

Reference No: HGY/2012/2128	Ward: Northumberland Park
Date received: 9 November 2012	
<p>Address: Former Cannon Rubber Factory, 881 High Road, Tottenham N17 8EY</p> <p>Proposal:</p> <p>Comprehensive redevelopment of the Brook House (former Cannon Rubber Factory site), including the erection of a 22 storey building (plus a part top floor mezzanine) providing 100 residential units (use class C3) and 190 sqm of commercial floorspace (use class B1, D1 and D2), two buildings of 6 and 9 storeys respectively providing 101 residential units (use class C3) and a part 2/part 5 storey building comprising a 2,388 sqm 2 form entry primary school (use class D1) and 21 residential units (use class C3), together with associated car and cycle parking, refuse stores, highways, infrastructure, open space and landscaping works.</p> <p>Existing Use: Vacant land - Former Industrial (Use B1/B2/B8)</p> <p>Proposed Use: Residential (Use Class C3); Education (Use Class D1); Commercial (Use Class B1, D1 & D2)</p> <p>Applicant/Owner: Newlon Housing Trust</p>	

DOCUMENTS
Title
Planning Application Form and Certificates
CIL Forms
Drawing Schedule
Accommodation Schedule
Design and Access Statement (Including Heritage Statement, Statement of Community Involvement, Lighting Design, and Refuse Strategy);- Prepared by KSS Architects 09 November 2012; DAS Appendix iv REVA – Prepared by KSS 19 November 2012
Planning Statement – Prepared by Savills November 2012
Transport Assessment – Prepared by TPC
Draft Residential Travel Plan – Prepared by TPC
Draft School Travel Plan – Prepared by TPC
Sustainable Design and Construction Statement (including Sustainability Checklist) – Prepared by Metropolis Green
Energy Report – Prepared by DBK (Designbrook)
BREEAM – Pre Assessment Report – DBK (Designbrook)- (9172/BRE) Issued 7 th November 2012
Code For Sustainable Homes – Pre-Assessment Report – (Rev C) 19/09/2012
Daylight and Sunlight Report – Prepared by Savills 6 th November 2012
Arboricultural Survey and Arboricultural Impact Assessment – Prepared by Viewpoint

Associates LLP (Rev D) Issued: 5 th November 2012
Ecology Statement (Extended Phase 1 Habitat Study) - Prepared by Viewpoint Associates LLP
Air Quality Assessment – Resource and Environmental Consultants Ltd (REC) (Ref: 33210r2) Issued: 7 th November 2012
Noise and Vibration Assessment – Prepared by KP Acoustics
Flood Risk Assessment – Prepared by Paul Owen Associates
Wind Microclimate Study – Prepared by Wirth
Contamination Study Phase 1 Desk Study Report – Prepared by Ground Engineering
Contamination Study Phase 2 Ground Investigation Report – Prepared by Ground Engineering
Site Waste Management Plan – Prepared by Galliford Try
Archaeological Desk Based Assessment – L-P:Archaeological (LP1325L-DBA-v1.4) Issued November 2012
Affordable Housing Statement (Confidential Document) – Prepared by Douglas Birt Consulting – November 2012

PLANS		
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002	PL01	EXISTING SITE PLAN
030	PL01	EXISTING ELEVATIONS
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102	PL02	GA 2ND FLOOR
103	PL02	GA 3RD FLOOR
104	PL02	GA 4TH FLOOR
105	PL02	GA 5TH FLOOR
106	PL02	GA 6TH FLOOR
107	PL02	GA 7TH FLOOR
108	PL02	GA 8TH FLOOR
109	PL02	GA 9TH FLOOR
110	PL02	GA 10TH - 21ST (TYPICAL) FLOOR
111	PL02	GA 22ND FLOOR
112	PL02	GA ROOF
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533	PL01	TYPE J (3B 6P MAISONETTE UNIT)
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552	PL01	TYPE U (2B 4P DUAL ASPECT UNIT)
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554	PL01	TYPE W (1B 2P DUAL ASPECT UNIT)
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Case Officer Contact:

Terry Knibbs
P: 0208 489 5590
E: terry.knibbs@haringey.gov.uk

Michelle Bradshaw
P: 0208 489 5280
E: michelle.bradshaw@haringey.gov.uk

PLANNING DESIGNATIONS:

Defined Employment Area – Industrial Location
Area of Archaeological Importance
Road Network: C Road
Adjacent to Conservation Area

RECOMMENDATION

GRANT PERMISSION subject to conditions, completion of a s106 legal agreement and subject to Mayoral Direction.

SUMMARY OF REPORT:

The application is for a mixed use redevelopment of a vacant former industrial site with 222 residential flats, a 2 form-entry (420 pupil) primary school and 3 commercial/employment units in Northumberland Park Ward in North Tottenham.

The application is a departure from the Unitary Development Plan (forming part of the statutory development plan) which designates the site for employment use. The draft Local Plan Strategic Policies (formerly the Core Strategy) also designates the site for employment uses. However, the application site is also shown as part of an 'Area of Change' in the Tottenham High Road Regeneration Corridor where developments that contribute to regeneration of the High Road are supported in policy terms. The Local Plan Strategic Policies will supersede the UDP as the statutory plan once it has been formally adopted by the Council at Cabinet and Full Council in February 2013.

The Local Plan Strategic Policies and other material Council strategies, eg. A Plan for Tottenham, recognise the extensive deprivation experienced by residents in Northumberland Park Ward and establishes an ambition for change by promoting regeneration and new development - building on the investment that has now started by Tottenham Hotspur in its 'Northumberland Development Project' that is delivering, as a first phase, a major new Sainsbury's retail store and other commercial space.

The application site is on the northern edge of the borough at the top end of Tottenham High Road bordering with Enfield. It also forms the northern part of what is currently called the 'High Road West' regeneration area where the Council's Cabinet has approved the preparation of a regeneration Masterplan covering an area of approximately 12 hectares.

This application for a mixed use development, including the provision of a new primary school will contribute to the regeneration of the Northumberland Park area and provide much-needed new community infrastructure notwithstanding that the main uses are not primarily for an employment use consistent with its statutory development plan designation. The development though will provide approximately 75 full time equivalent jobs.

Other than in relation to the primary land use not being employment, the proposed development is in line with other relevant policies including EMP4 and will support economic growth and provide a further springboard for continuing regeneration in North Tottenham.

The residential density of the scheme is acceptable and the 22 storey tower is well positioned on the site and has the potential to be of exemplary design though a condition is proposed requiring separate approval of the detailed design. The tower can be a landmark structure without having an overbearing effect on the High Road heritage corridor. The materials proposed for the other buildings in the scheme, much of which will be brick, are acceptable.

The applicant has engaged with the local community at the pre-application stage and received a broadly positive response. Consultations by the Council following the submission of the application show a more mixed community response with 5 objections

on the grounds of traffic generation, parking, height and density as well as non-material planning considerations such as impact on views across London and impact on property values. The prospect of a new primary school is generally welcomed

The Mayor of London, while supporting key elements of the application from a strategic perspective, considers that the proposed development as submitted does not comply with the London Plan. These focus on the design of the residential tower, the amount of children's play space and transport issues. However, he does set out possible remedies to that and these are proposed to be addressed by recommended conditions. The applicant has worked with the GLA and Council officers to ensure that these concerns have been satisfactorily addressed.

The proposed s106 agreement (detailed in Appendix 7) covers the following main issues:

- sustainability;
- housing mix & rental levels;
- primary school opening and use by the wider community;
- transport and site access improvements;
- letting strategy for the commercial units;
- local labour and apprenticeships;
- Considerate Constructors Scheme;
- maintenance of open space and public realm; and
- future link to adjoining potential development land.

In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

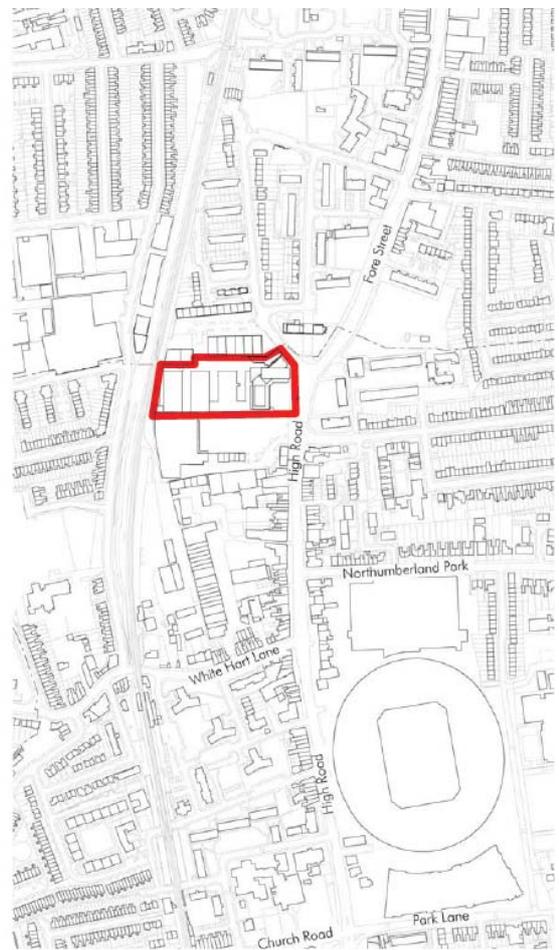
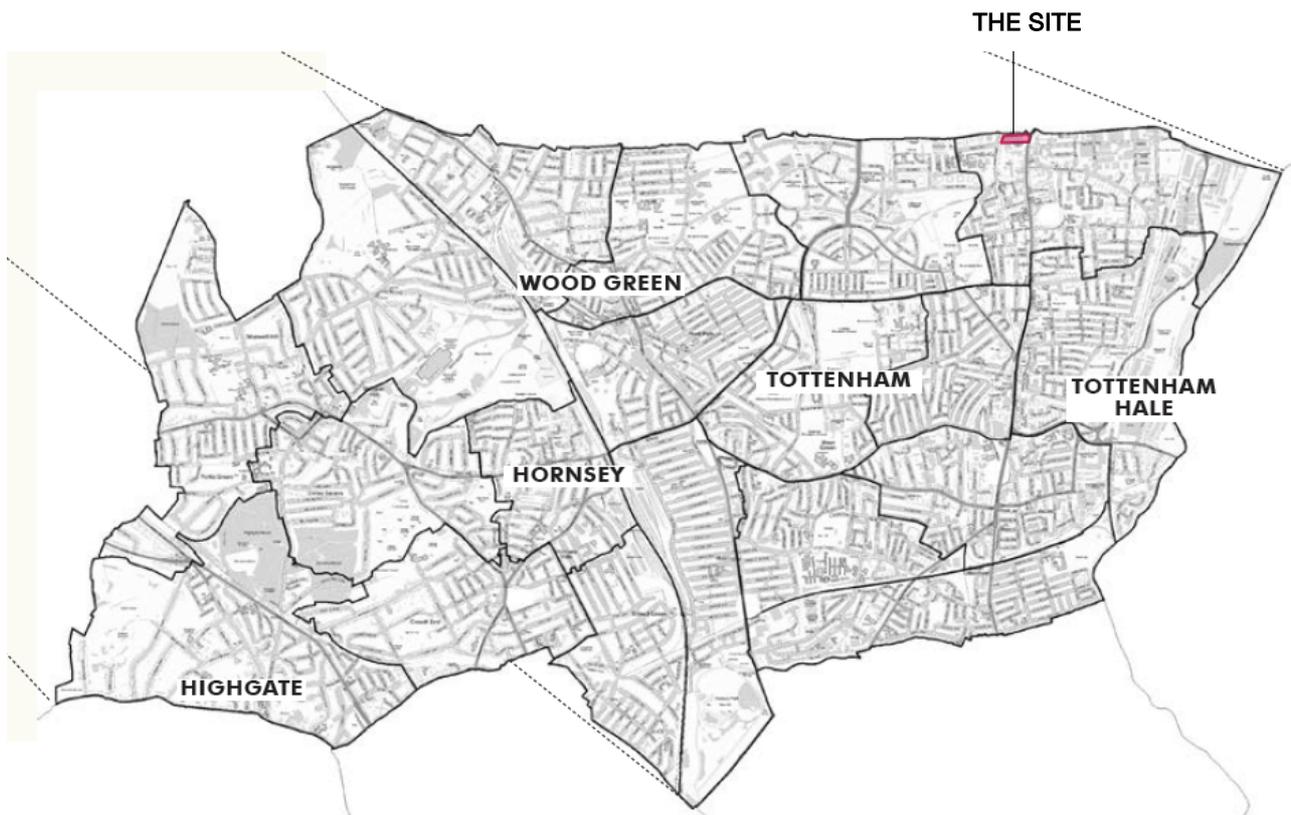
While the proposal is a departure from the Unitary Development Plan, other material considerations need also to be taken into account reflecting the clear objective of the Council (and the Mayor of London) to promote the regeneration of Tottenham. The need and potential for change in this area is clearly flagged in recent plans and there is support for change within the local community. Having said that the scheme will provide a significant number of new jobs, including a small amount of employment space targeted to starter businesses.

The scheme will provide an important new community facility in the form of a new primary school that will also provide community meeting space outside of school hours. The design and layout responds well to the site and has the potential to facilitate redevelopment of land to the south if regeneration proposals for the wider area are progressed.

It is recommended that the application is granted planning permission subject to conditions, the completion of a s106 legal agreement and any direction from the Mayor of London.

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1.0 SITE LOCATION – WIDER CONTEXT



2.0 PLANS AND IMAGES

SITE IMAGES - EXISTING



Panorama 1



View 1



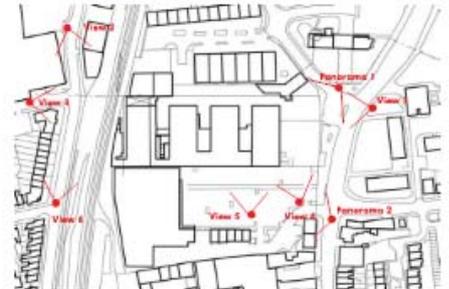
Panorama 2



View 2



View 3



View 4

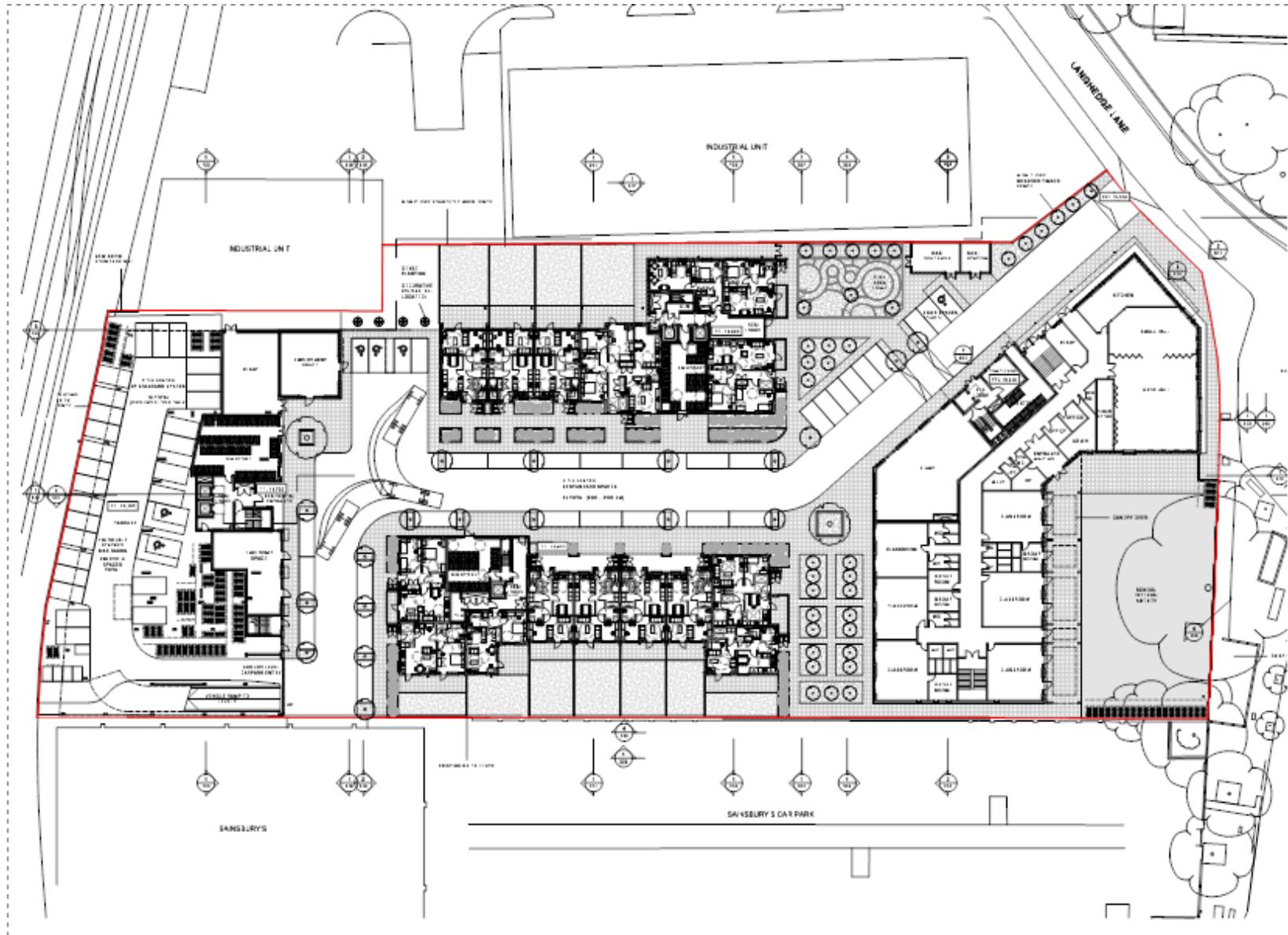


View 5



View 6

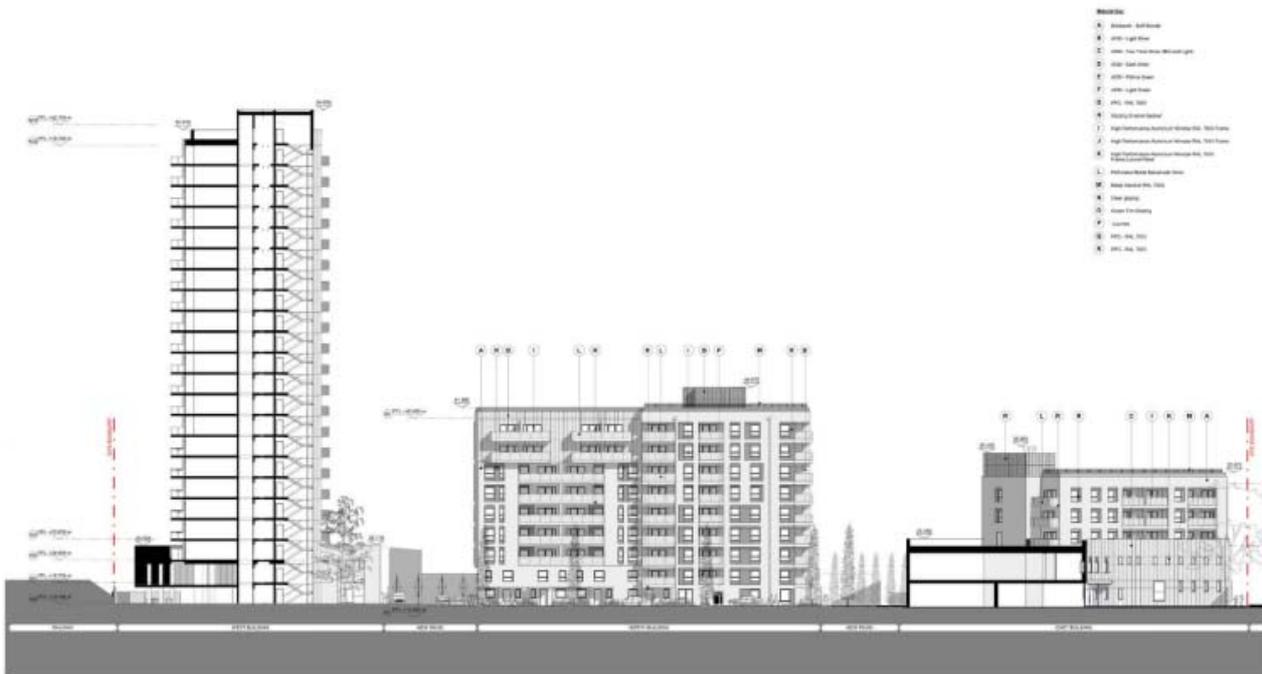
PROPOSED SITE PLAN/GROUND FLOOR PLAN



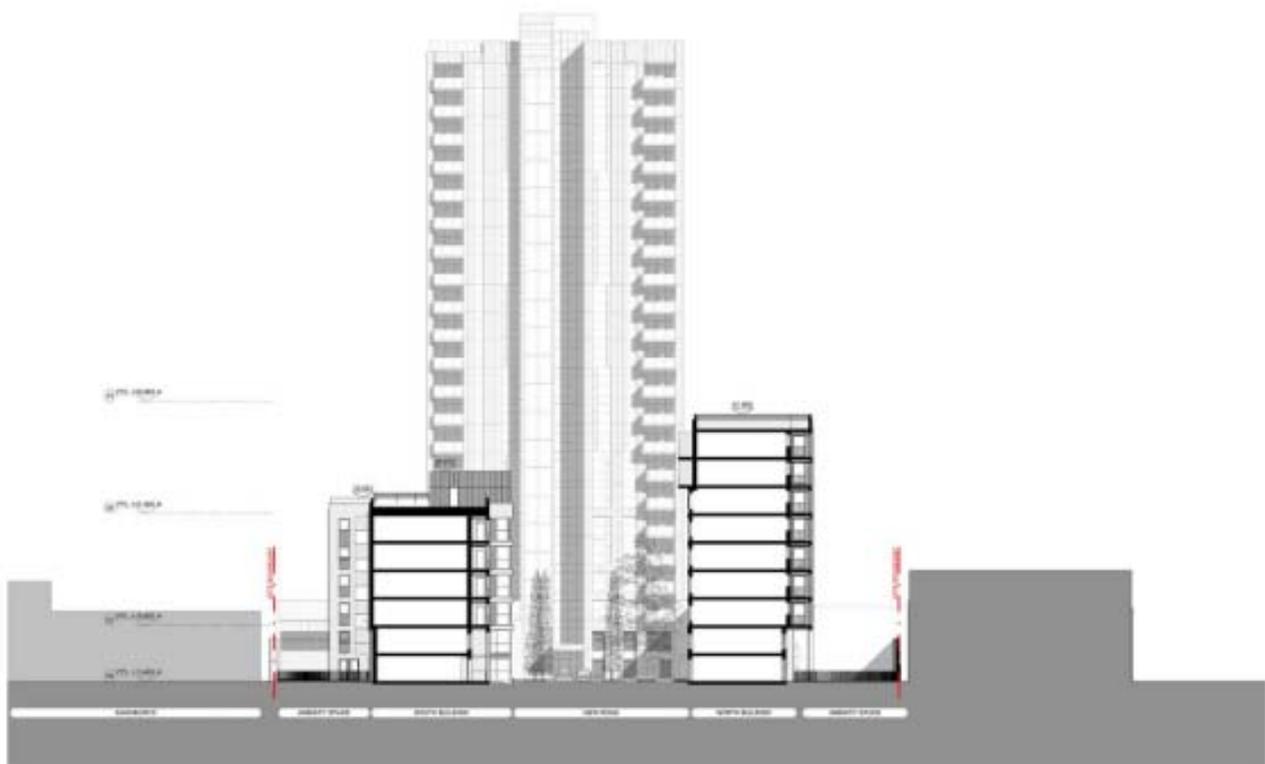
Draft: 15 Jan. 2013

OFFREPC
Officers Report for Sub Committee

PROPOSED ELEVATION – LOOKING TO THE NORTH



CENTRAL STREET SECTION – LOOKING TO THE WEST



ILLUSTRATIVE VIEWS

CENTRAL STREET VIEW – LOOKING WEST



HIGH ROAD VIEW – LOOKING NORTH WEST



HIGH ROAD VIEW – LOOKING WEST



SAINSBURYS CAR PARK VIEW – LOOKING NORTH WEST



ILLUSTRATIVE VIEW – NIGHT IMAGE



3.0 SITE AND SURROUNDINGS

- 3.1 The application site is 1.04 hectares and is on the northern edge of the borough at the top end of Tottenham High Road bordering with Enfield. The site is bounded by Langhedge Lane Industrial Estate to the north, Langhedge Lane to the northeast, a bus stand and Tottenham High Road (A1010) to the east, Sainsbury's supermarket to the south and the Liverpool St.- Enfield Town-Cheshunt branch of the West Anglia Mainline to the west.
- 3.2 The surrounding area comprises a mix of uses - residential uses predominate to the west and east, industrial and residential uses to the north and retail and commercial uses to the south.
- 3.3 The site falls just outside of the North Tottenham Conservation Area which covers the area of the High Road to the east. A number of the buildings along the High Road are Grade II or locally listed buildings, though none of these are adjacent to the site. The nearest listed building is at 867 and 869 High Road to the south which is a Grade II listed 3 storey brick building.
- 3.4 There is a London Plane tree on the eastern edge of the site which is protected by a Tree Preservation Order (TPO).
- 3.5 The site is now vacant but had been in industrial use though it had been under-occupied for several years. The last occupier was Cannon Rubber Automotive Ltd. The industrial buildings are now mostly demolished. A high brick wall surrounds the site.
- 3.6 The Industrial Estate to the north comprises a row of six 2 storey warehouse units with two separate units located closer to the railway line. The warehouses are brick built and have pitched roofs. Beyond the industrial estate, the area is predominantly residential with a mixture of 4 and 5 storey blocks of flats and 2/3 storey terraces. A 9 storey residential block, Boundary Court, sits on the junction of the High Road with Fore Street adjacent to the site to the north. Across the High Road to the east is another predominantly residential area containing a 19 storey residential tower block known as Stellar House and a number of surrounding 3 storey terraces.
- 3.7 A Sainsbury's supermarket plus some small retail units occupies the site immediately to the south separated from the supermarket by a high brick wall of varying height up to approximately 6m.
- 3.8 The site has a good Public Transport Accessibility Level (PTAL) of 4 with buses along the High Road and White Hart Lane Station about 500m. to the south.

