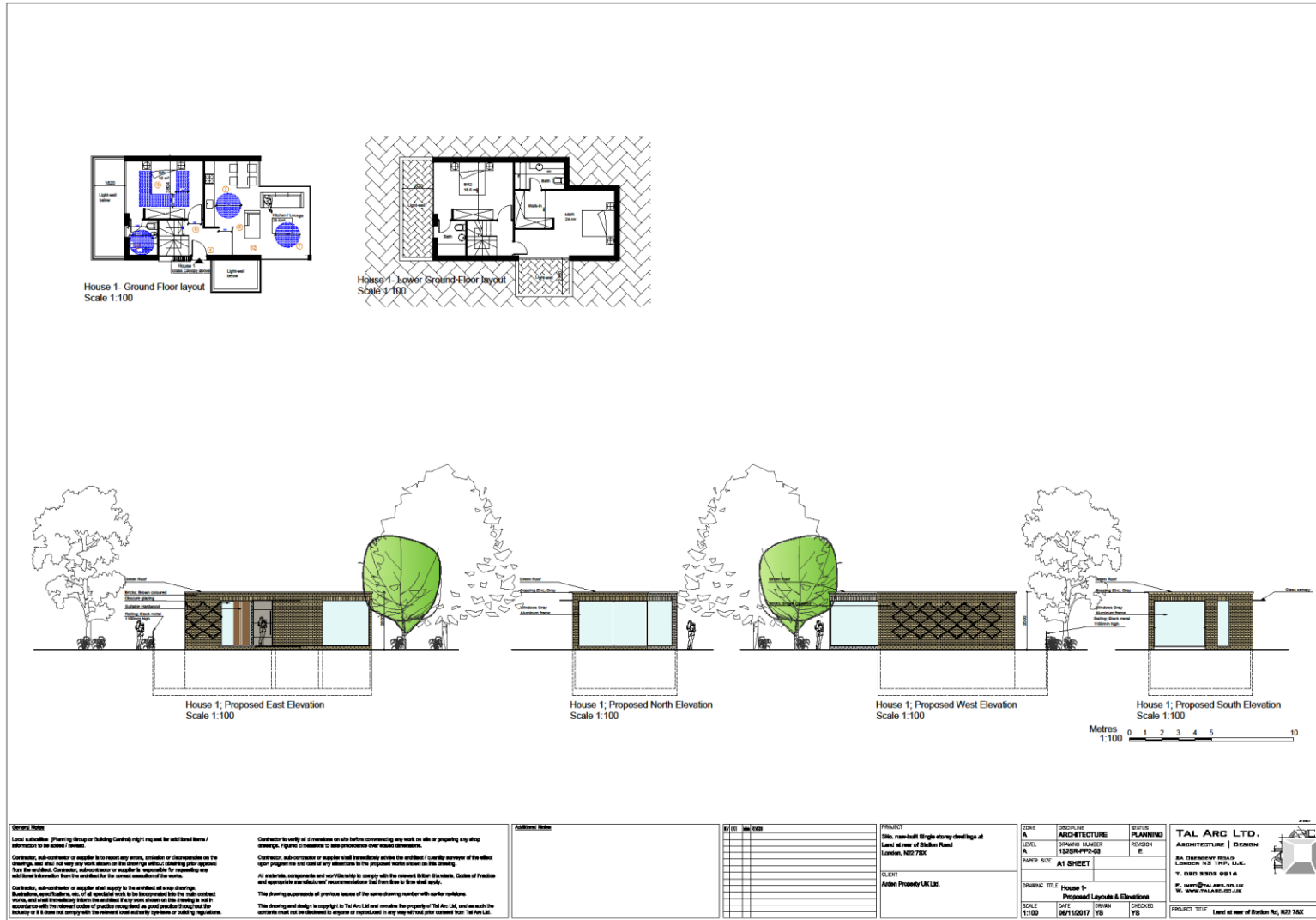




Existing site sections and elevation



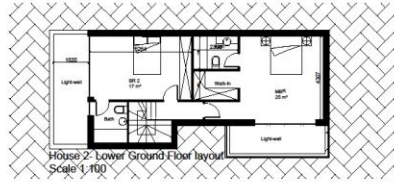
Proposed section



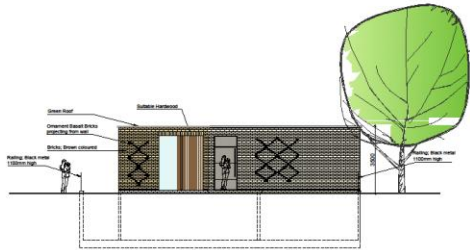
## Proposed Plan and Elevations – House 1



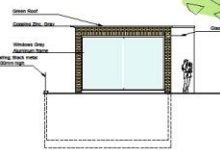
House 2, Ground Floor layout  
Scale 1:100