4.0 PLANNING HISTORY

- 4.1 Previous planning permissions relate to the site's former industrial uses. The site's full planning history has been reviewed and there are no issues relevant to this current planning application. Refer to Appendix 5 for the full history.

4.0

5.0 DESCRIPTION OF PROPOSED DEVELOPMENT

5.1 The proposed development is for:

- 222 homes in four buildings (including 21 flats above the school)
- a 2 form-entry (420 place) primary school
- 2 flexible commercial employment units (190sqm.)
- 91 car parking spaces
- amenity space and play area.

5.2 Vehicle/pedestrian access is from Langhedge Lane with a separate pedestrian access to the school from the High Road.

5.3 The 222 new homes will comprise a mix of 1, 2, 3 & 4 bedroom flats and maisonettes providing a total of 684 habitable rooms.

	No. of Flats	No. of Maisonettes
1 bed	44	0
2 bed	147	0
3 bed	22	8
4 bed	0	1
Sub-total	213	9
TOTAL		222

5.4 The primary school is on the eastern side of the site with a direct frontage to the High Road.

5.5 There are four buildings ranging from 5, 6, 9 & 22 storeys – including the 2 storey school at the east of the site with 3 storeys of residential flats above. The 22 storey tower is sited at the western end of the site closest to the rail line. The two storeys at the base of the tower provide space for 59 cars to be parked and 268 cycle spaces as well as the employment units and plant room. There are a further 32 on-street parking bays providing total on-site parking for 91 cars (with 3 of those being allocated for use by the school). A further 48 cycle spaces are provided on the school site

5.6 All homes will achieve the Mayor of London space standards and Lifetime Homes standards, with 10% (23 units) able to accommodate wheelchair use.

5.7 All of the homes will be provided as affordable housing with 100 shared ownership or market sale units (all in the 22 storey tower) and all of the other 92 units being for

intermediate rent and 30 units for social/affordable rent. The whole development is being undertaken, and the completed development will, in the main, be managed, by Newlon Housing Trust including an on-site 24 hours concierge. The primary school though is proposed to be leased to Hartsbrook E-ACT Free School which will manage that building and external space.

- 5.8 The two-storey school will be 2,388sqm (GIA) floorspace with a play area fronting the High Road. It is proposed that this school will open in 2015 (the school is temporarily occupying premises at Tottenham Green) so existing pupils in Years 1-3 will transfer to the new premises and a new year group will enter the school in September. The school will then expand each year by 60 students until it reaches its capacity of 7 year groups and 420 pupils. Pupils will access the school via a pedestrian gate on the High Road frontage separate from the main vehicle access to the site which is from Langhedge Lane.
- 5.9 A communal Combined Heat and Power plant is proposed to serve the whole development with the plant room sited within the east building.
- 5.10 Three small employment units (total floor space of 190sqm) are situated at the base of the podium below the tower at the western end of the site.
- 5.11 In terms of design and materials, the two central buildings (6 & 9 storeys) will be mostly brick with the school building and the tower using a combination of brick a cladding system (Aluminium Composite Material) (ACM).
- 5.12 Each ground floor unit has its own street entrance with a communal entrance to upper floor flats. Every flat has a balcony as well as access to rooftop communal amenity space. Additional external ground level amenity and play space is also provided.
- 5.13 The residential flats above the primary school – forming two separate 3 storey blocks - are set back from the edge of the school below to reduce overlooking into the school playground. There is one communal entrance to those flats (located in the most northern building of the two blocks above the school) with residents living in the southern block then accessing their block by walking across a rooftop communal amenity area directly above part of the school.
- 5.14 Landscaping is proposed within the site as a mixture of trees, shrubs, soft and hard space with the London Plane tree on the site's High Road frontage retained.
- 5.15 The residential density of the scheme is 645 habitable rooms per hectare after making a proportionate reduction of the gross site area for the non-residential floorspace in the development. Residential floorspace accounts for 89% of the total floorspace.

6.0 RELEVANT PLANNING POLICY

6.1 The planning application is assessed against relevant National, Regional and local planning policy, including relevant policies within the:

- National Planning Policy Framework and Technical Guide to the National Planning Policy Framework
- The London Plan 2011
- Haringey Unitary Development Plan (2006)
- Haringey Supplementary Planning Guidance and Documents
- Draft Haringey Local Plan: Strategic Policies
- Draft GLA Upper Lea Valley Opportunity Area Planning Framework (ULVOAPF)

For the purpose of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the 2006 Haringey Unitary Development Plan and the 2011 London Plan.

6.1.1 National Planning Policies

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was adopted in March 2012. This document rescinds the previous national planning policy statements and guidance.

6.1.2 Regional Planning Policies

The London Plan 2011 (Published 22 July 2011)

Following consultation in 2008, the Mayor decided to create a replacement Plan rather than amend the previous London Plan. Public consultation on the Draft London Plan took place until January 2010 and its Examination in Public closed on 8 December 2010. The panel report was published by the Mayor on 3rd May 2011. The final report was published on 22nd July 2011. The London Plan (July 2011) is now the adopted regional plan.

6.1.3 Local Planning Policies

Haringey Unitary Development Plan (Adopted 2006)

Haringey Local Plan: Strategic Policies (formerly Core Strategy) (Published for Consultation May 2010; Submitted for Examination March 2011. EiP July 2011 and Inspector's Report December 2012)

Haringey's draft Local Plan: Strategic Policies (formerly Core Strategy) was submitted to the Secretary of State in March 2011 for Examination in Public (EiP). The first session of EiP hearings ran from 28th June 2011 until 7th July 2011. An additional hearing took place on 22nd February 2012.

In line with paragraph 216 of the National Planning Policy Framework (NPPF) (27th March 2012) significant weight must now be attached to the emerging Local Plan

Strategic Policies. The Local Plan will be adopted by Cabinet and Full Council in February 2013. Appendix 1 of the emerging Local Plan shows which policies within the Plan replace those within Haringey's Unitary Development Plan (2006).

Haringey Supplementary Planning Guidance and Documents
Haringey Draft Development Management Policies (Published for Consultation May 2010)

A draft Development Management Document (DMP) was issued for consultation in May 2010. To be in accordance with the NPPF and the London Plan 2011 and to address local priorities, the Council is currently drafting a new set of DM policies. A consultation draft will be issued in early 2013. The UDP 'saved' policies will remain saved as part of the Development Plan until they are replaced by policies in the Development Management document. The DMP DPD is at an earlier stage than the Local Plan Strategic Policies and therefore can only be accorded limited weight at this point in time.

6.2 A full list of relevant planning policies is in Appendix 2.

7.0 CONSULTATION

7.1 The Council has undertaken wide consultation. A summary list of consultees is provided below and a full list of consultees is provided in Appendix 9.

7.1.1 Statutory Consultees

- Greater London Authority
- Environment Agency
- Transport for London
- London Fire Brigade
- Metropolitan Police- Crime Prevention Officer
- Network Rail
- Thames Water Utilities
- Greater London Archaeology Advisory Service
- London Borough of Enfield

7.1.2 Internal Consultees

- Haringey Arboricultural Officer
- Haringey Environmental Health – Noise and Pollution
- Haringey Environmental Health – Contaminated Land
- Haringey Waste Management/Cleansing
- Haringey Education/Children's Services
- Haringey Building Control
- Haringey Housing Design and Major Projects
- Haringey Conservation and Design Team
- Haringey Tottenham Team
- Haringey Nature Conservation
- Haringey Transportation Team

- Haringey Legal

7.1.3 External Consultees

- Ward Councillors
- Tottenham Civic Society
- Tottenham CAAC
- Design Panel

7.1.4 Local Residents

- Residents and business occupiers of approximately 2,800 properties were consulted, including within the LB of Enfield to the north of the application site. Since the beginning of the consultation period 5 local resident/business representations have been received.
- A Development Management Forum was held on 3 December 2012 attended by 3 Councillors and approximately 45 local people and businesses. The minutes are attached at Appendix 3.

7.2 A summary of statutory consultees and residents/stakeholders comments and objections is provided in Appendix 1. Consultation responses were a mixture of those in support and against and raised the following broad issues:

- Increased traffic and parking demand
- Impact on views from nearby residential blocks
- Overshadowing
- Height of the tower

7.3 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment in part 8 of this report.

7.4 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting and in view of this the number of letters received may rise further after the officer's report is finalised but before the planning application is determined. These additional comments will be reported verbally to the planning sub-committee.

7.5 The scheme was presented to the Haringey Design Panel at the pre-application stage on 4th July 2012. The minutes of that discussion are in Appendix 4.

7.6 Applicant's consultation

7.6.1 The scheme was initially discussed at the previous master plan public consultation events, held earlier in the summer of 2012 at Tottenham Hotspur Football Club.

7.6.2 The applicant undertook their own extensive community consultation in September prior to submitting the application. The public consultation and exhibition was held at Coombes Croft Library, High Road, Tottenham, prior to the submission of the planning application. Newlon Housing Trust (NHT) sent out three thousand written invitations ten days prior to the event including email invites to ward councillors. The event was attended by 21 people, including a local councillor and members of staff employment by Homes for Haringey. Presentation boards including visualisations together with feedback forms remained on display at the library until the 8th October 2012. Eleven feedback forms were received during and following the event, in summary the issues raised included:

- Positive comments about the design of the tower and lower-rise blocks;
- A wish to see the Master Plan begin to be physically implemented;
- Support for new affordable housing
- Support for shared ownership provision “as long as ownership is controlled”;
- Concern over lack of nursery school place, GP services and facilities for older people locally.

7.6.3 Full details of the applicant’s consultation can be found in their Statement of Community Involvement within the Design and Access Statement submitted with the application.

Greater London Authority

7.7 The application is referable to the Mayor of London under category 1A (a development providing more than 150 residential units), 1B.c (a development outside of central London with a total floorspace of more than 15,000sqm) and 1C.c (a building more than 30m high, outside of the City of London), of the Schedule to the Order 2008. Once the Council has resolved to determine the application, it is required to refer the it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

7.8 Pre-application planning meetings were held with GLA officers on 7th June and 3rd August 2012. A key conclusion of the meetings was that the proposal for a residential-led development including a school would be likely to be acceptable in strategic planning terms, provided the loss of employment land was locally acceptable and the scheme was of exemplar design. Suggestions were made to improve the design of the scheme, particularly in relation to the eastern part of the site, its access arrangements, and its public realm. It was also suggested that the location of the school required further consideration to ensure that the proposal would deliver the highest quality urban design and be compatible with future regeneration of the wider site area.

7.9 The GLA Stage I report raised a number of issues including urban design, provision of playspace, inclusive design, transport and parking and energy. The full GLA Stage 1 report is provided in Appendix 6. The applicants have since worked with the GLA to address the issues raised in the Stage I report.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

The main issues in respect of this application are considered to be:

- 8.1 Principle of development on designated employment land
- 8.2 Design, height, bulk and scale
- 8.3 Density
- 8.4 Dwelling mix and Tenure
- 8.5 Impact on the Conservation Area
- 8.6 Townscape and Visual Effects
- 8.7 Daylight, Sunlight and Overshadowing and Privacy
- 8.8 Transport, Access, Parking and Highways
- 8.9 Energy and Sustainability
- 8.10 Lifetime Homes and Inclusive Design and Access
- 8.11 Amenity Space
- 8.12 Waste and recycling
- 8.13 Air quality
- 8.14 Archaeology
- 8.15 Ground Conditions and Contamination
- 8.16 Drainage and Flood Risk
- 8.17 Noise and Vibration
- 8.18 Ecology
- 8.19 Microclimate
- 8.20 Socio-Economics and Equalities
- 8.21 Environmental Impact Assessment
- 8.22 Mayoral Community Infrastructure Levy
- 8.23 Planning Obligations – Section 106 Legal Agreement and Heads of Terms

8.1 Principle of development on designated employment land

8.1.1 In determining planning applications, the Sub-Committee's decision has to be in accordance with the development plan unless material considerations indicate otherwise.

Employment

8.1.2 A key factor in making a decision on this application is that the application site is classified as an 'Industrial Location' within the High Road West Defined Employment Area designation in both the UDP and the new Local Plan Strategic Policies. A Defined Employment Area designates land for employment use although the policy does recognise a range of employment uses that are outside 'B' class uses (the characteristic use on sites designated as "Industrial Locations") and as such there is some flexibility as to appropriate employment uses.

8.1.3 The primary school will provide approximately 56 jobs plus the three small employment units which can be expected to provide space for about 19 jobs – making a total potential employment on the site of about 75 jobs.

- 8.1.4 As a 1 hectare site, if the whole site were developed for B class uses the range in the number of jobs that the site could be expected to accommodate is about 70 jobs if the site were used for warehousing (assuming 50% site coverage), about 125 jobs if it was in B2 industrial use and up to about 400+ jobs if B1 offices. In this location it is far more likely that the site would be in storage use so the lower number of potential jobs is the more realistic comparison. So the estimated 75 jobs compares reasonably with the number that might be generated if the whole site was used for warehousing – but would be significantly less than might be generated if the site was used for industrial or office use.
- 8.1.5 The continuation of B uses, particularly a B8 use in a locality with a high proportion of residential accommodation would generate extra vehicular movements including lorries which would have an impact on the amenity of the area and for those reasons would not be desirable in this location.
- 8.1.6 The Local Plan Strategic Policies also state that *'flexibility will be shown for alternative uses that complement the employment uses, contribute to social infrastructure or provide training'* (para.5.1.18). The new school on the site represents important social infrastructure - there is a significant and pressing need for additional pupil capacity in Tottenham. As such, the use of part of the site for a school presents a strong case for allowing this element of the proposed development on the site under the current policy designation.
- 8.1.7 That then leaves the question - should the rest of the site be developed for housing rather than be retained for other employment uses?
- 8.1.8 Policy EMP4 of the UDP (which will still remain a detailed development management policy after the Local Plan Strategic Policies are adopted) applies where proposals are put forward for non-employment uses on land designated for employment. It states that planning permission will be granted to redevelop or change the use of land in employment use provided that:
- the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and
 - there is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the DEAs, or 3 years within a DEA; or
 - the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.
- 8.1.9 It is considered that the three criteria in UDP Policy EMP4 are met in that:
- the site is not suitable for continued, solely, employment use in the medium and long term given the Council's wider ambitions for regeneration;
 - the site has been largely vacant for a number of years and the previous owner had seemingly received no offer to purchase the site for alternative employment uses;

- the redevelopment of the site as per the application proposals will increase the number of jobs that had previously been on the site over a number of years; and
- the application proposals for the site will provide much needed new social infrastructure and result in wider regeneration benefits consistent with the Council's regeneration strategy for Tottenham.

8.1.10 The former use of the site by Cannon Rubber Automotive had been running down for some years with, it is understood, the shift abroad of the company's car mat manufacture. The site was very much under-used and there was no sign of other employment uses being promoted to 'fill the void' and provide a financial return to the owners. The buildings that were on the site were built in the mid to late 1960's and were only likely to meet the needs of businesses requiring relatively low quality space.

8.1.11 Indeed, the former owner had started to demolish the buildings indicating that they were outdated. That demolition has been continued by the new owner (the applicant) so the site is now largely cleared.

8.1.12 Following approval by the Council's Cabinet in February 2012, the Council has embarked on preparing an overall regeneration masterplan for the 'High Road West' area that includes the application site and land to the south comprising in total approximately 12 hectares. The Council's publication of 'A Plan for Tottenham' in 2012 also highlights this as a key area for the next phase of regeneration in North Tottenham.

8.1.13 In approving the start of work on a High Road West masterplan, the Council's Cabinet approved 10 transformation principles to guide the work. One of these is that there should be 'no net loss of jobs' from the area. Given that the site had been grossly under-occupied for several years (it is understood only a handful of employees were on the site for some years), the potential provision of 75 jobs on the site with the application proposals represents a net gain in current employment (though, as stated in para. 8.1.5, that number of jobs is either comparable to or less than could be expected if the site was retained wholly as employment land).

8.1.14 However, the retention of the application site in 'B' Class employment use (with no immediate prospect of the site being occupied given the immediate past history of the site and current market conditions) would be likely to prejudice the Council's regeneration ambitions for the wider area. Indeed, the development of the site for a school and new homes can help to signal the transformational change to which 'A Plan for Tottenham' aspires. The principle of the proposed development is therefore considered to be consistent with regeneration policy as it seeks to deliver a well designed mixed use scheme comprising residential (with affordable housing), commercial space and education use.

8.1.15 In 2012 the Council commissioned an Employment Land Study to review the demand for and supply of employment land in the borough. That Study recommended that the 'High Road West' employment land could be released from that use and offers a good opportunity for re-designation as a Regeneration Area that would enable additional flexibility and choice at this site in order for future

development proposals to be integrated with wider regeneration initiatives being developed in Tottenham. Although no Council decisions have been taken to that effect.

8.1.16 The draft Upper Lee Valley Opportunity Area Framework (ULVOAF) published for consultation by the Mayor of London in November 2012 also suggests that the employment use of the application site should be reviewed given the wider regeneration ambitions. Indeed, partly in recognition of that, the Mayor's draft Opportunity Area Planning Framework (OAPF) suggests that other land in Tottenham has its employment designation strengthened to compensate for the potential use of the application site for a wider range of uses than just employment. While this draft OAPF does not override the statutory plan it is a further material consideration to be taken into account.

8.1.17 The Council and the Mayor now envisage the area to the west of the High Road undergoing comprehensive change to complement the Tottenham Hotspur's proposals for a new stadium, housing and community facilities. This approach is set out in the Mayor's 2011 draft ULVOAPF and the Mayor and Council's August 2012 "Plan for Tottenham" both of which envisage a number of sites in this area (including the application site) being redeveloped to provide additional housing and community facilities. For these reasons, GLA Stage 1 Report states that the loss of the existing employment land is acceptable in strategic planning terms.

8.1.18 In addition to the existing policy criteria being met to justify the release of employment land from solely employment use, there are also strong material considerations to take into account, that challenge the statutory plan's designation of the site as solely employment.

8.1.19 Within the NPPF there is a presumption in favour of sustainable development "which should be seen as a golden thread running through plan-making and decision-making" (NPPF para. 14).

8.1.20 The NPPF places great emphasis on the need for the planning system to support sustainable economic growth. This includes the need to identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.

Education

8.1.21 Regarding schools, the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of communities and that local authorities should take a proactive approach to meeting this requirement. Great weight should be given to the need to create, expand and alter schools.

8.1.22 The London Plan policy 3.18 (Education Facilities), confirms that the Mayor will strongly support the provision of new schools. The policy also encourages developments that would maximise the extended or multiple use of educational facilities for community or recreational use. The Mayor has confirmed in his Stage 1 report that the principle of a new school is strongly supported in strategic planning terms.

- 8.1.23 The Government's 2011 Policy statement (Planning for schools development) states that there should be a presumption in favour of the development of state-funded schools.
- 8.1.24 Hartsbrook E-Act Free School opened in September 2012 with the provision of 60 reception places and 60 Year 1 places. The school also provided an additional 30 reception places in the form of a bulge (one-off) class for September 2012, bringing its total number of reception places for the academic year to 2012/13 to 90.
- 8.1.25 The school's temporary site for a planned period of three years is at the College of Haringey, Enfield and North East London's campus on Tottenham High Road. From September 2015, it is proposed that the school will be permanently based on the former site of Cannon Rubber Ltd at 881 High Road, N17 as part of the housing development being proposed for that site. Ultimately, the school will have a planned admission number (PAN) of 420 between reception and Year 6 when it reaches its full capacity in 2020.
- 8.1.26 The borough is experiencing a high and rising demand for reception places year on year as a result of a rising birth rate and a rising demand for Haringey school places. This is a pattern seen across almost all of London's 33 boroughs. Officers are informed that the current time there is no surplus capacity within reception classes across any of our schools. This 0% surplus must be viewed against the DfE'S recommended 5% surplus capacity to allow for some movement and for parental preferences.
- 8.1.27 The 60 additional reception places being provided by Hartsbrook each September provide some additional places at a time when the Council are already providing additional capacity within our primary schools each year to address the current demand for school places. Northumberland Park ward, in which Hartsbrook will eventually be based, is a ward where unmet demand is particularly challenging and the Council are currently considering plans to address capacity issues at reception level for entry in September 2013 in this and other wards. The plans that we are currently working on are likely to result in the provision of (in the region of) an additional 120 reception places.
- 8.1.28 While Hartsbrook E-Act Free School was agreed by the DfE in 2011 to meet already identified unmet demand in and around Northumberland Park, the additional 222 residential units provided as part of the residential development result in a child yield for which no additional provision has been made in the form of either child places or as a financial contribution. An educational contribution towards the cost of providing these additional places arising out of this new development would normally be expected to ensure that funding for the necessary infrastructure to support the development can be provided, in this case on financial viability grounds it is not possible to include an education contribution within the s106 over and above the provision of the new primary school on the site.

Residential

8.1.29 The London Plan Policy 3.3 (Increasing housing supply), seeks to increase London's supply of housing and sets a London-wide target of 32,210 additional homes per year until 2015/2016 when this target will be reviewed. Table 3.1 sets borough housing targets, of which Haringey's is 820 additional homes per year between 2011 and 2021. London Plan policy 3.4 (Optimising housing potential), seeks to ensure that development proposals achieve the optimum intensity of use taking into account local context, the design principles of the London Plan and public transport capacity.

8.1.30 The Greater London Authority state in their Stage 1 Report that appropriate, high quality redevelopment of the site would help to achieve the objectives of the "Plan for Tottenham" which includes:

- Stimulating investment at key locations in Tottenham by bringing vacant and damaged sites back into use and working with developers to bring forward high quality developments;
- Ensuring Tottenham makes a good first impression by improving the physical realm.
- Helping young people in Tottenham fulfil their potential by promoting positive activities, supporting families, reducing re-offending and enabling youngsters to stay in education or take up training and job opportunities including apprenticeships;

8.1.31 The proposed scheme will result in the comprehensive redevelopment of the site providing a number of physical and economic regeneration benefits for the area. The development will result in the physical regeneration of the site through the provision of high quality housing, education and employment uses and will replace the existing dilapidated buildings to provide a more appealing urban environment and reduce the fear of crime by significantly increasing passive surveillance.

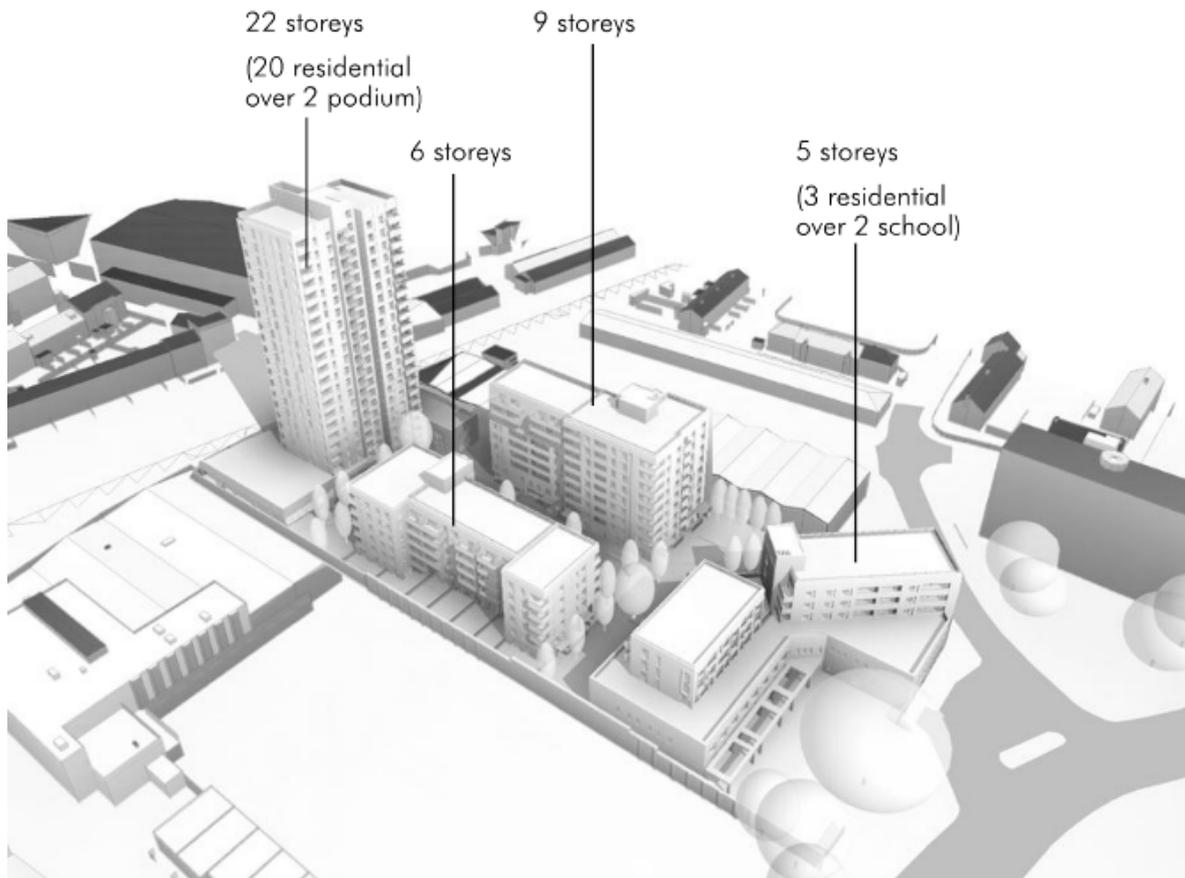
8.1.32 The principle of new housing, a new school and additional employment and/or community uses is therefore strongly supported in strategic planning terms.

8.2 Design, height, bulk and scale

8.2.1 The NPPF sets out the over-arching policy for design and emphasises its importance and indivisibility from good planning and sustainable development. Paragraph 60 states that planning decisions: "should not attempt to impose architectural styles or particular taste and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness." This approach is reflected in Chapter 7 of the London Plan, Haringey UDP policies UD3 'General Principles' and UD4 'Quality Design' and Local Plan Policy SP11.

- 8.2.2 London Plan policy 7.4 (Local Character) requires development to provide a high quality design response having regard to the pattern and grain of the existing spaces and streets; the urban structure and surrounding historic environment. Furthermore policy 7.5 (Public Realm) supports development that enhances the public realm. Policy 7.6 (Architecture) says that new development should be of the highest architectural quality, whilst also being of an appropriate proportion and scale so as not to cause unacceptable harm to the amenity of surrounding land and buildings, especially where these are in residential use.
- 8.2.3 Policy SP11 'Design' in the Local Plan Strategic Policies and UDP Policies UD3 'General Principles', UD4 'Quality Design' and SPG1a 'Design Guidance' set out the Council's general design principles for new development in the Borough.
- 8.2.4 The applicant's Design and Access Statement documents the process of determining the current design up to submission and sets out how the physical constraints and opportunities have guided the design. Lengthy pre-application discussions involving the Council, GLA, Design for London and Arup's Master Planning Team have led to the current design with substantial improvements achieved from the original concept drawings.
- 8.2.5 The development has four principal buildings of 2/5, 6, 9 and 22 storeys. Surrounding development ranges in height from single-storey to 18 storeys. With the main site access from Langhedge Lane, the school is able to face onto the High Road with its own direct pedestrian entrance. A central roadway penetrates the site leading to the tower at the western end and flanked en route by two residential buildings of 6 & 9 storeys. The design provides good demarcation between public and private space.
- 8.2.6 The buildings step in height from the High Road at the east of the site to the tower at the western end closest to the railway line. The frontage of the development steps from 2 to 5 storeys, the central south block is 6 storeys and the central north block being 9 storeys. The tower steps up to 22 storeys with a 2 storey podium. (see Figure 1).
- 8.2.7 The key design issues are:
- the inclusion of a 22 storey tower;
 - the provision of residential flats directly above the school building; and
 - the quality of the design and choice of materials

Figure 1



Tower

8.2.8 All development, and especially those proposing tall buildings, needs to demonstrate high quality design. CABE Tall Buildings Guidance (2007) advises that evaluation should be against the following criteria:

- Relationship to context
- Effect on the historic context
- Effect on world heritage sites
- Relationship to transport infrastructure
- Architectural quality of the building
- Sustainable design and construction
- Credibility of the design
- Contribution to public space and facilities
- Effect on the local environment.

8.2.9 The Haringey UDP and Local Plan Strategic Policies set out similar criteria.

8.2.10 It is considered that the tower satisfactorily meets, or has the potential to meet subject to further detailed design approval, the relevant criteria in local policies and CABE's guidance:

- **Site and historic context** - The context of this development site is one where change and more intensive land uses are being encouraged by policy. There are other towers in the vicinity (c. 10 and 18 storeys) so there is an existing, albeit limited, cluster of taller buildings in the vicinity. Tottenham High Road is an important heritage corridor where buildings are mostly 2-4 storeys but the positioning of the tower at the western end of the application site serves to improve legibility and visual amenity while not having an overbearing impact on the historic context.
- **Transport infrastructure** - the site has good public transport accessibility (PTAL 4) and the High Road itself is a strategic transport corridor. This level of accessibility supports more intensive land uses albeit it is acknowledged, as set out in the Transport section of this report that the road network is now close to capacity at peak hours taking into account approved development in the general area.
- **Architectural quality & design credibility** – the tower has a slender profile with a relatively small footprint with only 5 flats per floor. This, together with the strong vertical emphasis to the design, the recessed/semi-recessed balconies and a proposed simple palette of cladding materials, provides the basis for a quality design. In order to deliver the highest quality of design, planning conditions are recommended which require the submission of detailed designs relating to the external appearance of the tower. There will also be a requirement for the applicant to submit material samples by way of condition.
- **Sustainable design & construction** - good design is sustainable design. The proposed development as a whole is designed to achieve the required carbon savings and energy targets. The inclusion of a tower enhances the ability of the scheme to use a communal heating system.
- **Contribution to public space and facilities** – The inclusion of a tower supports the viability of the development and the ability of the scheme as a whole to provide an acceptable amount of communal amenity space. However, there will be no 'public' space per se in the development other than for occupiers of the site because of the need to maintain a reasonable degree of security for those occupiers.
- **Effect on local environment** – with the tower sitting on a two storey podium deck, the projected micro-climatic effects at ground level are mitigated to a degree. While the flow of wind across parts of the site at ground level are projected to increase (dependent on wind direction), there are no areas where this increase is assessed as likely to be above generally accepted thresholds. The area in the vicinity of the tower pedestrian entrance on the east side of the tower podium is assessed as being a concern (though still within acceptable limits) where ground level planting may help to reduce the impact further. This

can be picked up in approving the detailed landscaping scheme that is required by a recommended condition.

8.2.11 The Mayor of London has expressed concerns on the tower design stating that, as is recognised in the preceding paragraph, it does not currently provide exemplary detailing. Since this view was expressed the applicant has worked with the GLA and Council officers to make significant improvements to the design of the tower. Council officers consider that the design has the basis to be further improved by close attention to the details but that the slender lines of the tower with a relatively small footprint (with only 5 flats per floor) is a good starting point and one that has the potential to provide a high quality and attractive landmark in North Tottenham.

Flats above the school

8.2.12 The flats above the school introduce an element to the design that initially created concerns about potential overlooking into the school's external areas. The possibility of overlooking is always a sensitive and difficult issue but it also has to be acknowledged that many existing schools (in the borough and outside) have residential buildings immediately adjacent to their sites that do overlook play areas.

8.2.13 The flats proposed above the school in this scheme are set back significantly from the front of the school building and the external play area. Officers have visited a similar modern example of flats being built above a primary school and the school staff report no difficulties have arisen as a result. Officers consider this element of the design is acceptable.

Design quality and use of materials

8.2.14 The Design Panel expressed concerns on an earlier version of the scheme and significant changes have been made to address many of those concerns. The design has been developed following extensive pre-application consultation and has been substantially improved as a result. In particular the scheme now proposes a permeable and legible street based development with the potential to tie in to the redevelopment of surrounding sites. This is strongly welcomed.

8.2.15 The two central blocks and flats above the school are primarily brick with perforated metal balustrades to balconies. This is welcomed.

8.2.16 Distances between the residential blocks are acceptable. Some habitable room windows to specific lower floor flats in the two central blocks are close to the site boundary being 6m from a c6m brick wall to the south (for the central southern block) and 2m from the rear of industrial units (for the northern central block). These are close distances but, for some of the flats, they are mitigated to a degree by those units (but not necessarily every room) being dual aspect with a more open outlook from other windows. The internal daylight and sunlight conditions of these units has been assessed and it has been confirmed that these rooms all achieve or exceed BRE targets for the specific room use.

8.2.17 Of the residential units proposed 80% are to be dual aspect, the remaining single aspect units (all 1 bed 2 person flats) are south or west facing and none of the units

are solely north-facing. All flats meet or exceed the floor space standards set out in the Interim Housing Design Guide of the London Plan.

- 8.2.18 The proposed school has been designed to meet the spatial needs of the proposed education provider (E-ACT) and the GLA confirm that it meets the Department of Education design and funding requirements. Its prominent position on the High Road is also intended to visibly announce renewal and positive change in the area.
- 8.2.19 In terms of the Masterplan context the provision in the design for the creation of north-south links to the adjoining sites, if those are redeveloped in the future in the context of the Masterplan work being undertaken by the Council and GLA, is welcomed.
- 8.2.20 The two storey podium at the base of the tower is welcomed with an active street frontage and secures a good visual transition with the other lower buildings in the scheme. The main residential entrance to the tower is particularly interesting and well resolved.
- 8.2.21 Overall in terms of design, layout and landscaping there is a good relationship between buildings and spaces and the design allows key views of the tower from the site frontage to improve legibility. The central street has been carefully and well designed affording privacy to residents and good landscaping. The public space at the site entrance on the north side of the access road is questioned and needs careful detailed design through a condition of consent as provided in section 12.0.
- 8.2.22 The design, massing and layout of the proposed development is considered acceptable and generally in compliance with the Council's design policies, though conditions are recommended to require more detailed design work on the specific element of the tower and details of landscaping with be provided via conditions. The overall residential design quality of the scheme is acceptable, with a high number of dual aspect units, providing ground floor flats with their own individual entrances and minimising the number of units sharing common areas. This is in line with the London Housing Design Guide and Mayor's Housing SPG.

Density

- 8.3.1 National, London and local policy seeks to ensure that new housing developments make the most efficient use of land and take a design approach to meeting density requirements.
- 8.3.2 Table 3.2 of the London Plan sets out a sustainable range for density according to the Public Transport Accessibility (PTAL) of a site. The site is in an 'urban' context and has a PTAL of 4 thus the development should be within the density range of 200 to 700 habitable room per hectare (hr/ha). A numerical assessment should not be seen as the sole criteria for assessing impact. Rather than applying policy mechanistically the London Plan advises decision makers to take account of local context, design and transport.
- 8.3.3 The proposed development would deliver a total of 684 habitable rooms. The Haringey Housing SPD (para. 6.5 - 6.9) sets out a specific density calculation

methodology. The total floor space being delivered would be 23,537.57sqm and 89% of this is residential floor space. The site area including half of the High Road is 1.19ha (Site Area 1.04ha + $\frac{1}{2}$ Road Width 0.15ha) (See Figure 2). Using the LBH methodology, the proportion of commercial floor space is deducted from the site area. The site area to be used in this calculation is therefore 89.04% of 1.192ha. The density using this calculation is therefore based on 684 habitable rooms on a site area of 1.061ha. This equates to 645 habitable rooms per hectare (hr/ha) and thus would fall within an acceptable range.

8.3.4 Based on the above calculation the proposed density is in accordance with the London Plan (2011) as well as the emerging plan (the Haringey Local Plan Policy SP2 'Housing') since that policy is also based on Table 3.2 of the London Plan. Density is closely related to design and the proposed scheme has been designed with consideration of its local context, including transport impacts, social infrastructure benefits and important regeneration benefits. Therefore as well as being within the acceptable density range, the scheme does not demonstrate any symptoms of overdevelopment i.e. no harmful impacts on neighbouring areas in terms of daylight/sunlight, overshadowing or microclimate, and will provide a good standard of accommodation for future residents. This is discussed in more detail in latter sections of this report.

8.3.5 However, if the density is calculated based on the site area minus the proportion of commercial floor space to GIA the density would be 738 habitable rooms which is slightly above the densities envisages in Table 3.2 of the London Plan however the density is considered to be acceptable by the GLA provided the urban design matters set out in their stage 1 report can be resolved.

Figure 2 – Site Area (Density Calculation)



8.4 Dwelling Mix and Housing Tenure

- 8.4.1 The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing should be provided based on demographic and market trends and the needs of different groups. Policy 3.8 of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is supported at the local level through UDP Policy HSG10 and Supplementary Planning Document (SPD) Housing.
- 8.4.2 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).
- 8.4.3 Similarly, The London Plan (2011), policy 3.12 states that Boroughs should seek “the maximum reasonable amount of affordable housing...when negotiating on individual private residential and mixed-use schemes”, having regard to their affordable housing targets, the need to encourage rather than restrain residential development; the need to promote mixed and balanced communities; the size and type of affordable housing needed in particular locations; and the individual circumstances including development viability”.
- 8.4.4 Policy HSG 4 of the UDP (2006) requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 50%. This target is retained in Policy SP2 of the emerging Local Plan.
- 8.4.5 The proposed dwelling mix is as follows:
- 100 shared ownership (or market) flats – in the tower;
 - 122 rented units (of which up to 92 will be at intermediate rents and 30 at social/affordable rents).
- 8.4.6 The size mix of the units between the proposed four buildings on the site is:

Scheme Unit Overview																			
Block	Location	Unit Type		1b2p		2b3p		2b4p		3b6p Mais		3b5p Flat		3b6p Flat		4b6p Mais		Block Totals	
		Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms
		1	Over School - North Portion	0	0	0	0	12	36	0	0	0	0	0	0	0	0	0	12
2	Over School - South Portion	3	6	0	0	6	18	0	0	0	0	0	0	0	0	0	9	24	
3	North Central	18	36	0	0	16	48	3	15	10	50	10	50	0	0	57	199		
4	South Central	2	4	1	3	35	105	5	25	0	0	0	0	1	5	44	142		
5	Tower	21	42	12	36	65	195	2	10	0	0	0	0	0	0	100	283		
Unit Totals		44	88	13	39	134	402	10	50	10	50	10	50	1	5				
Type Percentages		20%		6%		60%		5%		5%		5%		0%					
																	Scheme Total	222	684

8.4.7 In summary, the dwelling size mix is:

Number Bedrooms	of	No. (and %) of units	Percentage (%) sought by Housing SPD
1 bed		44 (20%)	27%
2 bed		147 (66%)	30%
3 bed		30 (14%)	22%
4 bed		1 (0.5%)	11%

8.4.8 Of the residential units to be provided 31 of those units will provide family housing as defined by the London Plan. This represents just over 14% of the total units and, whilst modest, is deemed acceptable by the GLA and the Council given the form of the proposals, in particular that the family units would primarily be located in the central blocks and not within the tower or blocks above the school.

8.4.9 The applicant is proposing that all units will be affordable (though market sale of some of the shared ownership units is not ruled out). The tower will consist solely of shared ownership units. The tower will consist of primarily 1 and 2 beds plus two 3 bed units.

8.4.10 The rest of the units within the scheme are for rent with 28 no. 3 bed family sized units. 30 of the rented units will be made available to the Council, should it so decide, to nominate existing Council tenants for transfer linked to facilitating regeneration of the wider area.

8.4.11 The Mayor considers the tenure balance acceptable in this instance. The scheme complies with the adopted London Plan strategic policy 3.12 which seeks the maximum amount of affordable housing.

8.4.12 The Council's Housing & Major Projects Team supports the scheme and state that the proposed level and mix of affordable housing (largely low cost home ownership and intermediate rent for working households) will ensure a more sustainable, balanced and less transient community. It has been accepted that this is the most viable mix for this scheme, which will not only maximise the delivery of affordable

home ownership, intermediate rent for working households but also considerably assist in the long term regeneration of the area.

8.4.13 The housing is designed to be tenure neutral; as such all of the housing is designed to the same high standard. Careful thought has been given to the tenure of each block in order to maximise effective and co-ordinated management of the housing, school, commercial units and public spaces.

8.4.14 There has been a series pre-application meetings with the applicant, GLA and Council officers and the enabling team to discuss the mix and tenure. The scheme in its current form complies with the London Plan (2011) policy 3.12 and the Councils Housing Policies, principally on the grounds that it promotes the area's regeneration – Current UDP policy HSG4. This position is supported by paragraphs 4.21 and 4.22 of the UDP and 5.28-5.30 of the Housing SPD. As such the proposals have been developed to include a high proportion of low cost home ownership. Haringey Housing Enabling Team supports this scheme in terms of the proportion of affordable housing delivered due to the reasons outlined above and will have continuous engagement with Newlon Housing Trust to ensure the council aims and objectives are met.

8.5 Impact on the Conservation Area

8.5.1 The eastern part of the site abuts (but is not included within) the North Tottenham/Tottenham High Road Conservation Area.

8.5.2 The London Plan Policy 7.8 seek that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. UDP Policies CSV1 and CSV2 require proposals affecting conservation areas and statutory listed buildings, to preserve or enhance their historic qualities, recognise and respect their character and appearance and protect their special interest.

8.5.3 As part of the application, a series of photomontages visualise how the scheme will appear from certain vantage points. These help to assess the impact on the Conservation Area. The 2 storey school building with 3 storeys of flats above fronts the High Road and, with an angled facade, frames northward views along the High Road. The flats in this block are of brick construction above silver & grey metal cladding panels with green trim on the school. The tower at the rear of the site is primarily visible as glimpses from the High Road. The brick central blocks behind the school are also visible from parts of the High Road.

8.5.4 Although English Heritage (EH) is not a statutory consultee on this application they have provided comments on the scheme. English Heritage considers that the proposed development does not respond well to the Conservation Area and suggest the school should reflect more the linear nature of the High Road and should incorporate traditional materials. English Heritage also questions the inclusion of the tower in relation to planning policy.

- 8.5.5 The design rationale of the development has been to increase the height across the site with the lowest elements, at 2 & 5 storeys, being closest to, and most visible from, the High Road. The height of buildings surrounding the site range from 3 to 18 storeys and the closest listed building is at 869 High Road, a 3 storey building approximately 50m from the site. The design does include the considerable use of brick as a traditional material which is much in evidence in the Conservation Area. The only non-traditional material being proposed that will have an impact on the appearance of the Conservation Area is the metal cladding on the 2 storey school but it is appropriate to see a differentiation in materials to highlight different uses within the buildings. However, the silver and grey colour of the proposed cladding should be given further consideration and a 'materials' condition will enable that to be subject to further approval.
- 8.5.6 The Design Officer has been consulted and considers that the school on the site frontage fits in well with the Conservation Area and improves the best aspects of the character of the High Road. It is an appropriate function and use, and designed to read as a school and appear interesting, significant and appealing. Views of the front building from the High Road are well considered, and it is particularly welcomed that that the development affords satisfactory protection to the mature London Plane tree at the site frontage which is subject to a TPO. Its modern materials at ground and first floor levels do not attempt to mimic the details and materials predominant within the Conservation Area, but the brickwork of the housing above does draw on the use of traditional materials, tying the buildings to the existing local context and preserving the appearance of the conservation area.
- 8.5.7 While the expressed concerns on the possible impact on the Conservation Area are noted, it is suggested that these concerns understate the design quality of the scheme and do not give sufficient weight to the harm that the previous use has on the character and appearance of the conservation area. It is considered that, on balance, the scheme design is acceptable especially with the recommended condition to approve design details of the tower, details of construction materials and controls such as restrictions on satellite dishes. And that the proposed scheme would preserve the character and appearance of the conservation area in accordance with London Plan policy 7.8 and UDP policy CSV1, CSV5 and supported by SPG2.

8.6 Townscape and Visual Effects

- 8.6.1 The above concerns expressed by English Heritage and the Council's Conservation Officer highlight that there are differing views about the design merits of this scheme. The Council's Design Officer considers that the scheme has been very significantly improved through close dialogue with the applicant's architects and that it is now a scheme that justifies support on design grounds subject to the recommended conditions to approve the detailed design of the tower and the details of materials for the school building. The GLA are also supportive of the design changes which have resulted in the scheme under assessment.
- 8.6.2 The development will create an active frontage to the High Road and throughout most of the site. It will enhance permeability of the site in a controlled and secure

manner (with the presence of a concierge) and provide the possibility for improved connectivity to adjoining sites subject to their future redevelopment.

8.6.3 The inclusion of the 22 storey tower (with mezzanine top floor) (72.5 m above ground level and 86.20 above ordnance datum) provides a landmark feature that will be clearly visible to aid orientation within the area. It will have a particular impact on views from the west across the main railway line where it could be a dominant feature but, subject to close attention to design details (for later approval), it has the potential to make a positive impact on the overall townscape.

8.6.4 The Design Officer recognises that the site can be suitable for a tall building. While some concerns are expressed about the possible impact on sunlight and daylight to surrounding properties the applicant's have submitted an assessment of sunlight and daylight impact to surrounding properties which shows that the impact is not significant (discussed further in section 8.7 of this report). The tower (with further attention to the design which is to be secured by condition) can be a positive landmark feature and a symbol of regeneration.

8.6.5 Overall, the scheme should have a positive impact on the townscape.

8.7 Daylight, Sunlight, Overshadowing and Privacy

8.7.1 Policy UD3 of the UDP 2006 requires development to have no adverse impact on residential amenity through loss of daylight or sunlight. The Housing SPD supports the UDP policies. Best practice requires that regard be had to the Building Research Establishment (BRE) guidelines 'Site Layout for Daylight and Sunlight' when determining if a proposed development will cause a material loss of daylight and sunlight to another residential property or garden. The applicants have submitted a Daylight and Sunlight Report in accordance with the BRE report 'Site Layout Planning for Daylight and Sunlight 1999'.

8.7.2 There will be no significant impact on daylight and sunlight to nearby residential properties, or significant overshadowing impacts as a result of the proposed development.

8.7.3 Natural light penetrating living rooms, bedrooms and kitchens within the development generally meet or exceed accepted guidelines.

8.7.4 Within the site, with 18m – 22m between most habitable room windows, there will be a strong urban feel to the development which has worked successfully in other recent schemes. Haringey Design Officer notes that the relationship between the school and the flats above has been well considered and there is sufficient separation and measures to ensure privacy between the two uses. There will not be any significant adverse impacts in relation to loss of privacy/overlooking arising as a result of the proposed scheme.

8.7.5 The development is therefore considered to cause no harm to residential amenity of neighbouring residents or future occupiers of the development, as a result of loss of daylight or sunlight in compliance with Policy UD3 of the UDP and SPD Housing.

8.8 Transport, Access, Parking and Highways

- 8.8.1 National, London and local planning policy seeks to reduce the dependence on the private car in urban areas such as Haringey.
- 8.8.2 The transport impact of the proposed development has been assessed by the Council's Transport and Highways Group. Policies M2 Public Transport and M3 locating New Development and accessibility of the Unitary Development Plan require that the proposals put forward take into account the needs of public transport users. Policy M5 seeks to protect and improve pedestrian and cycle routes.

Parking and Trip Generation

- 8.8.3 Located at the northern end of Tottenham High Road N17 on the borough boundary with Enfield, the site will be accessed off Langhedge Lane which extends across both boroughs and is heavily parked. There are currently no parking restrictions on Langhedge Lane in both boroughs. Other nearby streets within Haringey are covered by the Spurs Match Day CPZ but, as this CPZ only operates on a match day, it does not provide an adequate control of on-street parking demand that will be generated by this development.
- 8.8.4 The site currently has a vehicular access onto the High Road via the access to the bus stand on the High Road. This section of the High Road has single and double yellow line parking restrictions. There is a zebra crossing 80 metres to the north of the site entrance and the junction of Brantwood Road and High Road some 75 metres to the south of the site also has a pedestrian phase. Both crossings provide pedestrians with a safe crossing facility.
- 8.8.5 The site is located in an area with a medium (good) public transport accessibility level (PTAL) of 4 and is within walking distance of bus routes 279, 259, 349, 149 and W3. Combined, these routes offer some 49 buses per hour for frequent bus connections to Seven Sisters station and other locations. The site is also within walking distance of White Hart Lane Station which provides rail connection to London Liverpool Street to the south and Enfield and Cheshunt to the north.
- 8.8.6 The trip generation forecast on behalf of the applicant uses the TRAVL trip database. The data suggests that based on comparable sites, the residential and commercial aspects of this development would generate some, 39 In/Out (11 vehicles in and 28 vehicles out) vehicular trips during the critical AM peak hour. The applicant has proposed relocating the vehicular access to the site from the High Road to Langhedge Lane. Traffic modelling of the proposed access on Langhedge Lane has been undertaken and is covered later in this section.
- 8.8.7 The proposed school, when fully occupied, will generate some 400 in/out trips in the critical AM peak based on the TRAVL trip prediction database of which 65% of trips will be by sustainable modes of transport and 35% by car. The 35% of car trips will account for some 140 in and out vehicular during the critical AM peak hour. The proposed school accounts for the largest increase in generated trips

on the local transport network with the school generating some 78% of the total AM traffic demand on the network. The maximum number of car trips generation will occur during in the morning peak hour, with a total combined (residential, commercial and school) traffic flow of some 179 In/Out movements in the critical AM peak hour. The PM peak is not as critical as it falls outside school opening hours.