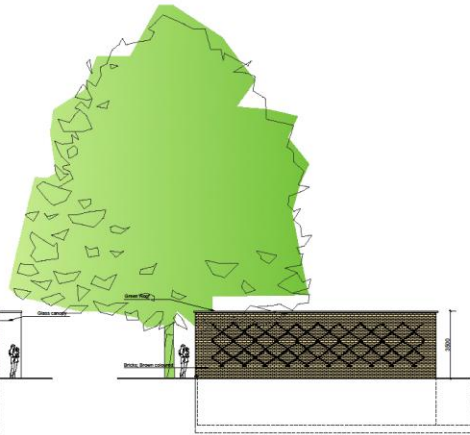
House 2, Lower Ground Floor layout  
Scale 1:100



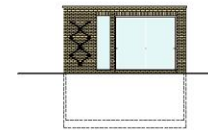
House 2, Proposed South Elevation  
Scale 1:100



House 2, Proposed East Elevation  
Scale 1:100



House 2, Proposed North Elevation  
Scale 1:100



House 2, Proposed West Elevation  
Scale 1:100



**General Notes**

Local authorities (Planning or Building Control) may require additional items / information to be added / revised.

Contractor, sub-contractor or installer to meet any access, condition or requirements on the drawings, and shall not vary any work shown on the drawings without obtaining prior approval from the architect. Contractor, sub-contractor or installer is responsible for obtaining any additional information from the architect for the correct installation of the works.

Contractor, sub-contractor or installer shall comply to the standard of all shop drawings, materials, specifications, etc. of all materials used to be incorporated into the work created. Details and shall conform to the standard of all work shown on the drawings to be in accordance with the relevant codes of practice recognised as good practice to require the industry or it shall not comply with the relevant code authority requirements or building regulations.

Contractor to verify all dimensions on site before commencing any work on site or preparing any shop drawings. Engineer's dimensions to take precedence over stated dimensions.

Contractor, sub-contractor or installer shall immediately advise the architect / control supervisor of the client upon programme and cost of any alterations to the proposed work shown on this drawing.

All materials, components used and drawings to comply with the relevant British Standards. Codes of Practice and appropriate specifications' requirements that form part of the final supply.

The drawing is a copy of previous issues of the same drawing number with earlier revisions.

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**Additional Notes**

REV	DATE	DESCRIPTION

**PROJECT**  
Site, rear-hall single storey shed type at Level at rear of Station Road  
Lancun, N22 7BX

**CLIENT**  
Aston Property Ltd Ltd.

**ZONE**  
A

**DISCIPLINE**  
ARCHITECTURE

**STATUS**  
PLANNING

**LEVEL**  
A

**DRAWING NUMBER**  
132SR-APP-03A

**REVISION**  
E

**PAPER SIZE**  
A1 SHEET

**DRAWING TITLE**  
House 2 - Proposed Layout & Elevations

**SCALE**  
1:100

**DATE**  
06/12/2017

**DRAWN**  
YB

**CHECKED**  
YB

**TAL ARC LTD.**  
ARCHITECTURE | DESIGN

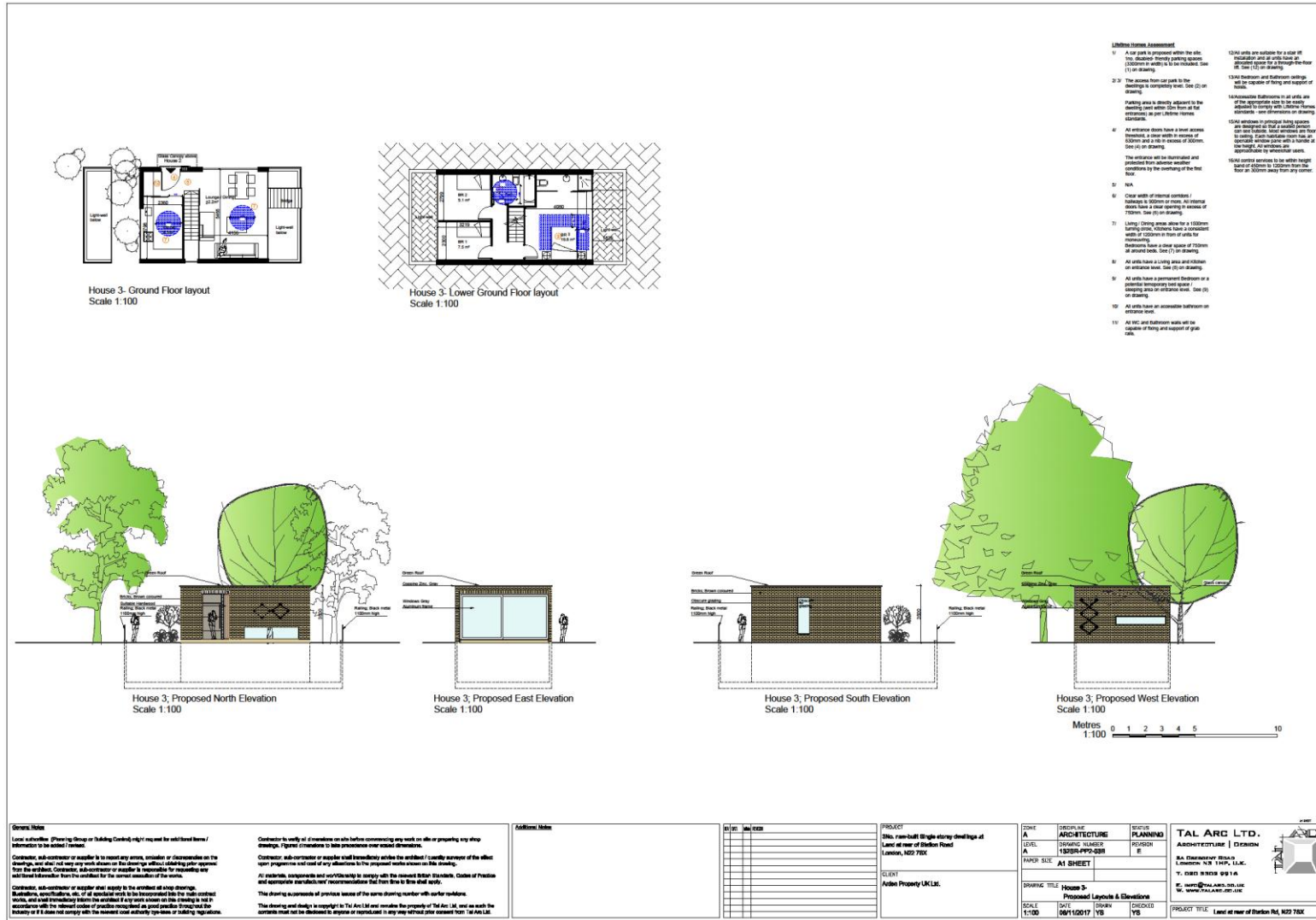
84 OVERSEAS ROAD  
LONDON N3 1HP, U.K.