8.8.8 The applicant's traffic modelling of the junctions likely to be affected by the traffic generated by the proposed development include: Brantwood Road/High Road, White Hart Lane/ High Road, Northumberland Park/High Road and Park Lane/Church Lane/High Road. The modelling examined the impact of this development in combination with the impact of the THFC Northumberland Development Project (NDP) Phases 1 and 3. This modelling indicates that the traffic generated, combined with the approved NDP scheme, will result in a reduction in junctions practical reserve capacity, and increase congestion on and queuing on the highways network between the junctions of Brantwood Road/ High Road and White Hart Lane/ High Road. However the impact of the traffic from this development is only expected to last for some 15 minutes in the AM peak period where there is an increase in the number of vehicles queuing at the junction of High Road with White Hart Lane during the AM peak hour with an increase in the number of vehicles queuing from 28 to 59 vehicles.

8.8.9 It is also to be noted that this development proposal will generate the majority of the traffic in the morning peak, when the traffic generated by the supermarket is at its lowest. Hence, on reviewing the traffic generated by both developments combined with traffic modelling of the highways network that has been approved by TfL for the NDP project, whilst there will be some temporary congestion during the school drop-off periods, this development proposal will not result in a long term impact on the highway network, subject to adequate traffic management proposal being implemented such as school keep clear markings and upgrade the lining and signage of the existing zebra crossing, in order to control the parking demand generated by the school proposal on the High Road.

8.8.10 The applicant has completed traffic and parking stress surveys of the area surrounding the site. The results of the survey confirm officers' site observations. The area surrounding the site is heavily parked within 200 metres of the site, with few parking opportunities available in both Boroughs. The roads that are likely to be affected in Haringey by any residual parking demand generated by the proposal are Brantwood Road and Grassers Road which is located off Brentwood Road. It is to be noted that these roads may be subject to on street parking restrictions at some point in the near future subject to consultation as funding has been provided linked with the NDP Scheme to look at the possibility of implementing an all week CPZ in both boroughs to mitigate against the impacts of the development. Future residents in this development proposal should therefore be excluded from applying for on-street parking permits under the terms of any future traffic order relating to the NDP Scheme.

8.8.11 The applicant is proposing to provide 88 car parking spaces for the proposed 222 residential units including 5 disabled car parking spaces. 20% of the parking

provision will be for electric vehicles, with a further 20% to be able to be converted in the future. This is in accordance with the London Plan.

8.8.12 In addition the applicant will be providing 268 secure sheltered cycle parking spaces. Both car parking and cycle parking provision are in line with that required by Haringey's UDP, for an area with a medium public transport accessibility level. However, cycle parking is all located in one block – this should be reviewed and the applicant should explore and provide an amended cycle parking layout which seeks to provide cycle parking in each block. This will assist in making the cycle parking provision more accessible, hence maximising its use.

8.8.13 The applicant has agreed to enter into a S.106 agreement for the provision of 2 on street car club bays on Langhedge Lane and will offer all residents of the proposed development 2 years membership of the car club for free. A requirement for a parking management plan will form part of the s106 agreement.

8.8.14 In relation to the school element of the development, the applicant has proposed to provide 3 car parking spaces including 1 disabled car parking space and 48 cycle parking spaces for the use of the school. This level of parking is considered acceptable considering the site has good public transport accessibility and the school will have a travel plan which will be secured by the s106 agreement.

8.8.15 Transport for London (TfL) has provided feedback in their stage I report (see Appendix 1) and are broadly in support of the parking, access and traffic arrangements proposed. The issues raised by TfL are addressed through conditions of consent and/or through the s106 as set out in section 12.0 and Appendix 7 respectively.

Access and Servicing

8.8.16 The site has been designed to allow adequate turning area for refuse and delivery vehicles to enter and leave the site in forward gear. The carriageway has sufficient width at 5.5metres to allow vehicles to park and service the development without severely impeding the flow of traffic along the access road. Traffic calming measures have proposed within the site in the form of a speed table to slow vehicles entering and leaving the site.

8.8.17 However, there are concerns regarding the vehicles which will park, particularly during the morning peak hours to drop off and collect children. This is particularly so because of the existing bus stand fronting the site. Whilst parking on the High Road can be controlled by active enforcement of the existing double yellow lines and by introducing school keep clear markings which will deter cars from parking on the High Road, there are currently no restrictions on the operating hours of the bus stand. This could lead to potential conflict between buses entering and leaving the stand at the start and end of the school day. It is to be noted that although this is of a particular concern, it does not form sufficient grounds on its own for refusal, as any potential risk can be managed by closing the bus stand during the critical morning and afternoon drop off and collection periods or by developing a management programme with marshals/school crossing patrols to manage any

potential conflict. A bus stand management plan should be secured by condition or the s106 agreement.

8.8.18 In addition the Council's highways department has been consulted on the proposal and have produced a preliminary design to improve the safety for students and pedestrians at this location. The scheme will include removal of the existing access to the development and creation of new public realm to effect access and egress to the proposed development. The cost of these works is estimated at £190,000. The developer should be required to enter into a s278 agreement to fund the cost of these highways safety improvements.

8.8.19 Due to increased pedestrian activity ensuing from this development site, there is the need for environmental improvement measures in the immediate area surrounding this development, in particular on Langhedge Lane and the High Road, which provides direct pedestrian and cycle access from the development to the wider area. These works will include street lighting, and other environmental improvements in relation to cycle and pedestrian routes. The applicant has agreed to a financial contribution of £30,000 for such environmental improvements in the area surrounding the site.

Conclusion

8.8.20 Subject to the above comments and appropriate conditions (as recommended in this report), there is no objection to the proposed development on highways and transport grounds.

8.9 Energy and Sustainability

8.9.1 The NPPF emphasises the planning system's key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. Chapter 5 of the London Plan (2011) sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. Furthermore, local planning policy supports sustainable design and construction through UDP policies G1, AC3, UD2 and emerging Haringey Local Plan policies SP4 and SP11 along with supplementary planning guidance and documents.

8.9.2 The application is supported by a Sustainable Design and Construction Statement, prepared by Metropolis Green, which follows the Mayor of London's Supplementary Planning Guidance (SPG), as required by London Plan Policy 5.3: Sustainable Design and Construction. The application is also supported by an Energy Report, Code for Sustainable Homes Pre-Assessment and BREEAM Pre-Assessment prepared by Designbrook Environmental.

8.9.3 The proposed development satisfies the standards of sustainability as prescribed by the relevant tiers of planning policy. The residential aspect of the redevelopment has the potential to achieve a minimum of Code Level 4 and the non-residential

aspect of the redevelopment has the potential to achieve a minimum BREEAM rating of Very Good.

- 8.9.4 The submitted Energy Report sets out fabric first approaches (in accordance with the London plan Lean, Clean and Green hierarchy) through fabric U-values, improvement on thermal bridging and air permeability. The Energy Report indicates that the development will achieve an overall carbon dioxide emission reduction from the Approved Document Target Emissions of 453 Tonnes CO₂ per annum to 272 Tonnes CO₂ per annum which is a 40% improvement on the Building Regulations 2010 requirements. The proposal therefore significantly exceeds the 25% target as set out in Policy 5.2 of the London Plan.
- 8.9.5 The opportunity for connecting to a district heating network in the future will be secured through the s106 heads of terms.
- 8.9.6 The proposed development is in accordance with the London Plan (2011) policy 5.6 (Decentralised Energy in Development Proposals) by utilising Combined Heat and Power (CHP). It is relevant to note that in order to meet the sustainability requirements of the overall scheme (particularly Code level requirements), the CHP must come forward in the first phase so that the homes achieve the required Code level requirements prior to occupation.
- 8.9.7 Water consumption across the development will be significantly reduced through the use of efficient water fixtures and fittings, including taps, showers and dual flush toilets. The specification of low flow sanitary bathroom fittings/fixtures and white goods will help to achieve substantial savings in water consumption throughout the life cycle of the proposed development. This water strategy ensures that all of the proposed residential units comply with Building Regulations Part G and the Code target of reducing water consumption to 105 litres per person per day in order to achieve a minimum of Code Level 4. For the proposed school, the design team has targeted a 40% improvement in water consumption against a notional baseline performance. The scheme is therefore in line with policy 5.15 of the London Plan which states that new development should have proper regard to the impact of the proposals on water demand and existing capacity to minimise the use of treated water.
- 8.9.8 Furthermore, the scheme will introduce new areas of soft landscaping in the private and communal amenity spaces and along the access road in accordance with the London Plan (2011) Policy 5.10 (Urban Greening) which seeks to have development proposals integrate green infrastructure including tree planting, green roofs and soft landscaping.
- 8.9.9 The proposed development is acceptable against planning policy in terms of its sustainability credentials and the developments significant reduction in CO₂ emissions above and beyond the London Plan target is strongly welcomed and supported.

8.10 Lifetime Homes, Inclusive Design and Access and Community Safety

- 8.10.1 UDP Policy HSG1 and London Plan Policy 3.8 (Housing Choice) require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. UDP Policy UD3 “General Principles”, SPD Housing and SPG 4 “Access for All – Mobility Standards” seek to ensure that there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties. In addition, the London Plan policy 7.2 and Mayors Housing SPG requires all new development to aim for the highest standards of accessibility and inclusion; to exceed the minimum requirements of the Building Regulations and to ensure from the outset that the design process takes all potential users of the proposed places and spaces into consideration, including disabled and deaf people, older people, children and young people.
- 8.10.2 The submitted Design and Access statement indicates that disabled users would not be segregated and that the majority are flats on one level with no internal stairs. The exceptions are the eight ground level maisonettes which all have direct access from the street. The design takes note of the Disability Discrimination Act 1995, Building Regulations Part M, The London Plan, Mayors SPG and Haringey UDP policies, Housing SPD and SPG4 in ensuring inclusive access.
- 8.10.3 All residential units will be designed to the Lifetime Homes standards, and of these, 10% are indicated to be wheelchair accessible units. The design of the residential units meets the 16 Lifetime Homes standards as set out in the Mayors “Housing” SPG. However, the applicant will be required, by way of a condition of consent, to demonstrate on a typical layout plan how the 10% of new housing is wheelchair accessible and meets the standards set out in Annex 2 Best Practice Guidance for Wheelchair Accessible Housing, of the GLA’s Supplementary Planning Guidance “Housing”.
- 8.10.4 Parking spaces at grade are designed for use by the disabled, with external ramps, lifts and stairs being designed to Part M compliancy. No ramps are greater than 1:20 and all external entrances offer level access with no raised thresholds.
- 8.10.5 The design was developed in accordance with the principles of Secure by Design. All public spaces benefit from passive surveillance; private ground floors entrances have clear boundaries between private and public space, communal entrances are to be legible and well lit. The external lighting design will be developed in compliance with guidance in the Institution of Lighting Engineers Guidance noted for the reduction of obtrusive light, 2005. Secure letter boxes are positioned close to the entrance. The number of residential access cores is high to reduce the numbers of flats sharing each entrance. The new street is a through street and is flanked by private gardens and overlooked public spaces. The private mews area is secured by a gate. A condition will be applied requiring compliance with the aims and objectives of 'Secured By Design' principles. The applicants are committed to working with the Metropolitan Police to meet the requirements of the Secured by Design New Homes 2010 document.

8.11 Amenity Space

- 8.11.1 The Mayor’s Housing SPG and the Council’s Housing SPD sets the standards for amenity space under the UDP and the emerging Local Plan.

- 8.11.2 The scheme includes a range of public, communal and private amenity spaces across the site. Each unit will have access to private amenity space in the form of private gardens, terraces or balconies, meeting and exceeding the requirement of the GLA Housing SPG. A total of 2385sqm of private amenity space would be provided.
- 8.11.3 Private amenity space is also supplemented by the provision of communal roof gardens on the lower podium and on all other blocks providing a total of 1971sqm of additional amenity space. In total the proposed development will provide 4,356sqm of amenity space.
- 8.11.4 In terms of amenity space specifically for children policy 3.6 of the London Plan (2011) (Children's and Young people's play and informal recreation facilities) sets out that "development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs". Using the methodology within the Mayor's SPG "Shaping Neighbourhoods: Play and Informal Recreation", it is anticipated that there will be approximately 143 children within the development, of which 86 would be under 5. The guidance sets a benchmark of 10sq.m of useable child playspace to be provided per child, with under-5 child playspace provided on-site. Based on this the development would be expected to provided 1,430sqm of playspace, with at last 730sqm provided on site.
- 8.11.5 The scheme originally proposed to provide 122sq.m of formal play area for under 5's and a further 229sq.m of amenity areas to provide informal play for older children. The GLA in their stage I comments state that a lower level of play space than prescribed by the Mayor's SPG is justified on the basis that the site is located with 400m of the Florence Hayes Recreation Ground in Enfield, which has been recently upgraded and included facilities to cater for all ages of child's play, a play-centre, multi use games area and adventure playground. Having said that the GLA wished to see some further work on children's play space for under 5's and the possibility of residents having access to the school's play facilities explored prior to being referred back to the Mayor at Stage 2.
- 8.11.6 The applicants since the GLA stage I report propose to include additional childrens play space equating to approximately 1000sqm. The play space will be provided to the east of the northern block, to the east of the southern block, to the first floor roof area above the school and at the podium level of the tower. Furthermore, out of school hours access to the school playground will also be provided to residents of the development. The GLA accept these additional measures and are satisfied with the level of playspace provision.
- 8.11.7 The site is not within an area of open space deficiency. The Council's Open Space and Recreation Standards SPD are less onerous than the Mayor's. It requires 3sqm per child but specifies that children should have access to areas of children's play space of at least 100 sqm within 100m of home, local playable space of at least 300 sqm within 400m of home, and neighbourhood playable space of at least 500 sqm within 1000m of home. The site lies within close proximity to Florence Hayes

Recreation Ground to the north-east of the site which as noted has recently been updated to cater for all ages of child's play. The existing playspace in close proximity to the site in addition to the onsite provision of designated children's amenity space is considered acceptable and in line with planning policy. A condition of consent will require details of the children's play spaces including the design of equipment to be approved by the local planning authority.

8.12 Waste and recycling

8.12.1 Haringey UDP Policy UD7 refers to Waste Storage and states that the Council will require all development to include appropriate provision for the storage and collection of waste and recyclable material. The council sets out specific guidance in their SPG8a 'Waste and Recycling' (Adopted 2006): This seeks the inclusion of provision for refuse and recycling storage internally and/or externally as appropriate. Haringey Waste Management Team have been consulted and provided guidance on the number and size of waste and recycling bins to be provided. It is considered that this could be provided subject to the imposition of an appropriate condition.

8.12.2 The Waste Management Team have advised the following:

- The 222 residential units will require 36 x 1100 litre residual waste bins and 22 x 1100 litre recycling bins, a total of 58 x 1100 waste bins for the residential part of this development.
- The commercial space / units will need to make arrangements for scheduled collections with a Commercial Waste Contractor.
- The school will need 5 x 240 litre food waste bins, providing that there will be catering facilities e.g school dinners, 10 x 1100 litre recycling bins and 2 x 1100 litre refuse waste bins. The storage area needs to be fit for purpose and of a suitable size to contain the bins required.

8.12.3 The precise details of the refuse storage requirements for the scheme will be agreed under planning conditions taking account of the management and collection strategies of the school and Newlon.

8.12.4 Overall the development is deemed to comply with policy UD7 and SPG8a.

8.13 Air quality

8.13.1 The NPPF requires planning policies to ensure pollution is minimised. The London Plan, policy 7.14 requires development proposals to minimise increased exposure to poor air quality and promote sustainable construction to reduce emissions. Similarly the Haringey UDP Policy ENV7 requires developments to include measures to avoid, reduce or mitigate emissions of pollutants.

8.13.2 The whole of the borough is located within an area identified as having elevated pollutant levels. As such, there are concerns that the proposals will introduce future site users to an area of poor air quality. Additionally, the development has

the potential to cause air quality impacts at sensitive locations during the construction and operational phases. These may include dust emissions from construction works, road vehicle exhaust emissions associated with traffic generated by the site and emissions from the proposed energy provision.

8.13.3 An Air Quality Assessment was required to quantify pollution levels across the site, consider its suitability for the proposed end-use and assess potential impacts upon pollution levels as a result of the proposals. An Air Quality Assessment undertaken by Resource and Environmental Consultants Ltd (REC) Ref: 33210r2 Issued: 7th November 2012, has been submitted with the application. Haringey Environmental Health officer has reviewed the air quality assessment and has raised no objection to the proposed development subject to the imposition of conditions to mitigate against dust during the construction period and to provide a vegetated “green” screen or the like to the front boundary of the site.

Construction Impacts

8.13.4 During the construction phase of the development there is potential for air quality impacts as a result of dust emissions from the site. These were assessed by the applicant’s consultant’s Resource and Environmental Consultants Ltd (REC) in accordance with Greater London Authority methodology. Assuming appropriate mitigation measures are implemented, air quality impacts during the construction phase are considered to be acceptable for a development of this size and nature. The assessment indicates that although dust may occur from the construction of the development, it can be reduced through appropriate best practice mitigation measures. These include site planning measures such as ensuring staff are well trained and erecting solid boundaries; measures to limit and control construction traffic; appropriate demolition methods; and general site related measures such as using water as a dust suppressant and enclosing stockpiles. These measures will be secured through conditions.

8.13.5 Haringey’s Environmental Health Officer has been consulted, raises no objection and proposes a condition of consent requiring the submission and approval of a further report, including a risk assessment detailing management of demolition and construction dust with reference to the London Code of Construction Practice. Furthermore, the s106 and/or condition of consent will require the contractors to be registered with the Considerate Constructors Scheme.

Operational Impacts

8.13.6 In respect of the operational impacts of the completed scheme, the REC assessment concludes that potential impacts during the operational phase of the proposed development may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site and combustion emissions from the proposed Energy Centre. An assessment was therefore undertaken to quantify pollutant concentrations both with and without the proposals in place. Although this indicated an increase in pollutant concentrations at a small number of sensitive locations in the vicinity of the site, impacts were not considered to be significant.

8.13.7 Notwithstanding the conclusion of the applicant's consultant (REC), Haringey's Environmental Health Officer has not objected to the scheme but rather proposes two condition of consent in relation to the boilers/combustion plant and NOx emissions.

8.13.8 The results of the baseline dispersion modelling assessment indicated relatively high pollution levels over a small area of the proposed school. As such, the REC report concludes that mechanical ventilation should be included to reduce potential exposure of future students to poor air quality. This type of mitigation is suggested within best practice guidance and is considered suitable for a development of this size and nature.

8.13.9 Haringey Environmental Health Officer's assessment concludes that in relation to the school the proposed development is adjacent to a main road of air pollution concern, for which modelling has indicated exceeds the Government's air quality objectives for nitrogen dioxide (NO₂) and that the proposed development will introduce new exposure to this locality. Specifically elevated concentrations of NO₂ to the East building; proposed for educational use were indicated and as such mitigation measures are recommended in the form a green screen as set out in the list of conditions.

8.13.10 Therefore, subject to appropriate mitigation measures, the proposed development is considered to be in compliance with UDP policy ENV7.

8.14 Archaeology

8.14.1 The London Plan, policy 7.8 states that "development should incorporate measures that identify record, interpret, protect and, where appropriate, present the site's archaeology". Haringey UDP Policy CSV8 restricts developments where they would adversely affect areas of archaeological importance.

8.14.2 The site is within an identified area of Archaeological Importance although the potential that archaeological remains are present on the site is lessened due to the previous uses of the site. The Greater London Archaeology Advisory Service has been consulted. However, no consultation responses have been received from the service. Nonetheless, the archaeological position should be reserved by attaching a condition to any consent granted under this application.

8.15 Ground Conditions and Contamination

8.15.1 The application is supported by a Contamination Study Phase 1 Desk Study Report and Contamination Study Phase 2 Ground Investigation Report both prepared by Ground Engineering.

8.15.2 In light of the former rubber-ware factory use of the site, it would be considered prudent to assume a potential risk from resultant ground and groundwater contamination to the redevelopment.

8.15.3 There are three recorded potentially contaminative uses listed for the site address and forty-one within 250m of the site. Those on the site refer to the former Cannon Automotive Limited, a factory and tanks within the south-western part of the site. The other current uses within 250m of the site include unspecified works, chimneys and factories, warehouses, tanks and electricity sub-stations, vehicle repairs garages and haulage depots. There was one recorded fuel station within 250m of the site, Edmonton Service Station some 198m to the north-east of the site.

8.15.4 The Contamination Studies set out a number of mitigation measures to ameliorate the risks and conditions/informative as proposed by Haringey's Environmental Health Officer will be applied to ensure these are carried out.

8.16 Drainage and Flood Risk

8.16.1 The NPPF requires that for developments on sites greater than 1 hectare a Flood Risk Assessment (FRA) is prepared to support an application.

8.16.2 An FRA has been submitted in support of the planning application. The Environment Agency has been consulted and raise no objection to the proposed development subject to conditions and informatives which are listed in section 12.

8.17 Noise and Vibration

8.17.1 The NPPF, The London Plan and UDP policy ENV6 seek to ensure that new development is located away from existing or planned sources of noise pollution.

8.17.2 A noise survey was undertaken by KP Acoustics on the proposed site in order to collect data representative of the worst-case levels expected due to all nearby sources. In addition to the noise survey, an assessment of vibration was also carried out towards the side of the site which was closer to the adjacent railway line. This survey addressed both train and background.

8.17.3 The findings of the noise assessment demonstrated that certain measures should be adopted to ensure an adequate level of protection against noise. A robust glazing specification has been proposed which would be sufficient to achieve acceptable internal noise levels for residential environments of the development.

8.17.4 The findings of the vibration assessment demonstrated that vibration levels would be below the threshold of perception and would, consequently, not constitute a significant concern for this development.

8.18 Ecology

8.18.1 The NPPF aims to minimise impacts on biodiversity and provide net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including the establishment of

coherent ecological networks that are more resilient to current and future pressures.

8.18.2 The UDP designates land adjacent to the site along the railway as an 'Ecological Corridor'. This designation extends north into Enfield where a 'Wildlife Corridor' is designated.

8.18.3 Policy OS11 regarding biodiversity states that: All applications and development should respect the biodiversity of the borough, and ensure that the biodiversity is not diminished in any form, and that every opportunity is taken to enhance it. Such enhancements are particularly important in areas deficient in accessible natural green space. The Council will resist development, which would have a significant adverse impact on the population or conservation status of a protected species or species which have been identified as a priority in the UK, London or Draft Haringey Biodiversity Action Plan. Where development is permitted which may cause significant harm to biodiversity, the Council will first seek to avoid or minimise the impact, then seek mitigation and finally invoke compensatory measures for any residual impacts.

8.18.4 Policies SP11 and SP13 set out the need for all development to be designed for the protection and enhancement of the natural environment and biodiversity, in line with the NPPF.

8.18.5 The application is supported by a report documenting the results of an Extended Phase 1 habitat survey. The proposed site, previously occupied by former factory units, is located within an urban, built-up area of Tottenham. At the time of the survey, the majority of the site comprised buildings and hard standing, with a few scattered trees, and a small area of scattered "herbs" or "grasses" typically found on disturbed sites.

8.18.6 The site has low ecological value. There are no habitats or buildings on site with potential for protected species. The large London Plane tree to the east of the site has low bat potential and offers some nesting opportunities for birds however this tree will not be affected by the development. No impacts are predicted to habitats or protected species on site as a result of the development.

8.18.7 An Ecological Corridor, designated in the Haringey Unitary Development Plan (UDP) 2006, is present along the railway line, directly adjacent to the west of the site. Haringey's Nature Conservation Officer has been consulted and is supportive of the ecological enhancements that will be provided by the green/brown roofs. The issues raised in relation to mitigation of light impacts on potential bat populations within the adjacent ecological corridor and provision of bat/roosting boxes within the site are dealt with via conditions of consent in section 12.0 of this report. If all recommendations for mitigation and enhancement that have been set out in the Extended Phase 1 habitat survey report are fully implemented, the development is likely to result in a significant long-term enhancement for biodiversity on and around the site.

8.19 Microclimate

8.19.1 The London Plan (2011) policy 7.6 (Architecture) and 7.7 (Location and Design of Tall Buildings) state that buildings, particularly residential buildings and tall buildings, should consider and not affect their surroundings adversely in terms of microclimate or wind turbulence

8.19.2 A Wind Microclimate Study has been prepared by Wirth Research Ltd. According to the report, CFD analysis and the Lawson comfort criteria according to guidelines set out in the BRE Digest DG 520 were used to assess the impact of the Brook House development on the local microclimate, according to BRE guidelines. The report concludes that no areas have been identified where significant steps need to be taken to reduce the effect of the wind. The entrance to the tower may experience a degree of temporary discomfort during high winds and some minor localised mitigation measures have been proposed at the base of the tower building.

8.19.3 There are plans to plant trees to the South-East of the tower entrance, which will help to reduce the strength of the winds in the entrance region when from the South or South-West. As winds from these directions are significant contributors to the case where Lawson's "Tolerable" limit is exceeded, these trees are expected to assist in mitigating against the problem.

8.19.3 Further detailed assessment work can be carried out when the detailed design of the landscaping is progressed, and this can be secured via planning condition if considered necessary. Therefore, subject to conditions the scheme is considered to be acceptable in planning policy terms.

8.20 Socio-economics and Equalities

8.20.1 The NPPF provides three dimensions to sustainable development: economic, social and environmental (pg 2 Paragraph 7). The foregoing analysis has already shown how the development is environmentally acceptable. The development is considered to fulfil the other two criteria as follows:

Economic Role

The proposed development will:

- Improve the image and street scene of Tottenham High Road, replacing the current state of dereliction on the site with a new high quality development.
- Create commercial and community space providing employment opportunities.
- Increase local spend arising from the increase in population in the area.

Social Role

The proposed development will:

- Provide an Educational Facility within an area of significant need in the borough.
- Create new and well designed housing
- Create much needed family housing
- Provide opportunities for local people to buy into well designed low cost housing

- Create a higher quality environment in this part of Tottenham.
- Provide community access to the school

8.21 Environmental Impact Assessment

8.21.1 The proposed development is “Schedule 2 development” within the meaning of the Town & Country Planning (Environmental Impact Assessment) Regulations 2011, being an urban development project where the area of development exceeds 0.5 hectares (the site is 1.04 ha).

8.21.1 The Local Planning Authority (LPA) assessed the potential environmental impact of the above development having regard to the selection criteria for screening specified in schedule 3 of the Regulations and the guidance to these regulations set out in Circular 02/99.

8.21.3 Having regard to the existing type and intensity of development on the site, the Council determined that the proposed development is not likely to have a significant effect on the environment and that an Environmental Impact Assessment is therefore not required.

8.22 Mayoral Community Infrastructure Levy

8.22.1 The applicant has applied for exemption from the Mayor of London’s CIL, as the scheme is affordable (social) housing. Based on the Mayor of London’s CIL charging schedule the London Borough of Haringey is set at a rate of £35 per square metre). The total gross internal area of the development would be 23,537.57sqm. The amount of gross internal floor area under which the applicant is applying for exemption is equal to 20,957.26sqm. Thus the CIL relief would equate to £733,504.10.

8.22.2 The School is liable to a NIL charge under the Mayor’s CIL. The remaining non-residential floor space would be liable for CIL at a rate of £35.00 per sq metre. Thus the total CIL liability would be £6,650.

8.22.3 This would be collected by Haringey after implementation (if permission were to be granted) and could be subject to surcharges if the developer fails to assume liability, or to submit a commencement notice, or for late payment or an indexation in line with the construction costs index.

8.23 Planning Obligations – Section 106 Legal Agreement and Heads of Terms

8.23.1 Section 106 agreements, or planning obligations, are legally binding commitments by the applicant/developer and any others that have an interest in the land to mitigate the impacts of new development upon existing communities and/or to provide new infrastructure for residents in new developments. Guidance is also set out in Council’s Development Plan policies and supplementary planning guidance, specifically SPG10a “Negotiation, Management and Monitoring of Planning Obligations” (Adopted 2006).

8.23.2 The statutory policy tests which planning obligations must meet are set out in the Community Infrastructure Levy Regulations 2010. Planning obligations must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

8.23.3 The proposed development is for 100% affordable housing together with a new primary school and three small employment units. Of the 222 units 45% of the new homes will be for shared ownership and most of the rented homes will be made available at Intermediate Rents targeted to working households. While policy seeks only 50% affordable housing so that there are market sale units in a scheme too to promote a broader social mix, the proposed balance of shared ownership and intermediate rented units (comprising up to 86% of all the homes in the scheme) is a recognition that, in the current market, there is limited chance to secure market housing in this area. The proposed mix therefore provides a realistic tenure balance and one that should help to attract new working households to affordable accommodation in this part of North Tottenham and thereby help towards achieving the policy ambition of creating a more balanced community.

8.23.4 As with other schemes in Tottenham at the present time, the viability of a proposed residential development is constrained by current, relatively low, local residential sales values. The important inclusion of a new primary school in the development, for which there is a pressing need in Tottenham, also has an impact on viability for the applicant.

8.23.5 A financial viability appraisal, prepared by the applicant, has been assessed on behalf of the Council. Detailed negotiations have secured a package of measures that should be embodied into a s106 legal agreement addressing the following key issues and impacts arising from the application:

- the construction of a new primary school and its availability for use, out of school hours, for wider community activities;
- highway works at the site frontage to create a safer pedestrian environment for children entering and leaving the school;
- a minimum of 100 flats for shared ownership (or open market sale) and a maximum of 122 rented units – with 92 flats being made available to working households at Intermediate Rents;
- 30 of the rented units will be offered to Council nominated tenants at ‘target social rents’ (providing the opportunity for the Council to consider nominating existing Council tenants in the wider area to move to a new home at a rent comparable to their Council rent);
- targeted marketing of the employment units as ‘follow-on’ space for local start-up businesses in, for example, the new business and training centre at 639 High Road, Tottenham;
- local labour and apprenticeship provisions aiming to promote jobs for local people, in liaison with local training providers;
- ensuring that the site can be used to provide a physical link to possible future redevelopment of adjoining land (to the north and south), thereby

helping to support the deliverability of such future redevelopment (subject to future planning permission); and

- sustainability provisions including promotion of Car Club membership, potential connection to a future District Energy Network and carbon reduction targets.

8.23.6 This package of measures has been agreed by the applicant. The detailed Heads of Terms for the recommended legal agreement are provided in Appendix 7.

8.23.7 The scheme is providing a new primary school but financial viability does not allow the scheme to also make a contribution towards secondary school places. The new primary school is being funded by central government and sponsorship on the basis of the existing need for additional pupil places in Tottenham. The 222 new homes will create an additional demand for pupil places. However, it is understood that the school, which opened in temporary premises at Tottenham Green in September 2012 with reception and Year 1 pupils, has not yet achieved its full quota of those pupils suggesting that the school could possibly have surplus capacity. The total capacity of the school when fully occupied will provide 420 pupil places thus providing important new community infrastructure for residents in North Tottenham (and also possibly in part of Edmonton to the north subject to detailed operation of school catchment area boundaries).

8.23.8 Given that the use of space in the development for the new primary school which is benefitting the wider area means that other, potentially higher value-generating development for the applicant, cannot be provided in the scheme, it is reasonable not to also require a financial contribution for secondary school places off-site – which the financial viability of the scheme cannot support in any case.

8.23.9 Taking into account scheme viability, it is recommended that the s106 agreement linked with a grant of planning permission for the development comprises the elements as summarised above and set out in detail in Appendix 7.

9.0 HUMAN RIGHTS

9.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003, where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise, all decisions of this Committee will accord with the requirements of the above Act and Order.

10.0 EQUALITIES

10.1 In determining this application the Committee is required to have regard to its obligations under the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:-

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

10.2 The duty covers the following eight protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.

10.3 The proposed development is not expected to give rise to any significant impacts affecting a particular group or groups who share one or more of the above protected characteristics. The new residential dwellings are fully accessible and designed to Lifetime Homes standard. A portion of the homes are capable of adaptation to wheelchair standards.

11.0 SUMMARY AND CONCLUSION

11.1 The application is for a mixed use redevelopment of a vacant former industrial site with 222 residential flats, a 2 form-entry (420 pupil) primary school and 3 commercial/employment units in Northumberland Park Ward in North Tottenham.

11.2 The application is a departure from the Unitary Development Plan (forming part of the statutory development plan) which designates the site for employment use. The draft Local Plan Strategic Policies also designate the site for employment uses. However, the application site is also shown as part of an 'Area of Change' in the Tottenham High Road Regeneration Corridor where developments that contribute to regeneration of the High Road are supported in policy terms. The Local Plan Strategic Policies will supersede the UDP as the statutory plan once it has been formally adopted by the Council in February 2013.

11.3 The Local Plan Strategic Policies and other material Council strategies, eg. A Plan for Tottenham, recognise the extensive deprivation experienced by residents in Northumberland Park and establishes an ambition for change by promoting regeneration and new development - building on the phased investment that has now started by Tottenham Hotspur in its 'Northumberland Development Project' that is delivering, as a first phase, a major new Sainsbury's retail store and other commercial space.

11.4 The application site is on the northern edge of the borough at the top end of Tottenham High Road bordering with Enfield. It also forms the northern part of what is currently called the 'High Road West' regeneration area where the Council's Cabinet has approved the preparation of a regeneration masterplan covering an area of approximately 12 hectares.

11.5 This application for a mixed use development, including the provision of a new primary school will contribute to the regeneration of the Northumberland Park area

and provide much-needed new community infrastructure notwithstanding that the main uses are not primarily for an employment use consistent with its statutory development plan designation. The development though will provide approximately 75 full time equivalent jobs.

- 11.6 Other than in relation to the primary land use not being employment, the proposed development is in line with other relevant policies and will support economic growth and provide a further springboard for continuing regeneration in North Tottenham.
- 11.7 The residential density of the scheme is acceptable and the 22 storey tower is well positioned on the site and has the potential to be of exemplary design though a condition is proposed requiring separate approval of the detailed design. The tower can be a landmark structure without having an overbearing effect on the High Road heritage corridor. The materials proposed for the other buildings in the scheme, much of which will be brick, are acceptable.
- 11.8 The applicant has engaged with the local community at the pre-application stage and received a broadly positive response. Consultations by the Council following the submission of the application show a more mixed community response with some objections on the grounds of traffic generation, parking, height and density. The prospect of a new primary school is generally welcomed. Since the beginning of the consultation period 5 local representations have been received from local residents/businesses in response to the Council's consultation on this application.
- 11.9 The Mayor of London, while supporting key elements of the application from a strategic perspective, considered in the Stage I report that the proposed development did not comply with the London Plan. The concerns focused on the design of the residential tower, the amount of children's play space and transport issues. However, the discussions since the Stage I report have brought about amendments to the scheme which in addition to the proposed conditions of consent satisfactorily address the concerns raised by the Mayor.
- 11.10 The proposed s106 agreement (detailed in Appendix 7) covers the following main issues:
- sustainability;
 - housing mix & rental levels;
 - primary school opening and use by the wider community;
 - transport and site access improvements;
 - letting strategy for the commercial units;
 - local labour and apprenticeships;
 - Considerate Constructors Scheme;
 - maintenance of open space and public realm; and
 - future link to adjoining potential development land.
- 11.11 In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

11.12 While the proposal is a departure from the Unitary Development Plan, other material considerations need also to be taken into account reflecting the clear objective of the Council (and the Mayor of London) to promote the regeneration of Tottenham. The need and potential for change in this area is clearly flagged in recent plans and there is support for change within the local community. Having said that the scheme will provide a significant number of new jobs, including a small amount of employment space targeted to starter businesses.

11.13 The scheme will provide an important new community facility in the form of a new primary school that will also provide community meeting space outside of school hours. The design and layout responds well to the site and has the potential to facilitate redevelopment of land to the south if regeneration proposals for the wider area are progressed. Furthermore, the proposal provides an opportunity for local people to buy into well designed low cost housing and enables working residents to rent good quality well managed intermediate rented accommodation.

11.14 It is recommended that the application is granted planning permission subject to conditions, the completion of a s106 legal agreement and any direction from the Mayor of London.

12.0 RECOMMENDATION

GRANT PERMISSION subject to:

- conditions as set out below
- a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended);
- the direction of the Mayor of London; and in accordance with the approved plans and documents as follows:

DOCUMENTS
Title
Planning Application Form and Certificates
CIL Forms
Drawing Schedule
Accommodation Schedule
Design and Access Statement (Including Heritage Statement, Statement of Community Involvement, Lighting Design, and Refuse Strategy);– Prepared by KSS Architects 09 November 2012; DAS Appendix iv REVA – Prepared by KSS 19 November 2012
Planning Statement – Prepared by Savills November 2012
Transport Assessment – Prepared by TPC
Draft Residential Travel Plan – Prepared by TPC
Draft School Travel Plan – Prepared by TPC
Sustainable Design and Construction Statement (including Sustainability Checklist) – Prepared by Metropolis Green
Energy Report – Prepared by DBK (Designbrook)
BREEAM – Pre Assessment Report – DBK (Designbrook)– (9172/BRE) Issued 7 th November 2012
Code For Sustainable Homes – Pre-Assessment Report – (Rev C) 19/09/2012

Daylight and Sunlight Report – Prepared by Savills 6 th November 2012
Arboricultural Survey and Arboricultural Impact Assessment – Prepared by Viewpoint Associates LLP (Rev D) Issued: 5 th November 2012
Ecology Statement (Extended Phase 1 Habitat Study) - Prepared by Viewpoint Associates LLP
Air Quality Assessment – Resource and Environmental Consultants Ltd (REC) (Ref: 33210r2) Issued: 7 th November 2012
Noise and Vibration Assessment – Prepared by KP Acoustics
Flood Risk Assessment – Prepared by Paul Owen Associates
Wind Microclimate Study – Prepared by Wirth
Contamination Study Phase 1 Desk Study Report – Prepared by Ground Engineering
Contamination Study Phase 2 Ground Investigation Report – Prepared by Ground Engineering
Site Waste Management Plan – Prepared by Galliford Try
Archaeological Desk Based Assessment – L-P:Archaeological (LP1325L-DBA-v1.4) Issued November 2012
Affordable Housing Statement (Confidential Document) – Prepared by Douglas Birt Consulting – November 2012

PLANS		
Plan Number	Rev.	Plan Title
SITE		
001	PL01	LOCATION PLAN
002	PL01	EXISTING SITE PLAN
030	PL01	EXISTING ELEVATIONS
PLANS		
100	PL02	GA GROUND FLOOR
101	PL02	GA 1ST FLOOR
102	PL02	GA 2ND FLOOR
103	PL02	GA 3RD FLOOR
104	PL02	GA 4TH FLOOR
105	PL02	GA 5TH FLOOR
106	PL02	GA 6TH FLOOR
107	PL02	GA 7TH FLOOR
108	PL02	GA 8TH FLOOR
109	PL02	GA 9TH FLOOR
110	PL02	GA 10TH - 21ST (TYPICAL) FLOOR
111	PL02	GA 22ND FLOOR
112	PL02	GA ROOF
MAIN ELEVATIONS		
300	PL02	EAST
301	PL02	WEST
302	PL02	SOUTH
303	PL02	NORTH

304	PL02	CENTRAL STREET LOOKING NORTH
305	PL02	CENTRAL STREET LOOKING SOUTH
306	PL02	NORTH SOUTH STREET LOOKING WEST
307	PL02	NORTH SOUTH STREET LOOKING EAST WEST
308	PL01	EAST BUILDING
309	PL02	CONTEXT 1
310	PL02	CONTEXT 2
SECTIONS		
200	PL02	A-A
201	PL02	B-B
202	PL01	C-C
203	PL02	D-D
CONTEXT ELEVATIONS/ SECTIONS		
320	PL01	WEST BUILDING
321	PL01	SOUTH BUILDING
322	PL01	NORTH BUILDING
323	PL01	EAST BUILDING
UNIT TYPE DRAWINGS		
520	PL01	TYPE A (2B 3P WHEELCHAIR UNIT)
521	PL01	TYPE B (2B 3P DUAL ASPECT UNIT)
522	PL01	TYPE C (2B 4P DUAL ASPECT UNIT)
523	PL01	TYPE D (1B 2P SINGLE ASPECT UNIT)
524	PL01	TYPE E (2B 4P DUAL ASPECT UNIT)
525	PL01	TYPE F (1B 2P DUAL ASPECT UNIT)
530	PL01	TYPE G (1B 2P CORNER UNIT)
531	PL01	TYPE H (2B 4P WHEELCHAIR CORNER UNIT)
532	PL01	TYPE I (3B 5P WHEELCHAIR DUAL ASPECT UNIT)
533	PL01	TYPE J (3B 6P MAISONETTE UNIT)
534	PL01	TYPE K (3B 6 P CORNER UNIT)
535	PL01	TYPE L (1B 2P DUAL ASPECT UNIT)
536	PL01	TYPE M (1B 2P SINGLE ASPECT UNIT)
537	PL01	TYPE N (3B 5P WHEELCHAIR DUAL ASPECT UNIT)
538	PL01	TYPE O (2B 3P WHEELCHAIR CORNER UNIT)
539	PL01	TYPE P (3B 6P DUAL ASPECT UNIT)
540	PL01	TYPE Q (2B 4P CORNER UNIT)
541	PL01	TYPE R (2B 4P DUAL ASPECT UNIT)
542	PL01	TYPE HH (1B 2P SINGLE ASPECT UNIT)
550	PL01	TYPE S (2B 4P TRIPLE ASPECT UNIT)
551	PL01	TYPE T (2B 4P DUAL ASPECT UNIT)
552	PL01	TYPE U (2B 4P DUAL ASPECT UNIT)
553	PL01	TYPE V (2B 4P TRIPLE ASPECT UNIT)
554	PL01	TYPE W (1B 2P DUAL ASPECT UNIT)

560	PL01	TYPE X (4B 7P WHEELCHAIR MAISONETTE UNIT)
561	PL01	TYPE X (4B 7P UPPER WHEELCHAIR MAISONETTE)
562	PL01	TYPE Y (1B 2P WHEELCHAIR CORNER UNIT)
563	PL01	TYPE Z (2B 4P CORNER UNIT)
564	PL01	TYPE AA (2B 4P DUAL ASPECT UNIT)
565	PL01	TYPE BB (2B 4P DUAL ASPECT UNIT)
566	PL01	TYPE CC (2B 4P DUAL ASPECT UNIT)
567	PL01	TYPE DD (2B 4P DUAL ASPECT UNIT)
568	PL01	TYPE EE (2B 4P DUAL ASPECT UNIT)
569	PL01	TYPE FF (2B 4P DUAL ASPECT UNIT)
570	PL01	TYPE GG (1B 2P DUAL ASPECT UNIT)
571	PL01	TYPE II (3B 5P MAISONETTE UNIT)
6001	-	WHEELCHAIR UNIT COMPLIANCE
6002	-	WHEELCHAIR UNIT LOCATIONS
LANDSCAPING		
1336-01	B	HARD & SOFT LANDSCAPE PROPOSALS GROUND FLOOR
1336-01 SHEET 1	A	HARD & SOFT LANDSCAPE PROPSALS ROOF LVL/PODIUM
1336-02 SHEET 1	B	OUTLINE SOFT LANDSCAPE PROPOSALS GROUND FLOOR
1336-02 SHEET 2	B	OUTLINE SOFT LANDSCAPE PROPOSALS PODIUM
1336-10	B	CENTRAL STREET LANDSCAPE ELEVATION
OTHER		
1050	PL02	REFUSE STRATEGY SHEET 1
1051	PL01	REFUSE STRATEGY SHEET 2

CONDITIONS:

Implementation

1. The development hereby authorised must be commenced 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.

In Accordance with Approved Plans

2. The development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

Pre-commencement Conditions

Materials

3. Notwithstanding the description of the materials in the application, no works to the superstructure of the relevant part of the scheme shall be commenced until precise details of the materials, to be used in connection with the development hereby permitted, including samples of those external surface materials, have been submitted to and approved in writing by the local planning authority and implementation shall be in accordance with that approval.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area

Design of the Tower

4. Notwithstanding the external design details for the 22 storey tower submitted as part of the application, full details of the external appearance of the tower (with the exception of the height (which shall not exceed 86.2m AOD), footprint, number of dwellings and total floor space) are to be submitted to and approved in writing by the local planning authority prior to the start of construction works on any part of the tower.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area

Microclimate

5. The applicant shall submit a further detailed assessment of the microclimate impacts of the tower and podium and any necessary mitigation measures to the local planning authority for approval prior to commencing superstructure works on the 22 storey tower. The scheme shall then be implemented in accordance with those approved plans.

Reason: To ensure a satisfactory microclimate in order to protect the amenity of residents and visitors to the site.

Construction Management Plan and Construction Logistics Plan

6. Prior to the commencement of the development, the applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval. The plans should provide details on:

- (i) Sequence of construction activity throughout each phase;
- (ii) Location and specification of acoustic barriers;
- (iii) Details showing how all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway;
- (iv) Details of construction lighting and parking;
- (v) The methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- (vi) Details of boundary hoardings and measures to ensure they are maintained in a secure and tidy condition.

(vii) how construction work (including demolition) would be undertaken in a manner that minimises disruption to traffic and pedestrians on surrounding streets and avoids, as far as possible construction vehicle movements in the AM and PM peak periods.

Reason: To ensure that the development does not give rise to unacceptable impacts, upon neighbouring residential amenity and to reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network

Control of Construction Dust

7. No construction works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of construction dust has been submitted and approved by the local planning authority. This shall be with reference to the London Code of Construction Practice. The scheme shall then be implemented in accordance with those approved plans.

Reason: In order to ensure that the effects of the construction upon air quality is minimised.

Contaminated land

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

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

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

Piling Method Statement (Thames Water and Environment Agency)

9. No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Piling or any other foundation designs including investigation boreholes, tunnel shafts, ground source heating and cooling systems using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that any proposed piling does not impact on local underground water utility infrastructure and to avoid contamination of potable supplies of groundwater.

Water Supply Infrastructure

10. No development shall be commenced until a Water Supply Impact Study, including full details of anticipated water flow rates, and detailed site plans have been submitted to, and approved in writing by the Local Planning Authority and thereafter implemented in accordance with those approved details.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

Tree Works

11. No tree works other than those specified in the Arboricultural Survey and Arboricultural Impact Assessment – Prepared by Viewpoint Associates LLP (Rev D) Issued: 5th November 2012, shall be carried out and no excavation shall be cut under the crown spread of the trees (including those that are outside the boundaries of the site) without the prior written permission of the Local Planning Authority.

Reason: In order to safeguard trees in the interest of visual amenity of the area.

Tree Protection

12. The tree protection measures recommended in the Arboricultural Survey and Arboricultural Impact Assessment – Prepared by Viewpoint Associates LLP (Rev D)

Issued: 5th November 2012, must be carried out in full. A pre-commencement site meeting must be arranged and attended by all interested parties, (Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees.

Reason: In order to safeguard the trees in the interest of visual amenity of the area.

Drainage

13. Prior to the commencement of the development, a detailed surface water drainage scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include, as necessary, surface water storage on site and appropriate restriction in run-off.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

Heat Network

14. Prior to the commencement of the development, details of the single plant room/energy centre, CHP and Boiler specifications, communal network and future proofing measures shall be submitted to and approved in writing by the Local Planning Authority. The details should include:

- technical specifications for the energy centre, and proposed plant and buffer vessels, and its operation;
- evidence showing that the combustion plant to be installed meets an emissions standard of 40mg/kWh. Where any installations do not meet this emissions standard it should not be operated without the fitting of suitable NOx abatement equipment or technology as determined by a specialist to ensure comparable emissions following installation (emissions certificates will need to be provided);
- full details of the location and appearance of the flues, including height, design, location and siting;
- plan showing the energy centre and pipe route for the communal network for the development;
- details of the design of building services to future proof to connect to an area wide Decentralised Energy Network in the future;
- details of other future proofing measures to enable connection to an area wide Decentralised Energy Network, such as provision in the building fabric, external buried pipework routes from the plant room to the site boundary, and space allocation for a heat exchanger; and
- the reduction in carbon emissions achieved through these building design and technology, energy efficiency and supply measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s), and achievement of the required Code for Sustainable Homes/BREEAM.

The energy centre and onsite network shall be installed and maintained as approved.

Reason: To maintain the opportunity for the development to connect to a district heating scheme and contributes to a reduction in overall carbon dioxide emissions.

Green/Brown Roof

15. Prior to the commencement of superstructure works, full details the extensive vegetated “green”/”brown” roofs shall be submitted to and approved in writing by the Local Planning Authority. The “green”/”brown” roof submission must provide/comprise of the following information:

- a) Biodiversity based with extensive/semi-intensive soils
- b) An aggregate substrate which is commercial brick-based aggregate or equivalent with a varied substrate depth of 80 -150mm planted with 50% locally native herbs/wildflowers in addition to sedum.
- c) A minimum of 10 species of medium ecological value and as listed in the Environment Agency's Green Roof Toolkit.
- d) Include additional features such as areas of bare shingle, areas of sand for burrowing invertebrates
- e) A report from a suitably qualified ecologist specifying how the living roofs have been developed for biodiversity with details of landscape features and a roof cross section

The green/brown roof must be installed and rendered fully operational prior to the first occupation of the development and retained and maintained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority. Evidence that the green/brown roof has been installed in accordance with the details above should be submitted to and approved by the Local Planning Authority prior to first occupation.

Reason: To ensure the green/brown roofs are suitably designed to enhance ecology/biodiversity.

“Green” Screen

16. Prior to the commencement of construction of the school, full details of a bio-diverse vegetated “green” screen or alternative treatments in relation to the school shall be submitted to and approved in writing by the Local Planning Authority. The green screen shall then be implemented in full accordance with the details so approved and maintained as such thereafter.

Reason: To assist in the mitigation of existing air quality issues in the immediate vicinity of the school site.