T: 0203 8300 9914  
E: info@talarc.co.uk  
W: WWW.TALARC.CO.UK

**PROJECT TITLE**  
Level at rear of Station Rd, N22 7BX



## Proposed Plan and Elevations – House 2



## Proposed Plan and Elevations – House 3

Public view from Station Rd - Building is hidden behind trees



Public view from Barratt Avenue - Building is hidden behind gates and trees



Materials



Green roof tiles



Green coloured bricks



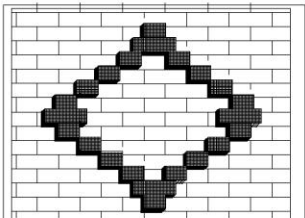
Waterbeiger Basalt bricks



Suitable Stone work



Metal railing 1100mm high, black



Modular ornament element of Basalt bricks projecting 60mm from wall  
Scale 1:10

Areas:

- Floor areas of each unit - See proposed plans and table below
- Room sizes - See proposed plans
- Private Amenity areas - See table below
- Refuse / recycling, Cycle facilities - See proposed ground floor (storage area and collection point)

House No.	No. of bedrooms	House area	Private Amenity area
H1	3BR	114m <sup>2</sup>	132m <sup>2</sup>
H2	3BR	88.9m <sup>2</sup>	106m <sup>2</sup>
H3	3BR	115m <sup>2</sup>	115m <sup>2</sup>

General Notes

Local authorities (Planning/Highways or Building Control) might require additional items / information to be added / revised.

Contractor, sub-contractor or supplier is to rectify any errors, omissions or discrepancies on the drawings and shall not begin any work shown on the drawings unless a checklist has been approved from the architect. Contractor, sub-contractor or supplier is responsible for requesting any additional information from the architect for the correct completion of the works.

Contractor, sub-contractor or supplier shall apply to the architect at each drawing. Materials, specifications, etc. of all materials used on the construction shall be made available to the architect. All materials used shall be approved by the architect and shall comply with the relevant codes of practice, regulations and any other applicable legislation.

Contractor is to verify all dimensions on site before commencing any work on site or preparing any shop drawings. Figures of materials to be provided are based on current dimensions.

Contractor, sub-contractor or supplier shall immediately advise the architect if locally authority or other sign-off requirements are not met at any stage prior to the proposed works shown on the drawings.

All materials, components and workmanship to comply with the relevant British Standards. Codes of Practice and appropriate manufacturer's recommendations that form the basis of best practice.

This drawing is a summary of the information shown on the drawings and shall not be used for anything else.

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Address: Main

NO	DATE	DESCRIPTION

PROJECT: Site remediation single storey dwellings at Land at rear of Station Road London, N22 7JK

CLIENT: Arden Property UK Ltd.

DATE: 20/01/2017  
 ARCHITECTURE: ARCHITECTURE  
 PLANNING: PLANNING  
 LEVEL: 1/200  
 DRAWING NUMBER: 1.020A-FPD-06  
 REVISION: R  
 DRAWING TITLE: Proposed Single Storey Public Views  
 Materials, Areas & Site plan  
 SCALE: 1:200  
 DATE: 20/01/2017  
 DRAWN: YB  
 CHECKED: YB

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 W. www.talarc.com UK  
 PROJECT TITLE: Land at rear of Station Rd, N22 7JK



Materials, site photos and site plan sheet