Archaeological Watching Brief

17. No development shall take place within the application site until the applicant has secured the implementation of an archaeological watching brief and a programme for the recording of built heritage structures, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that archaeological remains on the site shall be adequately investigated and recorded during the course of the development and the findings of such investigation and recording reported.

Demolition Method Statement (Network Rail)

18. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the safety and security of operational railway land.

Vibro-compaction Machinery (Network Rail)

19. Where vibro-compaction machinery is to be used in the development, details of the use of such machinery and a method statement shall be submitted for the approval of the Local Planning Authority prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Reason: To ensure the safety and security of operational railway land.

Ventilation

20. In light of the requirements regarding noise attenuation as specified in condition "Noise – Internal Levels", in order to secure a comfortable internal environment, additional means of ventilation may be necessary, in accordance with BS8233 and Building Regulations. Details of any proposed ventilation shall be submitted and approved in writing by the local planning authority, prior to the commencement of the development. The development shall be completed in accordance with those details.

Reason: In order to secure a comfortable internal environment for the occupants of the residential properties.

Post-Commencement Conditions

Hours of Construction

21. No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours (Monday to Friday) and 0800 and 1200 hours (Saturday) and not at all on Sundays or bank holidays unless written approval from the Local Planning Authority has been obtained prior to works taking place.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

Play space

22. Prior to first occupation of the development, details of design children's play areas including equipment shall be submitted to and approved in writing by the Local

Planning Authority and thereafter implemented in accordance with the approved plans.

Reason: To ensure suitable children's play space is provided.

Scaffolding (Network Rail)

23. Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

Reason: To ensure the safety and security of operational railway land.

Secured by Design

24. No development shall commence until details of a scheme demonstrating compliance with the aims and objectives of the 'Secured By Design' and 'Designing Out Crime' principles, have been submitted to and approved in writing by the Local Planning Authority and the scheme thereafter implemented in accordance with those details.

Reason: In order to ensure that the proposed development achieves the required crime prevention elements.

Satellite Antennae

25. Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of the General Permitted Development Order 1995, no satellite antenna shall be erected or installed on any building hereby approved. The proposed development shall have a central dish / aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development and to preserve the character and appearance of the neighbouring conservation area.

Lifetime Homes

26. All the residential units in the development hereby approved shall be designed to Lifetime Homes Standard.

Reason: To ensure that the proposed development meets the Council's standards in relation to the provision of Lifetime Homes.

Wheelchair Accessible Units

27. At least 22 flats within the development hereby approved shall be wheelchair accessible or easily adaptable for wheelchair use. The applicant shall demonstrate on a typical layout plan submitted to and approved by the local planning authority, prior to the occupation of the development, how 10% of new housing is wheelchair accessible and meets the standards set out in Annex 2 Best Practice Guidance for

Wheelchair Accessible Housing, of the GLA's Supplementary Planning Guidance "Housing".

Reason: To ensure that the proposed development meets the Council's standards for the provision of wheelchair accessible dwellings.

Cycle Parking

28. The proposed development shall provide covered storage for 316 cycle spaces in total.

Reason: In order to promote a sustainable mode of travel and improve conditions for cyclists at this location in accordance with policy M3 and M5 of the Haringey Unitary Development Plan (2006).

Parking

29. A minimum of 5 disabled car parking spaces shall be provided on site with up to an additional 17 disabled car parking spaces to be provided subject to demand by future disabled residents.

Reason: In order to ensure well designed and adequate parking for disabled and mobility impaired.

Electric Vehicle Charging Points

30. At least 20% (minimum of 18 spaces) of all the parking spaces hereby authorised shall be fitted with electric vehicle charging points (EVCP's), with a further 20% (minimum 18) having passive provision.

Reason: To encourage the uptake of electric vehicles in accordance with policy G1, AC3 and UD2 of the Haringey Unitary Development Plan (2006).

Parking Management Plan

31. A Parking Management Plan shall be submitted for the Local Planning Authority's approval prior to occupation of the proposed development. The plans should provide details on how parking spaces are to be allocated between uses and purposes, such as maintenance, the monitoring of EVCP use to assess whether there is a growing demand and establish when passive spaces need to be brought into use.

Reason: In order to ensure that parking is allocated and managed adequately to minimise parking impacts and to promote use of electric vehicles.

Commercial Opening Hours

32. The commercial uses shall not be operational before 0700 or after 2300 hours on any day.

Reason: In order to protect the amenity of adjoining residential occupiers.

Flood Risk (Environment Agency)

33. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated November 2012 compiled by Paul Owen Associates and the following mitigation measures detailed within the FRA:

- Maximum surface water discharge from the site will be restricted to 60 litres per second (FRA section 8a, page 10).
- Provision of SUDS systems including a green roof of approximately 600m² (FRA section 8a, page 10).
- Attenuation storage will be provided on site protecting up to the 1 in 100 critical storm with a 20% allowance for climate change (FRA section 8b, page 10).

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.

Noise – Fixed Plant

34. In the development, the design and installation of new items of fixed plant shall be such that, when in operation, the cumulative noise level LAeq arising from the proposed plant, measured or predicted at 1m from the facade of any residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997.

Reason: In order to protect the amenity of nearby residential occupiers.

Noise – Internal Levels

35. The design and structure of the development shall be of such a standard that it will protect residents within it from existing external noise so that they are exposed to levels indoors not more than 35 dB LAeq 16hrs daytime and not more than 30 dB LAeq 8 hrs in bedrooms at night. The measure implemented to achieve this may include but not be limited to: sound reduction glazing and sound insulation, particularly where flats face the railway line or school.

Reason: In order to ensure that design, structure and acoustic insulation of the development will provide sufficient protection for residents of the development from the intrusion of external noise.

Ecology – Mitigation and Enhancements

36. The applicant shall comply with the recommendations set out in sections 4.13 to 4.17 in the Extended Phase 1 Habitat Survey. A report shall be submitted to the local planning authority prior to the occupation of the development, demonstrating

how the scheme has been implemented in accordance with those recommendations.

Reason: To ensure appropriate ecological mitigation and enhancements are provided within the scheme.

Ecology – Light Pollution

37. Prior to the occupation of the tower, the applicant shall submit to the local planning authority a report/plans showing how light pollution from the tower will be minimised with particular reference to the adjoining ecological corridor to the west. The scheme shall then be implemented in accordance with those approved plans.

Reason: To ensure there are no significant adverse impact on the adjacent ecological corridor and bat habitat.

Birds & Bats Boxes

38. The applicant shall submit a scheme to the LPA, prior to the occupation of the development, for the provision of artificial nest/roosting boxes which are to be incorporated into the design of the buildings and the approved scheme implemented in accordance with the approved plans.

Reason: To support the provision of habitat on the adjacent railway corridor, in accordance with Haringey's Biodiversity Action Plan.

Boundary treatment

39. Prior to occupation of the development, details of boundary treatment shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

Waste storage and recycling

40. Prior to the occupation of the development, full details of the scheme for refuse, waste storage and recycling shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved plans and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with policy UD7 of the Haringey Unitary Development Plan (2006).

Commercial Unit Frontage Design

41. Detailed plans of the design and external appearance of the commercial units, including details of the fascias and signage areas, shall be submitted to and approved in writing by the Local Planning Authority before any unit frontage is installed.

Reason: In the interest of visual amenity of the area.

Service and Delivery Plan

42. Prior to the occupation of the development, the applicant/operator is required to submit a Service and Delivery Plan (SDP) for the local authority's approval. The plans should provide details on how servicing and deliveries will take place, including, as far as possible, avoiding vehicle movements in the AM and PM peak periods.

Reason: To reduce traffic and congestion on the transportation and highways network.

INFORMATIVE – Network Rail – Commencement of Works

Prior to the commencement of any works on site, developers must contact Network Rail to inform them of their intention to commence works. This must be undertaken a minimum of 6 weeks prior to the proposed date of commencement.

INFORMATIVE – Network Rail – Within the Development Site

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures.

INFORMATIVE – Network Rail - Construction

Any scaffold, cranes or other mechanical plant must be constructed and operated in a "fail safe" manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. To avoid scaffold falling onto operational lines, netting around the scaffold may be required. In view of the close proximity of these proposed works to the railway boundary the developer should contact Network Rail's Asset Protection Team.

INFORMATIVE – Network Rail – Closure of the Railway

If it is necessary to close the railway and restrict rail traffic, "possession" of the railway must be booked via Network Rail's Asset Protection Team (assetprotectionAnglia@networkrail.co.uk) and are subject to a minimum prior notice period for booking of 20 weeks.

INFORMATIVE – Network Rail – Party Wall Act 1996

Where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on Network Rail and their tenants under the Party Wall etc Act 1996. Developers should consult with Network Rail at an early stage of the preparation of details of their development on Party Wall matters.

INFORMATIVE - Environment Agency - Decommissioning boreholes

The borehole(s) registered on site for the existing abstraction licences are a potential pathway for contamination from the shallow aquifer to migrate directly into the Principal Chalk Aquifer that lies beneath the London Clay. It is very important that you confirm how many boreholes are associated with the abstraction licences and that these abstraction borehole(s) are decommissioned following EA guidance before site demolition begins. Guidance available from our website –

<http://intranet.ea.gov/static/documents/Knowledge/Decommissioning.pdf>

INFORMATIVE - Environment Agency - Underground Storage Tanks

We recommend the removal of all underground storage tanks (USTs) that are unlikely to be reused. Such removal should be undertaken following the guidance found in the 'Blue Book'*. *Guidance for the design, construction, modification and maintenance of petrol filling stations, (1999) ISBN 0 85293 217 0, Association for Petroleum and Explosives Administration/ Institute of Petroleum

INFORMATIVE - Environment Agency - Pollution Prevention Guidance

Please also see our Pollution Prevention Guidance notes on Storing and handling materials and products, specifically Installation, decommissioning and removal of underground storage tanks: PPG27.

<http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx>

INFORMATIVE – Thames Water – Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. Connections are not permitted for the removal of Ground Water. 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 – Piling

Any piling must be undertaken in accordance with the terms of the approved piling method statement. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

INFORMATIVE – Asbestos

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

INFORMATIVE – Construction Waste

In accordance with Section 34 of the Environmental Protection Act and the Duty of Care, any waste generated from construction/excavation on site is to be stored in a safe and secure manner in order to prevent its escape or its handling by unauthorised persons. Waste must be removed by a registered carrier and disposed of at an appropriate waste management licensed facility following the waste transfer or consignment note system, whichever is appropriate. Implementation

INFORMATIVE - Signage

Any signage required for the proposed commercial units shall be subject to a separate advertising consent application. Signage shall not be erected on the building without the prior consent of the local planning authority.

INFORMATIVE – Naming and Numbering

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-Statement of positive& proactive action in dealing with the application

To assist applications the Local Planning Authority has produced policies and written guidance, all of which is available on the Council’s website and which has been followed in this instance.

REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

- a) It is considered that the principle of this development is supported by National, and Regional planning policy. While the proposal is a departure from the Unitary Development Plan, the development is in line with the clear objective and policies of the Council (and the Mayor of London) to promote the regeneration of Tottenham through employment and urban improvement to support local economic growth. The scheme will provide an important new community facility in the form of a new primary school that will also provide community meeting space outside of school hours.
- b) The development is considered to be suitably designed in respect of its surroundings, its impact on neighbouring properties and environmental site constraints. The impact of the proposed development has been assessed and it is considered there would be no significant adverse impacts or impacts which cannot be adequately mitigated.
- c) The Planning Application has been assessed against and is considered to be in general accordance with the intent of National, Regional and Local Planning Policies requirements including the National Planning Policy Framework, The London Plan including policies: 2.14 'Areas for Regeneration', 3.3 'Increasing housing supply', 3.4 'Optimising housing potential', 3.5 'Quality and design of housing developments' 3.8 'Housing choice', 3.10 'Mixed and balanced communities', 3.12 'Affordable Housing Targets', 3.13 'Negotiating affordable housing residential & mixed use schemes', 3.14 'Affordability housing thresholds', 5.2 'Minimising carbon dioxide emissions', 5.3 'Sustainable design and Construction', 5.10 'Urban greening', 5.11 Green roofs and development site environs, 5.14 'Water quality and wastewater infrastructure', 5.15 'Water use and supplies', 5.21 'Contaminated land', 6.3 'Assessing effects of development on transport capacity', 6.9 'Cycling', 6.10 'Walking', 6.12 'Road network capacity', 6.13 'Parking', 7.2 'Creating an inclusive environment', 7.3 'Secured by Design', 7.4 'Local character', 7.5 'Public realm' and 7.8 'Heritage assets and Archaeology'.
- d) The planning application has been assessed against and is considered to be in general accordance with the intent of London Borough of Haringey Unitary Development Plan (UDP) 2006, policies G2 'Development and Urban Design', G3 'Housing Supply', G12 'Priority Areas', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD6 'Mixed Use Developments', UD7 'Waste Storage', UD8 'Planning Obligations', UD9 'Locations for Tall Buildings', AC3 'Tottenham High Road Regeneration Corridor', HSG1 New Housing Developments, HSG2 Change of Use to Residential, HSG4 Affordable Housing, HSG10 Dwelling Mix, EMP2 'Defined Employment Areas – Industrial Locations' EMP4 'Non Employment Generating Uses', EMP5 'Promoting Employment Uses', ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands', ENV2 'Surface Water Runoff', ENV4 'Enhancing and Protecting the Water Environment', ENV6 'Noise Pollution', ENV7 Air, Water and Light Pollution', ENV11 'Contaminated Land' and ENV13 'Sustainable Waste Management' M2 'Public Transport Network', M3 'New Development Location and Accessibility', M5 'Protection, Improvements and Creation of Pedestrian and Cycle Routes', M8 'Access Roads', M10 'Parking for Development', CW1 'New Community/Health Facilities', CSV8 'Archaeology'.

APPENDICES:

Appendix 1: Consultation Responses

Appendix 2: Planning Policies

Appendix 3: Development Management Forum Minutes

Appendix 4: Design Panel Minutes

Appendix 5: Planning History

Appendix 6: GLA Stage 1 Report

Appendix 7: s106 Legal Agreement Draft Heads of Terms

Appendix 8: Building For Life

Appendix 9: Consultation List

APPENDIX 1

Consultation Responses

No.	Stakeholder	Question/Comment	Response
	STATUTORY		
1	Greater London Authority (Mayor of London)	See Appendix 6: GLA Stage 1 Report.	Addressed throughout section 8.0 and 12.0 of this report.
2	Transport for London (TfL)	<p>A summary of TfL comments provided below:</p> <p>Location The site records good Public Transport Accessibility Level (PTAL) of 4 (in a range of 1 to 6 where 6 is excellent).</p> <p>Parking 88 parking spaces are proposed in connection with the residential accommodation. This equates to 0.4 spaces per dwellings. Given the good PTAL of the site and in accordance with the London Plan policy 6.13 TfL would support a further reduction in order to minimise any additional car trips in this area.</p> <p>TfL welcomes the applicant's commitment to deliver two car club spaces. Their location should be identified to ensure they are conveniently located and secured through s106. Haringey Council should also secure a parking management plan.</p> <p>TfL welcomes the restraint bases approach to parking provision for the school; 3 spaces (including 1 accessible space) are proposed. In order to ensure that any additional vehicle trips are minimised, Haringey Council should impose a condition to prevent on site car parking outside the three designated spaces. In addition, TfL welcomes the car-free nature of the commercial floorspace. In order to prevent overspill parking, all occupiers should be</p>	<p>Noted.</p> <p>The level of parking proposed for the development is deemed to be acceptable and supported by Haringey Transportation Team.</p> <p>Noted. These requirements including the Parking Management Plan is secured through condition and/or s106 obligations as set out in section 12.0 and Appendix 7 respectively.</p> <p>Noted. The matter of parking designation for the school will be provided by the Parking Management Plan condition set out in section 12.0 of this report.</p>

No.	Stakeholder	Question/Comment	Response
		<p>prevented from obtaining on street permits within the current or future CPZ areas in Haringey and Enfield, secured through s106.</p> <p>Electric vehicle charging points (ECVP's) should be secured in accordance with London Plan policy 6.13. This results in 18 ECVPs being provided at outset and a further passive provision of 18 spaces.</p> <p>Trip Generation TfL notes that the trip generation assessment has not been produced in line with TfL's Best Practice Guidance 2010 and London Plan policy 6.3. Nevertheless TfL considers that the result of trip rates result in a worst case scenario and are therefore acceptable. TfL welcomes further discussion regarding trip generation in relation to the school</p> <p>Highways The proposed development has been supported by the same TRANSYT junction modelling that accompanied the NPD application. These model results demonstrate that NPD (phase 1 and 3 combined) will have a significant impact on this section of the A1010, causing significant queuing and delays for the traffic flow. The current proposed development would exacerbate these delays. Therefore, the need for additional mitigation should be explored with the applicant. TfL welcomes further discussions about this matter in order to ensure that any mitigation is appropriately modelled.</p> <p>Walking and Cycling Haringey Council should secure a contribution from the applicant towards pedestrian realm upgrades within the vicinity of the site in line</p>	<p>A condition of consent is set out in section 12.0 of this report.</p> <p>Haringey Transportation Team confirm that the trip generation data is acceptable and valid.</p> <p>In relation to the modelling, it is best to use models that have been validated and approved by TfL DTO department than to develop new un-validated models. The models that have been used have been the subject of several years of review and development and are fit for scheme implementation, a much more rigorous process than planning models. Whilst we agree that this development proposal combined with Northumberland Development will create some temporary congestion on the network as a result of the school, both development peak trip generation periods do not overlap, i.e. peak demand for the supermarket is in the evening and Saturday afternoon, there are no school trips at this time; the peak demand of the school is in the am period. The cumulative effect therefore has less impact on the highways network.</p> <p>The s106 Heads of Terms set out in Appendix 7 provide the following "Prior to the start of development, Newlon shall pay £30,000 to the Council towards pedestrian and cycle route environmental improvements on local</p>

No.	Stakeholder	Question/Comment	Response
		<p>with the London Plan policy 6.0. TfL welcomes the provision of residential, school and commercial cycle parking spaces as they are in accordance with London Plan policy 6.9.</p> <p>Buses/Bus Stands TfL does not expect that this development will create capacity issues on local bus routes.</p> <p>There is concern about potential conflicts of the buses/bus stand between pedestrian and vehicle movements during busy periods. TfL does not consider that it is feasible to suspend the bus stand during school pickup/drop off hours. Further discussions are therefore welcomed about this matter.</p> <p>The transport assessment did not consider the condition or accessibility of the two nearest bus stops on Tottenham High Road. In the absence of any assessment TfL requests a capped contribution of £20,000 per stop to bring them up to full accessibility standards.</p> <p>Travel Plan TfL welcomes the submission of both a residential and school travel plan. Their content has been reviewed and is considered satisfactory. The travel plans should be secured and monitored through a s106.</p> <p>Construction Management Plan TfL welcomes the applicants commitment to provide a construction logistics plan (CLP) and delivery and service plan (DSP). The principle of how the CLP will address issues of potential conflict with the bus stand should be subject to early discussions with TfL and the applicant. Both plans should be secured through condition.</p>	<p>and/or strategic roads/footways in the surrounding area to aid pedestrian and cycle access to the site”.</p> <p>Noted.</p> <p>Noted. The s106 requires the applicant to pay for works to the improve the area outside of the proposed school. A preliminary design has been prepared by Haringey Highways Department which is to be agreed with TfL.</p> <p>Improving one of the bus stops is being looked at as part of the detailed design of the off-site highways works and is included in the s106. However it is not possible to consider improvements to the second bus stop.</p> <p>Noted. Travel plans are secured through the s106 as set out in the HoT's in Appendix 7.</p> <p>Noted. A Construction Management Plan and Delivery and Servicing Plan are both required by conditions of consent set out in section 12.0 of this report.</p>

No.	Stakeholder	Question/Comment	Response
		Community Infrastructure Levy The Mayor's CIL will contribute towards the funding of Crossrail. The rate for Haringey is £35/sq.m. The required CIL should be confirmed by the applicant and the Council once the components of the development have been finalised.	Noted.
3	Environment Agency	The Environment Agency has no objections to the application as submitted, subject to the inclusion of conditions. However, without the inclusion of these conditions EA consider the development to pose an unacceptable risk to the environment.	Noted. Conditions and Informatives listed in section 12.0 of this report.
4	Thames Water	No objection on grounds relating to the management and disposal of foul and surface water Recommend conditions requiring water impact study and details of piling method	Noted. Conditions and Informatives listed in section 12.0 of this report.
5	Network Rail	The site is adjacent to the operational railway and as such Network Rail would like to see the A number of conditions and informatives attached to any consent granted.	Noted. Conditions and Informatives listed in section 12.0 of this report.
6	LB Enfield	No comments received to date	N/A
7	London Fire Brigade	No comments received to date	Haringey Building Control have checked the deposited plans and consider the proposals in relation to Building Regulation B5, Fire Brigade Access are satisfactory. Having reviewed the plans the approach taken to Fire Safety for the development is generally satisfactory, this will however be formally checked once a Building Regulations application is deposited with this department.
8	Metropolitan Police - Crime Prevention	No objection to this planning application. Consulted by the architects responsible for the	Noted

No.	Stakeholder	Question/Comment	Response
	Officer	scheme and provided some feedback on the design. Issues raised include gating for the car park and proper ownership of the pockets of open space within the scheme, but these can be addressed as the scheme progresses. Expect further consultation, particularly if a Secured by Design Award is required.	
9	Greater London Archaeology Advisory Service	No comments received to date.	A condition of consent will require an Archaeological Watching Brief.
10	English Heritage – Richard Parish	English Heritage supports the initiative to redevelop the derelict industrial site and recognises the regeneration benefits that this can bring. The provision of a new school would be of significant public benefit. However concerns regarding the scale and design of the residential and school development in relation to the North Tottenham Conservation Area. Recommend that the application be determined in accordance with national and local policy guidance.	Noted. Design issues are addressed in section 8.0 of this report and conditions of consent require the submission of further details in relation to the design of the tower and materials.
	INTERNAL		
1	Haringey Transportation	<p>No objection. Conditions and S106/S278 required.</p> <p>The proposed site is located to the north of Tottenham High Road N17 with the Borough boundary with Enfield and is proposed to be accessed off Langhedge Lane. Langhedge Lane is heavily parked and extends across both boroughs (London Borough of Haringey and Enfield). There are currently no parking restrictions on Langhedge Lane in both Boroughs. Brantwood Road is covered by the Spurs Match Day CPZ. However, as this CPZ only operates on a match day it does not provide an adequate control of on-street parking</p>	<p>Noted. Conditions included in section 12.0 of this report. The HoT's set out the obligations addressing the points raised by Transportation.</p> <p>Noted.</p>

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		<p>demand that will be generated by this development.</p> <p>The site currently has a vehicular access onto the High Road via the access to the bus stand on the High Road. This section of the High Road has parking restrictions in the form of single and double yellow lines. There is the presence of a zebra crossing 80 metres to the north of the site entrance and the junction of Brantwood Road and High Road some 75 metres to the south of the site also has a pedestrian stage. Both crossings provide pedestrians with safe crossing facility.</p> <p>The site is located in an area with a medium public transport accessibility level (PTAL) of 4 and is within walking distance of bus routes 279, 259,349,149 and W3 which, combined, offer some 49 buses per hour for frequent bus connections to Seven Sisters station and other locations. The site is also within walking distance of White Hart Lane station which provides rail connection to London Liverpool Street to the south and Enfield and Cheshunt to the north.</p> <p>We have reviewed the trip generation forecast proposed by the applicant consultants TPC using TRAVL trip database. The data suggests that based on comparable sites, the residential and commercial aspects of this development would generate some, 39 In/Out (11 vehicles in and 28 vehicles out) vehicular trips during the critical AM peak hour. The applicant has proposed relocating the vehicular access to the site from the High Road to Langhedge Lane. Traffic Modelling of the proposed access on Langhedge Lane has been undertaken and is</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

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		<p>covered later in these comments.</p> <p>The proposed school when fully occupied will generate some 400 in/out trips in the critical AM peak based on the TRAVL trip prediction database of which 65% of trips will be by sustainable modes of transport and 35% by car. The 35% of car trips will account for some 140 in and out vehicular during the critical AM peak hour. The proposed school accounts for the largest increase in generated trips on the local transport network with the school generating some 78% of the total AM traffic demand on the network. The maximum number of car trips generation will occur during the morning peak hour, with a total combined (residential, commercial and school) traffic flow of some 179 In/Out movements in the critical AM peak hour. The PM peak is not as critical as it falls outside school opening hours.</p> <p>The applicant has undertaken traffic modelling of the junctions that are likely to be affected by the traffic generated by the proposed development. These include: Brantwood Road/High Road, White Hart Lane/ High Road, Northumberland Park/High Road and Park Lane/Church Lane/High Road. The modelling examined the impact of this development in combination with the impact of the Northumberland Park Phases 1 and 3. The results of the modelling indicate that the traffic generated by this developments combined with the approved Northumberland Development Project (NPD) will result in a reduction in junctions practical reserve capacity, and increase congestion on and queuing on the highways network between the junctions of Brantwood Road/ High Road and White Hart Lane/ High Road. However the impact of the</p>	<p>Noted.</p> <p>Noted.</p>

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		<p>traffic from this development is only expected to last for some 15 minutes in the AM peak period where there is an increase in the number of vehicles queuing at the junction of High Road with White Hart Lane during the Am peak hour with and increase in the number of vehicles queuing from 28 to 59 vehicles. It is also to be noted that this development proposal will generate the majority of the traffic in the morning peak, when the traffic generated by the Supermarket is at its lowest. Hence on reviewing the traffic generated by both developments combined with traffic modelling of the highways network that has been approved by TfL for the NPD project, we are confident that, whilst there will be some temporary congestion during the school drop off periods, this development proposal will not result in long term impacts on the highway network, subject to adequate traffic management proposal being implemented such as school keep clear markings and upgrade the lining and signage of the existing zebra crossing, in order to control the parking demand generated by the school proposal on the High Road.</p> <p>The applicant has completed traffic and parking stress surveys of the area surrounding the site. The results of the survey confirm our site observation. The area surrounding the site is heavily parked within 200 metres of the site, with few parking opportunities available in both Boroughs. The roads that are likely to be affected in Haringey by any residual parking demand generated by the proposal are Brantwood Road and Grassers Road which is located off Brentwood Road. It is to be noted that these roads may be subject to on street parking restrictions at some point in the near</p>	<p>Noted.</p>

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		<p>future subject to consultation as funding has been provided under the Northumberland Park Development to look at the possibility of implementing an all week CPZ in both boroughs to mitigate against the impacts of the development. We would therefore require residents of this development proposal to be excluded from applying for on street parking permits under the terms of any future traffic order relating to the Northumberland Park Development.</p> <p>The applicant is proposing to provide 88 car parking spaces for the proposed 222 residential units including 5 disabled car parking spaces. 20% of the parking provision will be for electric vehicles, with a further 20% to be able to be converted in the future, this is in accordance with the London Plan.</p> <p>In addition the applicant will be providing 268 secure sheltered cycle parking spaces. Both car parking and cycle parking provision are in line with that required by Haringey's adopted UDP, for an area with a medium public transport accessibility level and the 2011 London Plan. However we have concerns with the layout of the cycle parking provision which are all located in one block. We would request the applicant to explore and provide amended cycle parking layout which seeks to provide cycle parking in each block. This will assist in making the cycle parking provision more accessible, hence maximising its use.</p> <p>The applicant has agreed to enter into a S.106 agreement for the provision of 2 on street car club bays on Langhedge Lane and will offer all</p>	<p>The s106 Head of Terms as set out in Appendix 7 states "Newlon will ensure that all residents in the Development are notified, prior to their occupation, that no resident will be entitled to apply to the Council for a permit to park on public highways in the vicinity of the Development in the event that the Council (and/or Enfield Council) decide in the future to implement a Controlled Parking Zone in the general area of the Development".</p> <p>Noted. Provided by a condition of consent in section 12.0 of this report.</p> <p>Noted.</p> <p>Noted. A Parking Management Plan will be required by the s106 see appendix 7.</p>

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		<p>residents of the proposed development 2 year membership of the car club for free. We will also require a parking management plan to be secured as part of the S.106 agreement to be monitored in conjunction with the travel Plan.</p> <p>In relation to the school element of the development, the applicant has proposed to provide 3 car parking space including 1 disabled car parking space and 48 cycle parking spaces for the use of the school. We have reviewed the proposed parking have considered the level of car parking acceptable considering the site has good public transport accessibility and the school will have a travel plan which will be secured by a S.106 agreement.</p> <p>The site has been designed to allow adequate turning area for refuse and delivery vehicles to enter and leave the site in forward gear. The carriageway has sufficient width at 5.5 metres to allow vehicles to park and service the development without severely impeding the flow of traffic along the access road. Traffic calming measures have been provided within the site in the form of a speed table to slow vehicles entering and leaving the site.</p> <p>However, we have concerns regarding the vehicles which will park, particularly during the morning peak hours to drop off and collect children. This is of particular concern due to the existing bus stand fronting the site. Whilst parking on the High Road can be controlled by active enforcement of the existing double yellow lines and by introducing school keep clear markings which will deter cars from parking on the High Road, there are currently no restrictions on the operating hours of the bus stand. This</p>	<p>Noted. A travel plan is secured by s106 see Appendix 7.</p> <p>Noted.</p> <p>The bus stand area is proposed to be re-designed and secured through s106 to mitigate against this potential conflict.</p>

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		<p>could lead to potential conflict between buses entering and leaving the stand at the start and end of the school day. It is to be noted that although this is of a particular concern, it does not form sufficient grounds on its own for refusal, as any potential risk can be managed by closing the bus stand during the critical morning and afternoon drop off and collection periods or by developing a management programme with marshals/school crossing patrols to manage any potential conflict. We will therefore require a bus stand management plan to be secured by the S.106 agreement. In addition the Council's highways department has been consulted on the proposal and have produced a preliminary design to improve the safety for students and pedestrians at this location. The scheme will include removal of the existing access to the development and creation of new public realm to effect access and egress to the proposed development, the cost of these works are estimated at £190,000. The developer will be required to enter in to a S.278 agreement to fund the cost of the highways safety improvements.</p> <p>In addition due to increased pedestrian activity ensuing from this development site, there is the need for environmental improvement measures in the immediate area surrounding this development, in particular on Langhedge Lane and the High Road, which provides direct pedestrian and cycle access from the development to the wider area. These works will include, street lighting, and other environmental improvements. The applicant will therefore be required to contribute a sum of £30,000 (thirty thousand pounds) for environmental improvements in the area surrounding the site.</p>	<p>Noted. The s106 provides for £30,000 contribution towards public realm/highways/pedestrian improvements etc. See appendix 7.</p>

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		On reviewing this application the highways and transportation authority would not object to this application subject to conditions and informatives.	Noted.
2	Haringey Environmental Health – Contaminated Land	No objection subject to conditions	Noted. Conditions of consent included in section 12.0 of this report.
3	Haringey Waste Management/Cleansing	No objection. Advice provided regarding the number and size of waste bins, recycling bins and food bins required for the residential, commercial and school uses respectively.	Noted. Conditions of consent included in section 12.0 of this report.
4	Haringey Arboricultural Officer	No comments received to date.	A condition of consent will require the development is carried out in accordance with the submitted Arboricultural Survey and Arboricultural Impact Assessment – Prepared by Viewpoint Associates LLP (Rev D) Issued: 5th November 2012, and that a pre-commencement site meeting must be arranged and attended by all interested parties, (Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees.
5	Haringey Environmental Health – Noise and Pollution	In principal we do not have objection but suggested a number of conditions relating to noise of plant, internal noise levels, ventilation and construction noise, traffic etc.	Noted. The suggested conditions have been included in section 12.0 of this report.
6	Haringey Education/Children's Services	<p>Hartsbrook E-Act Free School opened in September 2012 with the provision of 60 reception places and 60 Year 1 places. The school also provided an additional 30 reception places in the form of a bulge (one-off) class for September 2012, bringing its total number of reception places for the academic year to 2012/13 to 90.</p> <p>The school's temporary site for a planned period of three years is at the College of Haringey, Enfield and North East London's campus</p>	<p>Noted.</p> <p>Noted.</p>

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		<p>(CHENEL) on Tottenham High Road. From September 2015, it is proposed that the school will be permanently based on the former site of Cannon Rubber Ltd at 881 High Road, N17 as part of the housing development being proposed for that site. Ultimately, the school will have a planned admission number (PAN) of 420 between reception and Year 6 when it reaches its full capacity in 2020.</p> <p>The borough is experiencing a high and rising demand for reception places year on year as a result of a rising birth rate and a rising demand for Haringey school places. This is a pattern seen across almost all of London's 33 boroughs. At the current time there is no surplus capacity within reception classes across any of our schools. This 0% surplus must be viewed against the DfE'S recommended 5% surplus capacity to allow for some movement and for parental preferences.</p> <p>The 60 additional reception places being provided by Hartsbrook each September provide some additional places at a time when the Council are already providing additional capacity within our primary schools each year to address the current unprecedented demand for school places. Northumberland Park ward, in which Hartsbrook will eventually be based, is a ward where unmet demand is particularly challenging and the Council are currently considering plans to address capacity issues at reception level for entry in September 2013 in this and other wards. The plans that we are currently working on are likely to result in the provision of (in the region of) an additional 120 reception places.</p>	<p>Noted.</p> <p>Noted.</p>

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		<p>While Hartsbrook E-Act Free School was agreed by the DfE in 2011 to meet already identified unmet demand in and around Northumberland Park, the additional 222 residential units provided as part of the residential development result in a child yield for which no additional provision has been made in the form of either child places or as a financial contribution. An educational contribution towards the cost of providing these additional places arising out of this new development would therefore be expected to ensure that funding for the necessary infrastructure to support the development can be provided</p>	<p>It is not possible, on financial viability grounds to include an education contribution within the s106 agreement over and above the provision of a new primary school on the site.</p>
7	Haringey Building Control	<p>Checking of the deposited plans I am of the opinion that the proposals in relation to Building Regulation B5, Fire Brigade Access are satisfactory. Having reviewed the plans the approach taken to Fire Safety for the development is generally satisfactory, this will however be formally checked once a Building Regulations application is deposited with this department.</p>	<p>Noted.</p>
8	Haringey Housing Design and Major Projects	<p>1.1 The proposed development seeks to provide a 100% affordable housing scheme and as such does accord with Haringey's Housing Supplementary Planning Document (SPD) which states that the Council will seek 'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 50%. The SPD outlines a borough target of 50% but does not preclude 100% affordable housing schemes.</p> <p>1.2 The scheme complies with the adopted London Plan strategic policy 3A.10 which seeks</p>	<p>Noted. The HoT's set out the affordable housing allocation and section 8.0 of the report addresses housing mix.</p>

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		<p>the maximum amount of affordable housing.</p> <p>1.3 The proposed mix and type of affordable housing (largely Low Cost Home Ownership and Intermediate Rent for working households) will ensure a more sustainable, balanced and less transient community.</p> <p>2. Dwelling mix</p> <p>In principle we have agreed the current unit mix 222 units (680 Habitable Rooms) which consist of 44 x1 beds, 149 x2 beds, 28 x3beds and 1 x 4 bed units. This is subject to the above planning obligation being met.</p> <p>2.2 The housing is designed to be tenure neutral; as such all of the housing is designed to the same high standard. Careful thought has been given to the tenure of each block in order to maximise effective and co-ordinated management of the housing, school, commercial units and public spaces.</p> <p>3. Tenure</p> <p>The proposed development is in an area with a very high proportion of social rented accommodation; therefore it is relevant to note paragraph 5.31 of the Housing SPD which states that 'the Council will seek a more even balance of social rent and intermediate affordable housing across the borough'. The proposed housing seeks to compliment the 100% private scheme proposed in the regeneration area and to provide a range of low cost home ownership, intermediate rent and referral homes</p> <p>4. Consultation</p>	

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		<p>There has been a series pre-application meetings with the NHT, GLA, the Councils planners and the enabling team to discuss the mix and tenure.</p> <p>It has been accepted that this is the most viable mix for this scheme, which will not only maximise the delivery of affordable home ownership, intermediate rent for working households but also considerably assist in the long term regeneration of the area.</p> <p>CONCLUSION: The scheme in its current form complies with the Councils Housing Policies, principally on the grounds that it promotes the area's regeneration – Current UDP policy HSG4.</p> <p>This position is supported by paragraphs 4.21 and 4.22 of the UDP and 5.28 - 5.30 of the Housing SPD, as such the proposals have been developed to include a high proportion of low cost home ownership.</p> <p>The enabling team supports this scheme in terms of the proportion of affordable housing delivered due to the reasons outlined above and will have continuous engagement with Newlon Housing Trust to ensure the council aims and objectives are met.</p>	
	Haringey Conservation and Design Team	<p>Design Comments:</p> <p>I have made a Building for Life (BfL12) assessment of the proposals as attached, which concludes that the proposals are acceptable. There are a number of aspects that area assessed as “amber” but these are significantly outweighed by “greens” and there are no</p>	Noted.

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		<p>“reds”. The advice on BfL12 is that reds give a warning that an aspect of a development <i>needs</i> to be reconsidered, whilst ambers should be minimised. Whilst ambers should be avoided and this might be possible in this case by means of suitable conditions, there may also be local circumstances that justify why a scheme cannot meet the higher standard expected of a green.</p> <p>Masterplan context – welcomes the provision in the design for the creation of north-south links to the adjoining sites if those are redeveloped in the future in the context of the masterplan work being undertaken by the Council and GLA.</p> <p>Tall Building & Design of the Tower – recognises that the site can be suitable for a tall building. Concerns are expressed about the possible impact on sunlight and daylight to surrounding properties.</p> <p>The tower (with improved design as can be secured by condition) can be a positive landmark feature and a symbol of regeneration. The two storey podium at the base of the tower is welcomed with an active street frontage and secures a good visual transition with the other lower buildings in the scheme. However, the details of the north, south and west elevations of the podium are not clear. The tower needs to be as slender as possible. The main residential entrance to the tower is particularly interesting and well resolved.</p> <p>Overall design, layout and landscaping – there is a good relationship between buildings and spaces and the design allows key views of the tower from the site frontage to improve legibility. The central street has been carefully</p>	<p>Noted.</p> <p>The applicant’s have submitted assessment of sunlight and daylight impact to surrounding properties shows that the impact is not significant. Discussed in further detail in section 8.7 of this report.</p> <p>Noted. Details of the tower design and materials are conditioned in section 12.0 of this report.</p> <p>Noted. Conditions of consent in relation to landscaping are provided in section 12.0 of this report.</p>

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		<p>and well designed affording privacy to residents and good landscaping. The 'kink' in the street is not ideal but may be the best solution given the need to provide adequate space for the school. The public space at the site entrance on the north side of the access road is questioned and needs careful detailed design.</p> <p>The school on the site frontage fits in well with the Conservation Area and improves the best aspects of the character of the High Road. The relationship between the school and the flats above has been well considered and there is sufficient separation and measures to ensure privacy between the two uses. More green roofs as opposed to brown roofs should be provided to improve views from upper floor flats</p> <p>Conservation Comments:</p> <p>There would be strong concerns regarding the height of the proposed buildings, which would have an overbearing and detrimental impact on the character of the adjacent North Tottenham High Road conservation area, which is part of the Tottenham High Road historic corridor, and the statutorily and locally listed buildings nearby, including views of the tall buildings. Suggest to redevelop but build no higher than existing.</p>	<p>Noted. A condition of consent requires the submission of details in relation to the vegetated green/brown roofs as provided in section 12.0 of this report.</p> <p>Noted. Design issues in general and also specific issues related to the impact of the development on the conservation area are set out in section 8.0 of this report.</p>
	Haringey Tottenham Team	<p>The transformation of north Tottenham is a key priority for Tottenham's regeneration programme. The Council is working with the GLA and other stakeholders to bring forward investment and improvement to this part of the borough.</p> <p>In February 2012, Cabinet agreed to the development of a master plan for an area of</p>	Noted

No.	Stakeholder	Question/Comment	Response
		<p>north Tottenham known as High Road West. This area is adjacent to the Tottenham Hotspur FC stadium, situated between Tottenham High Road to the west, White Hart Lane station to the east, Brereton Road to the south and to the borough boundary with Enfield to the north. The site contained in this planning application (881 High Road) falls within this master plan area.</p> <p>The emerging master plan (public consultation on options is anticipated to start at the end of February / early march) is being informed by the following key objectives:</p> <ul style="list-style-type: none"> • Reinforce the High Street • Set the context for the new Tottenham Hotspurs Stadium • Improve diversity, quality and character of the living environment • Improve physical, social and economic integration into the wider area • Create economically deliverable solutions that drive and respond to economic improvement <p>The proposed 'Brook House' scheme can play a key role in bringing forward change and improvement in north Tottenham. Although the site is being brought forward before any master plan has been consulted on or agreed, the proposals for 222 homes (a mix of shared ownership and affordable rented products) supports our ambitions for mixed communities and the improved diversity, quality and character of the living environment. The new primary school is also welcomed. It's position within the development will support our aims to drive activity and movement onto the High Road as well as providing a strong visual signifier on the High Road that change is happening."</p>	

No.	Stakeholder	Question/Comment	Response
	Haringey Nature Conservation	<p>A review of the Extended Phase 1Habitat Survey submitted as part of the above application shows several issues and recommendations not adequately addressed in the development proposals:</p> <p>Light Pollution</p> <p>I support recommendations 4.13 to 4.17 in the Extended Phase 1 habitat Survey and would expect these to be implemented particularly with regard to the likely negative impact on bats using the Ecological Corridor.</p> <p>A report to show how light pollution will be minimised with particular reference to the ecological corridor should be submitted to and approved in writing by the Local Planning Authority.</p> <p>Ecological Corridor</p> <p>Where the site meets the ecological corridor there is no soft landscaping only car parking. In order to enhance the ecological corridor in line with planning policy DMP28 'Ecologically Valuable Sites their Corridors and Tree protection' the adjacent car parking should be moved and replaced with native planting following advice from an ecologist and agreed by the Local Planning Authority.</p> <p>Green/Brown Roofs</p> <p>The proposal for green and brown roofs represents significant ecological enhancement to the site and should be supported and conditioned.</p>	<p>Noted.</p> <p>Noted.</p> <p>A condition of consent is provided in section 12.0 of this report</p> <p>Noted. It is not possible to relocate the car parking area without significant impacts on the viability of the scheme. The application proposes green spaces, gardens, tree planting and green/brown roofs which will result in enhance ecology above and beyond the existing level on this site.</p> <p>Noted.</p>

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		will greatly devalue the price of our property.	<p>result of the school, both development peak trip generation periods do not overlap, i.e. peak demand for the supermarket is in the evening and Saturday afternoon, there are no school trips at this time; the peak demand of the school is in the am period. The cumulative effect therefore has less impact on the highways network.</p> <p>The issue of impact on property values is not a material planning consideration and therefore cannot be taken into consideration in the assessment of this planning application.</p>
2	30 Boundary Court, Snells Park N18	<p>Objection:</p> <ul style="list-style-type: none"> -Detrimental Impact on views currently enjoyed over London and Alexandra Palace -Inadequate Parking provision for both the residential and school and extreme existing parking pressure in the area -conflict with vehicles including deliveries to Langhedge Lane Estate and children at the proposed school -Detrimental impact on sunlight/daylight currently enjoyed -Traffic Problems related to the primary school - Overdevelopment –too much on too little space 	<p>Loss of private view is not a material planning consideration and therefore cannot be taken into consideration in the assessment of this planning application.</p> <p>The proposed development would have 88 car parking spaces. Haringey Transportation Team support this level of provision and in fact TfL have sought to have fewer car parking spaces on the site. The Council is satisfied with the level proposed.</p> <p>Haringey Transportation Team has undertaken an assessment and is satisfied that the access arrangements and traffic generation is acceptable.</p> <p>The proposed development will not have any significant adverse impact on sunlight/daylight levels.</p> <p>The impact of the development in terms of traffic, and congestion on the existing highway network has been assessed by Haringey Transportation Team. Whilst the development proposal combined with Northumberland Development will create some temporary congestion on the network as a result of the school, both development peak trip generation periods do not overlap, i.e. peak demand for the supermarket is in the evening and Saturday afternoon, there are no school trips at this time; the peak demand of the school is in the am period. The cumulative effect therefore has less impact on the highways network.</p> <p>The density of the development is in line with the London Plan standards.</p>

No.	Stakeholder	Question/Comment	Response
		<p>-Devalue our property and have difficulty selling</p> <p>-The government is against high rise buildings</p> <p>-Unsocial/criminal activity from youth at night</p>	<p>The issue of impact on property values is not a material planning consideration and therefore cannot be taken into consideration in the assessment of this planning application.</p> <p>There is provision within National, Regional and Local Planning policy for the provision of tall buildings in appropriate locations.</p> <p>The local Met. Police crime prevention officer has been consulted and raised no objection to the development. A condition of consent will require the development to comply with the designing out crime standards.</p>
3	28 Boundary Court, Snells Park N18	<p>Objection:</p> <p>-Detrimental Impact on views currently enjoyed over London and Alexandra Palace</p> <p>-Inadequate Parking provision for both the residential and school and extreme existing parking pressure in the area</p> <p>-Conflict with vehicles including deliveries to Langhedge Lane Estate and children at the proposed school</p> <p>-Detrimental impact on sunlight/daylight currently enjoyed</p> <p>-Traffic Problems related to the primary school</p> <p>-Overdevelopment –too much on too little space</p>	<p>Loss of private view is not a material planning consideration and therefore cannot be taken into consideration in the assessment of this planning application.</p> <p>The proposed development would have 88 car parking spaces. Haringey Transportation Team support this level of provision and in fact TfL have sought to have fewer car parking spaces on the site. The Council is satisfied with the level proposed</p> <p>Haringey Transportation Team has undertaken an assessment and is satisfied that the access arrangements and traffic generation is acceptable.</p> <p>The proposed development will not have any significant adverse impact on sunlight/daylight levels.</p> <p>The impact of the development in terms of traffic, and congestion on the existing highway network has been assessed by Haringey Transportation Team. Whilst the development proposal combined with Northumberland Development will create some temporary congestion on the network as a result of the school, both development peak trip generation periods do not overlap, i.e. peak demand for the supermarket is in the evening and Saturday afternoon, there are no school trips at this time; the peak demand of the school is in the am period. The cumulative effect therefore has less impact on the highways network.</p> <p>The density of the development is in line with the London Plan standards.</p>

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4	58 Chalgrove Road, N17	<p>Objection:</p> <p>-Overdevelopment – in terms of the number of dwellings and impact on local services including health and education</p> <p>-Traffic Issues regarding the school – parents dropping and picking up – not adequately addressed in Travel Plan given the proposed/potential changes to the CPZ and Sainsbury’s site adjacent.</p>	<p>The density of the development is in line with the London Plan standards. A school is provided as part of the proposed development.</p> <p>Haringey Transportation Team has undertaken an assessment and is satisfied that the access arrangements and traffic generation is acceptable. The area outside of the school on the High Road is subject to a re-design proposal that forms part of the s106 agreement.</p>
5	Dalton Warner Davis on behalf of Fairgate Properties (owners of the existing Sainsbury’s store)	<p>Objections submitted on the following grounds:</p> <p>i) Failure by the Council to properly consult an immediate neighbour to the scheme and serve the correct notices in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010.</p> <p>ii) Failure by the Council to make all supporting application documents available to the public</p>	<p>The Council has fulfilled its statutory obligations under the relevant legislation and circulars. The owner/occupier of the site - Supermarket rear of 867-869 High Road London N17 8EY was consulted by letter on 13/11/2012. Council consulted widely sending over 2800 letters notifying local residents of the proposed development and inviting attendance to a Development Management Forum. The application was notified in the local press and site notices erected around the perimeter of the application site.</p> <p>The application documentation (hard copies) have been available to view by the public at the Council Officers and at the local library and electronically available online through the Council’s website. Details on</p>

No.	Stakeholder	Question/Comment	Response
		<p>iii) Failure by the applicant to comply with the requirements of the Localism Act duty to consult and the National Planning Policy Framework (NPPF). The public consultation pays lip service to these legal requirements and for early consultation on major applications as set out in the Council's Statement of Community Involvement (SCI).</p> <p>iv) The application proposals are not in accord with the Development Plan, the Mayor's Plan and the NPPF.</p> <p>v) Inappropriate scale, height and massing, no assessment of significance and heritage impact on neighbouring sites and failure to preserve or enhance the character of the North Tottenham Conservation Area (1972).</p> <p>vi) Other policy failures in terms of the affordable housing quantum, mix, density, and amenity space.</p> <p>vii) Failure to allow enough time for consultation feedback, consideration of responses and rush to determine at Committee on 14 January 2013</p>	<p>accessing the documentation electronically were provided on the consultation letters.</p> <p>Consultations on the wider area regeneration (including the proposal site) were undertaken in July 2012. A site specific consultation was carried out by the applicant in September 2012. Invitations were sent out by post to 3000 local residents, business and occupiers, including the neighbouring Sainsbury's foodstore (867-869 High Road). The applicant has confirmed that no representatives of Fairgate properties attended that event. The exhibition boards were left at the local library until mid-October 2012 together with feedback forms. The applicant's state in their response letter dated 9th January 2013 that the project team have been trying to liaise with Fairgate Properties about works to the boundary wall associated with the proposed development.. In additional, since July 2012 the project managers have been in direct contact with Sainsbury's and their agents.</p> <p>The policy position of the application is set out in detail in the assessment sections (8.0) of this report.</p> <p>The scale, height and massing of the proposed development is acceptable. The proposed development is considered to preserve the character and appearance of the conservation area. A detailed assessment is set out in sections 8.1 and 8.5 respectively of this report.</p> <p>The proposed development is acceptable in terms of affordable housing quantum, mix, density and amenity space as set out in the relevant sections of this report.</p> <p>Consultation letters were sent to by post on 13th November 2012. While the statutory consultation period is 21 days the Council has a policy of allowing comments up until the time a decision is made by planning committee. Therefore at the time of writing interested parties have had over 9 weeks in which to provide comments on the scheme. The planning application is being heard at Committee on 28th January which is 11 weeks after the validation of the application. The Council must decide the application within 13 weeks and therefore cannot reasonably delay the application beyond this timeframe.</p>

APPENDIX 2 Planning Policies

RELEVANT PLANNING POLICY

NATIONAL POLICY

National Planning Policy Framework (March 2012) and Technical Guide to the National Planning Policy Framework

Planning For Schools – Government Policy Statement, Aug 2011

REGIONAL PLANNING POLICY

London Plan (2011)

- Policy 2.14 Areas for Regeneration
- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.8 Housing choice
- Policy 3.10 Mixed and balanced communities
- Policy 3.12 Affordable housing targets
- Policy 3.13 Negotiating affordable housing residential & mixed use schemes
- Policy 3.14 Affordability housing thresholds
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.7 Renewable Energy
- Policy 5.10 Urban Greening
- Policy 5.11 Green roofs and development site environs
- Policy 5.12 Flood Risk Management
- Policy 5.13 Sustainable Drainage
- Policy 5.14 Water Quality and Wastewater Infrastructure
- Policy 5.15 Water Use and Supplies
- Policy 5.18 Construction Excavation and Demolition Waste
- Policy 5.21 Contaminated Land
- Policy 6.1 Integrating transport & development
- Policy 6.3 Assessing transport capacity
- Policy 6.13 Parking
- Policy 7.2 Creating an inclusive environment
- Policy 7.3 Secured by design
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.8 Heritage Assets and Archaeology

The Mayor's Other Strategies

- The Mayor's Housing SPG (November 2005)
- The Mayor's Sustainable Design and Construction SPG (2006)
- The Mayor's Draft Housing Strategy

The Mayor's Air Quality Strategy: Clearing the Air (2010)
 The Mayor's London Housing Design Guide (August 2010)
 The Mayor's Energy Strategy (2004)
 The Mayor's Draft Industrial Capacity SPG (2003)
 The Mayor's Accessible London: Achieving an Inclusive Environment SPG
 The Mayor's Wheelchair Accessible Housing Best Practice Guide (SPG)
 The Mayor's Planning for Equality & Diversity in Meeting the Spatial Needs of London's Diverse Communities SPG
 The Mayor's Climate Change Adaptation Strategy
 The Mayor's Climate Change Mitigation and Energy Strategy
 The Mayor's Transport Strategy
 The Mayor's Ambient Noise Strategy
 The Mayor's Best Practice Guide on the Control of Dust & Emissions during Construction
 The Mayor's Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation SPG
 The London Housing Design Guide (2010)
 The Draft Revised Early Minor Alteration to the London Plan
 Draft Upper Lea Valley Opportunity Planning Framework (ULVOAPF), Mayor of London, November 2011
 A Plan for Tottenham, Haringey Council and Mayor of London, August 2012

LOCAL PLANNING POLICY

Haringey Unitary Development Plan (Adopted July 2006; Saved July 2009)

- G1 Environment
- G2 Development and Urban Design
- G3 Housing Supply
- G4 Employment
- G9 Community Well Being
- G10 Conservation
- G12 Priority Areas
- AC3 Tottenham High Road Regeneration Corridor
- UD1 Planning Statements
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- UD6 Mixed Use Developments
- UD7 Waste Storage
- UD8 Planning Obligations
- UD9 Locations for Tall Buildings
- ENV1 Flood Protection: Protection of Floodplain, Urban Washlands
- ENV2 Surface Water Runoff
- ENV4 Enhancing and Protecting the Water Environment
- ENV6 Noise Pollution
- ENV7 Air, Water and Light Pollution
- ENV11 Contaminated Land

- ENV13 Sustainable Waste Management
- HSG1 New Housing Developments
- HSG2 Change of Use to Residential
- HSG4 Affordable Housing
- HSG10 Dwelling Mix
- EMP2 Defined Employment Areas – Industrial Locations
- EMP4 Non Employment Generating Uses
- M2 Public Transport Network
- M3 New Development Location and Accessibility
- M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
- M8 Access Roads
- M10 Parking for Development
- OS11 Biodiversity
- OS16 Green Chains
- OS17 Tree Protection, Tree Masses and Spines
- CW1 New Community/Health Facilities
- CSV1 Development in Conservation Areas
- CSV8 Archaeology

Haringey Supplementary Planning Guidance and Documents

- SPG1a Design Guidance (Adopted 2006)
- SPG2 Conservation and Archaeology (Draft 2006)
- SPG4 Access for All (Mobility Standards) (Draft 2006)
- SPG5 Safety By Design (Draft 2006)
- SPG7a Vehicle and Pedestrian Movements (Draft 2006)
- SPG7b Travel Plans (Draft 2006)
- SPG7c Transport Assessment (Draft 2006)
- SPG8a Waste and Recycling (Adopted 2006)
- SPG8b Materials (Draft 2006)
- SPG8c Environmental Performance (Draft 2006)
- SPG8d Biodiversity, Landscaping & Trees (Draft 2006)
- SPG8e Light Pollution (Draft 2006)
- SPG8f Land Contamination (Draft 2006)
- SPG 8i Air Quality (Draft 2006)
- SPG9 Sustainability Statement Guidance Notes and Checklist (Draft 2006)
- SPG10a Negotiation, Mgt & Monitoring of Planning Obligations (Adopted 2006)
- SPG10d Planning Obligations and Open Space (Draft 2006)
- SPG10e Improvements Public Transport Infrastructure & Services (Draft 2006)
- SPD Housing
- SPD Open Space and Recreation Standards
- Draft Sustainable Design and Construction SPD (October 2010)
- Planning Obligation Code of Practice No 1: Employment & Training (Adopted 2006)

Haringey Local Plan: Strategic Policies (formerly Core Strategy) (Published for Consultation May 2010; Submitted for Examination March 2011. EIP July 2011 and Inspector's Report December 2012) (Adoption due February 2013)

- SP1 Managing Growth
- SP2 Housing
- SP4 Working towards a Low Carbon Haringey
- SP5 Water Management and Flooding
- SP6 Waste and Recycling
- SP7 Transport
- SP8 Employment
- SP9 Imp Skills/Training to Support Access to Jobs/Community Cohesion/Inclusion
- SP11 Design
- SP12 Conservation
- SP13 Open Space and Biodiversity
- SP14 Health and Well-Being
- SP16 Community Infrastructure

Draft Development Management Policies (Published for Consultation May 2010)

- DMP1 New Housing Developments
- DMP7 Homes of Different Sizes
- DMP9 New Development Location and Accessibility
- DMP10 Access Roads
- DMP12 Parking for Development
- DMP13 Sustainable Design and Construction
- DMP14 Flood Risk, Water Courses and Water Management
- DMP15 Environmental Protection
- DMP16 Development Within and Outside of Town & Local Shopping Centres
- DMP19 Employment Land & Premises
- DMP20 General Principles
- DMP21 Quality Design
- DMP22 Waste Storage
- DMP23 Commercial Design: Advertisements, Shopfronts, Signs and Security
- DMP25 Haringey's Heritage
- DMP28 Ecologically Valuable Sites their Corridors and Tree protection
- DMP32 Pre-school and Educational Needs Generated by New Housing

Haringey's 2nd Local Implementation Plan (Transport Strategy) 2011 – 2031
A Plan for Tottenham, Haringey Council and Mayor of London, August 2012

OTHER DOCUMENTS

CABE Design and Access Statements
Diversity and Equality in Planning: A Good Practice Guide (ODPM)
Planning and Access for disabled people: A Good Practice Guide (ODPM)
Demolition Protocol Developed by London Remade

Secured by Design

APPENDIX 3

Development Management Forum Minutes



**PLANNING & REGENERATION
DEVELOPMENT MANAGEMENT TEAM**

MINUTES

Meeting : Development Management Forum – Brook House (Formerly Cannon Rubber)
Date : 3rd December 2012
Place : Sixth Form Centre, White Hart Lane
Present : Paul Smith (Chair); Applicants, Representatives, Cllr Solomon, Cllr Bevan, Cllr Peacock, Marc Dorfman, Terry Knibbs - approx 45 local residents
Minutes by : Tay Makoon

Distribution :

		Action
1.	<p>Paul Smith welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. He explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, he explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.</p>	
2.	<p>Presentation By Applicant's Representatives – John Mirch Planning Agent from Saville on behalf of Newlon and Galiford Try.</p> <p>Slide 1 – Diagram shows a plan for Tottenham, plans for regeneration in the wider scene in Haringey, which the former cannon site sits in the Northumberland Park Area. The proposal for our site is to provide 222 new residential units, 100 shared ownership and another 122 rented units that includes a 22 storey tower and three lower buildings also 150sqm of commercial floor space and a new two form entry junior middle infant school. The site will be developed in conjunction with Newlon and Eyat and the main contractor will be Galiford Try. Looking at the existing site, this is looking down Tottenham High Road and this is Lang hedge Lane, this is the existing Cannon Rubber Factory and this a tree, large London Plain Tree which will be protected and retained. Looking up the high road there are some existing listed buildings, at the end of the Conservation Area on the High Road, the existing Sainsbury's site next door and this is our site with boundary court in the background and the existing local authority building opposite.</p> <p>The existing Cannon Rubber Factory which has been wound down in the last couple of years as production has been shifted elsewhere and will be demolished to make way for the new development. Looking the new proposal for our site, we are aiming to increase permeability of the site as it is bounded by the High Road on one end and the railway at the other, it is a land lock site, so to key in any future development we hope to increase permeability through new roads and pedestrian access, it will be high quality design and hopefully act as a catalyst for future developments in the area and set the standard for that and it will be a streetscape led scheme and creating interesting and vibrant public realm which is boarded by active frontage and commercial units or fronting straight onto the street, defining the front and back entrances to encourage ownership of that streetscape, all our buildings are set a minimum of 18sq metres apart to minimise over looking, the central landscape zone has maisonettes flats directly onto it. Looking at our new plan the main entrance will be off Lang hedge Lane, coming round the front this will be the new school, ground and first floors which fronts onto the High Road and centres around the existing tree which we are keeping to the front and the rest of the of the residential provision which three remaining buildings to the rear and two three storey buildings on top of the school, when I was talking about increasing the permeability on the site it would be done through these links to the north and south of the site. The north and south buildings have gardens to</p>	

the rear and shared amenity space in the street and a new playground to the north and the entrance which is overlooked by all the housing above. There is also amenity space on the podium which contains the car parking level which is underneath the new 22 storey tower which is centred on the central access to the school and entrance. The visualisation of the new scheme, this is one of the listed building retained, the Sainsbury's next door, our retained line of trees and this is our new site here and boundary court here gain, this is the new school and the two residential blocks. This the new school and c entered on access with the tower to create a new access to the rear, this would be where parents would drop off and pick up children, active streetscape. This is a new school hall which would be used out of hours. The main site entrance Lang hedge Lane and it gives you a view straight into the site to see what is going on in there, you can see more buildings beyond.

This is a double podium level which will have car parking at ground and first levels throughout and then has commercial units on the main front looking onto the streets at ground and first floors and on top the amenity space for the residents of the tower. Some background of the design of the scheme, the school deliberately placed at the front of the site to give it presence and to activate the High Road, c entered around the existing tree. A few examples of other schools with residential above. The design of the tower has been emphasising and maximise long range views throughout.

Views of maisonettes that fronts onto the street. The material palette is brick, all lower buildings and light buff bricks with an olive green metal work such as window frames and a perforated metal balcony. The tower brings that brick to the lower levels to relate to the other parts of the site and then we introduce metallic panels on the tower keeping it simple and light. Examples of flat plan, each with private space and balcony and all comply with the London Plan standards.

3 Question and Answer Session

Q1: Boundary Court Resident - I live opposite the site and my main concern is parking you have 221 residents and 88 parking space, three car parking space for the school will not be enough as you will have more than 3 teachers – They will end up parking on our estate, we already have a big problem with Stella House, it has CPZ and it can't cope with all the residents parking, they are already parking on Lang hedge Lane and other surrounding roads and we cannot park at all, this scheme will further add to the already existing parking problem.

Ans: The 88 parking space is what we feel is needed for this site and in terms of on street parking Enfield and Haringey are looking at changing controlled parking in nearby streets to stop that. It is part of the transport assessment that is going on which Spurs and this scheme is part of and it is for Haringey

and Enfield to work on. Enfield is in the process of putting together a consultation exercise which we understand will be launching early next year and will be a public consultation exercise. The type of accommodation we are proposing on this site are one and two bed units as part of the shared equity of the accommodation which Newlon have a lot of experience of providing and managing on their various other projects. The type of cars ownership in those units tends to be very low, I do understand your concerns and we do feel 88 spaces is appropriate for this site.

Q2: 3 spaces for the school are not enough as they will have more than 3 staff.

Ans: Yes, we are going to be working the school to look at their travel plan, this is a very access site; the expectation is that a lot of people will be travelling to the site by public transport. There will also be 3 car club spaces in Lang hedge Lane.

Q3: I live in Boundary road, by house windows looks directly onto the street. This road is not going to take any more traffic as it cannot cope with the current levels, front boundary road to the Angel takes on average 20mins and you can walk it in 10min. This main road is congested and today it has been at a stand still for an hour and half, where do we go from there, with this development and Spurs playing we cannot come out as the traffic is so bad, so it won't work. I like the proposal but we only have one road and that is what we are fighting for, so where are we going to put this lot?

Ans: I am delighted to hear you like what we are showing you, I understand your point about the impact on congestion. We have provided a transport assessment and our transport advisers have worked with the Haringey and TFL to study and look at the impact as a result of this development. I appreciate 88 car park spaces does not seem a lot, but when you add it to the movement of those vehicles and the report of the impact on the highway is negligible. There is a lot more work to be done with regards to this and it will become clearer as we progress with the application.

Q4: Tottenham Sports Centre – I don't think that anyone here needs analysis, reports or consultants to tell them about the impact, just go out to Brantwood Road where it hits the High Road, Northumberland Park where it hits the High Road, can't turn right into the High Road, it is known to me as stress alley and I have been going there some 50 years, the congestion is everyday, it is chaos, you need to take this into account as it is only going to get worse. I don't understand how you can move forward if you haven't taken into account what else is coming in here, you are a little piece of a jigsaw that has been thrown in without us really understanding what the full picture is. Let's see the bigger picture before you decide this application.

Ans: I understand your point and the impacts of future developments, there is an awful lot going on in the area that we know about and have taken into

consideration in putting our application together and transport assessment together, it is very difficult when dealing with an area going through a lot of changes and you predict future things that come on board. The planning system is designed as things move forward new sites come forward and at that stage they will look at what is there, what is being proposed and what is also in the pipeline and take into account at the appropriate stage.

Q5: It is news to me that you know what is going on in this the area because I don't; maybe you can share this information with us.

Ans: You probably know as much as I as you monitor what has gone through planning.

Q6: What is going to happen to the trading estate?

Ans: No, this is not included within this scheme.

Q7: Can you tell me why other boroughs are looking at low rise buildings in future and suddenly a 22 tower block is being proposed? Enfield is bringing down a few of their so why so high?

Ans: We are here to talk about this site and cannot offer information about other boroughs. We have been working on a scheme so that when you approach the site you look at its context and look at its potential to accommodate big and small buildings. The Tower has been subject to a lot of discussions with the Council and Boris Johnson office and we have put something forward that is of high quality in design terms and has no adverse impact on daylight and sunlight into neighbouring properties. It is a visible sign of regeneration in the Borough that can be seen far and wide in Haringey.

Q8: The tower will take away my views to Alexandra Palace and other views of London, we purchased our flat with these views and you are taking them away.

Ans; I understand that, this scheme will not affect all of the views you have just mentioned, planning process assess developments on design quality and daylight and sunlight.

Q9: Quality of the 22 storey, quality or no quality 22 storeys is too high, too much. Can you live in one of those flats? In the future it will cause a lot of problems, you are looking at it now but not what it become in the future, it is as if you have been put in a cage, it will be better if you can reduce it from 22 to lower..

Ans: We believe we are putting here a good quality tower, Newlon who is promoting this development have a lot of experience with high density developments, a lot of lessons have been learnt in the past, things have moved on a lot and effective management has been put in place. The tower is aimed at shared ownership, the flats are very generous in space, good balconies,

storage space and have communal gardens, and they have 24hr concierge and CCTV. They will be secure and nice to live in.

Q10: I like the irony of the eyesore already exists so let's build another one, also there is a fire risks, architects are moving away from High rise buildings, it seems in Tottenham high rise buildings are popping up all over the place. How many flats per floor? There no family accommodation in Tottenham? How many will be from the housing list?

Ans: 5 flats per floor - There are family units but not in the tower. There are 42 - three bed accommodation in the lower buildings. The tower is shared ownership, part buys and part rent. They are very popular and 122 will be for rent and we are still talking to the Council about how that is going to work and what they want to put in there.

Q11: On average how long does the shared ownership stay with you before they move somewhere else?

Ans: It varies, we have people who bought their properties 20 years ago and still there, it depends on the location and their options are. We do not have the statistics; most people are still with us. People start to move when they have life changes such as a family.

Q12: I am worried that decisions about Tottenham is being made without local residents having a say as to what we want to happen - Is there a strategy that people of Tottenham can feed into?

Ans: Marc Dorfman – the Tottenham team located in the place department has been carrying a whole range of community consultations with area committees, local residents group, working with youth groups, putting on cultural events developing a storey about Tottenham. Those consultation processes generated thousands of comments which has been fed back to working groups run by local Councillors, one in and around Tottenham, Bruce Grove, centre of the high street, seven sisters and Tottenham Green, discussion forums have put forward their comments into the Investment Framework for the Plan for Tottenham. This is available on the Councils website, let us have your name if interested we can send a hard copy. The immediate change is around Tottenham Hale and we have seen changes there for some time now on GLS site. The Plan for Tottenham represents all the ideas and thoughts we have received. As smaller parts of the plan come to planning such as this we carry out consultation such as this and this is where you can have your say.

Q12 John Polledri – School entrance interface with the entrance of the tower are they shared entrances?

Ans: No they are in line with each other, the school has its own dedicated entrance off the high road, and it has a service entrance and administrative

entrance on the rear. The tower is way down here.

Q13: Is this an existing school or new?

Ans: This is a new free school for 4 - 11 year old. They are currently renting space at CONEL.

Q14: Statement – I cannot stressed enough of how importance of how this is built. For north Tottenham this is either the beginning of the end or the end of the beginning. If we get this wrong it will be a mess, we need to look at every inch to Lansdowne Road and make sure it falls in line. Everybody here needs to take part in this process and take notice of what is happening here.

Q15: I believe according to your plan this has to be build by 2015 is that correct as you mentioned the Framework for Tottenham and it says in that document that it will be.

Ans: Marc Dorfman – The framework is a Council document, the Council would like to development begin on this site soon. The Council wants the development to go through proper consultations and discussions about design and how people feel about it; the Council is strong enough and welcomes this kind of meetings and discussions. We are not going to improve things without some change, the Council is very happy to support public consultations on planning applications. Ideally the Council would like to see improvement to Tottenham as set out in the Framework.

Q16: I hear what you are saying, but we the people have invested in Tottenham and what we have to say is very important as well. We want buildings that have meaning such as the Bernie Grant Centre, not just come and but buildings up that doesn't reflect anything of the community. I feel very passionate about tower blocks and all the wrong things that come with that, we don't want this rushed through for the sake of it. People of Tottenham want homes, proper homes not tower blocks. I think it is important and this to me is being rushed through.

Ans: we have done everything possible to make it flexible as possible. We have been taking to the Council and the GLA for a year now and had public consultations. At the public consultation we had 22 people come and see it and left in library for a further 6 weeks.

Q17: Why 22 storeys and why not 10?

Ans: The height and bulk of the building and by making taller we do get a much better looking building and that the design has presence as you enter this part of the high road. There is also a question of viability in the current climate and will always be a consideration in projects like this.

Q18. The Sainsbury's Building will eventually be another proposal and what is stopping you from putting another eye there and eventually you will have eye sores all over Tottenham. You say you have done enough consultation, you did a consultation at the library and 22 people have come to see this and from this you think this gives you the carte blanche to do whatever you want you want. Your consultations are about elsewhere not about this development here, so lets us have some proper consultation. You say this was discussed at the Ward meetings well it was not, this has to have an impact assessment done.

Ans: When we did the consultation we sent out 3,000 letters to local residents and surrounding area, we did have an exhibition at the library and two people did attend from your estate. We also did an exhibition at the stadium where a model was on display showing this site. We also did workshops where we did talk about tower blocks and what people liked about them and how they wanted them to be designed and all those comments were taken on board.

Q19: Across the road there are a couple of tall towered buildings did you take into account the height of those buildings and show us the difference between your proposal and the existing towers opposite.

Ans: The diagram shows the 18 storey building opposite and this scheme is within the same range as the towers opposite. As part of the application we have provided a visual impact assessment which takes into account the surrounding impact. I would encourage you to have a look at it.

Q20: Statement: Those of you in management, take into consideration the needs of any human being before making a decision. What you are putting first is the financial elements and not the human elements. Sorry 22 storeys are not good enough for any human being to live in.

Q21: After this meeting are there going to be any changes to the design?

Ans: At the end of the consultation period we will need to sit down and look at all the comments talk to Council officers and come to a view.

Q21: Amenity space, you have the podium and balconies have you looked at the roof as amenity space?

Ans: The diagram shows the podium that will be landscaped, it will be paved finished with large planters, The private amenity space is part of the maisonettes, otherwise the roof space is shared amenity space which will be shared by the residents of that building and you have shared playground for use by everyone.

Q22: Statement: We don't want a tower block and there is serious concerns about where the children play and at the rear of this development there is a playing field called Bull Lane and access over the railway line should be given to

use it and we are trying to save the Bull Lane playing fields.

Paul Smith reminded everyone to submit their comments to the Planning Service if not already done so and further representations can be made at Planning Committee. He thanked everyone for attending and contributing to the meeting.

End of meeting

APPENDIX 4
Design Panel Minutes



Haringey

Design Panel no.34

Wednesday, 4th July 2012

ATTENDANCE

Panel

Marc Dorfman Chair of the Panel & Assistant Director of PRE Haringey Council
Ruth Blum
Deborah Denner
Stephen Davy
Michael Hammerson
David Kells
Peter Sanders

Observers

(all Haringey Council unless otherwise stated)

Richard Truscott (Facilitator) Urban Design Officer (Housing, Design & Major Projects)
Mortimer MacSweeney..... Senior Conservation Officer
Matthew Gunning Team Leader, Development Management
Awot Tesfai Planning Officer (Development Management)
Stefan Krupski Planning Officer (Housing, Design & Major Projects)
Adam Hunt Planning Officer (Tottenham Regeneration Programme)
Shannon Francis Housing Enabling Officer (Housing, Design & Major Projects)

The following scheme was considered by the Panel:

1) Proposals for development at, St Luke's Hospital, Muswell Hill

Patrick Devlin, PTEa (architects) &
Scott Hudson, Savills (planning consultants)

2) Proposals for development at Brook House (formerly the Cannon Rubber Factory site), 881 Tottenham High Road

Daniel Blackburn, KSS Group (architects),
Kelly Chapman, KSS,

Jonathan Murch, Savills (planning consultants), &
Sarah Timewell, Newlon

3) Haringey Design Awards - short discussion & hand out of the Design Awards booklets

1) Presentation of proposals for development at St Luke's Hospital, Muswell Hill

Confidential until planning application submitted.

2) Presentation of proposals for development at Brook House (Cannon Rubber Factory site), 881 Tottenham High Road

The site is at the very north of Tottenham High Road; indeed its northern boundary is the boundary of Haringey with Enfield. It is a long rectangular site occupied by a factory; its narrow eastern end faces the High Road at the wide triangular shaped space containing a junction with Langhedge Lane, a bus bay, some raised planters and a listed drinking trough. The western narrow end adjoins the railway, there is a Sainsbury's and its car park to the south and an industrial estate to the north (in Enfield); the latter two having high (2 storey) brick walls along their boundary. There is a large mature plane tree in the south east corner of the site.

The applicants explained that the current factory is being run down; just two employees remain, moving stock to other sites. The applicants are proposing a "Free School" and housing on the site; a mixture of shared ownership, key worker and a small amount of social rent, in four blocks and a 20 story tower.

The site is adjacent to the northern most point of the North Tottenham Conservation Area, itself the northern end of the Tottenham High Road Historic Corridor, but the conservation area only covers the public realm (road and pavements) at this point; it widens out to the buildings lining the High Road, particularly the Grade II Listed houses at nos. 867-869, 50m or so away at the crossroads forming the entrance to Sainsbury's. The more prevailing context to the site is open paving and landscaping, punctured by post-war tower blocks.

The applicant's set out the need to regenerate the area. The scheme will set a template for the masterplan to the south, providing two opportunities for north/south access routes. The tower scheme was in draft, was developing and will be designed to be a strong symbol of improvement and aspiration.

Panel Questions

Panel members asked where the idea of the tower had come from; was it suggested in a pre-existing masterplan, or by the context? The applicants said the Upper Lee Valley Opportunity Area Planning Framework (ULV OAPF) identifies the site as suitable for a high rise, as does the context of the approved stadium for Spurs about half a mile down the High Road and the immediate neighbouring 1960s and 70s high rise council blocks (Boundary Court at nine stories and Stellar House at nineteen stories). They stated the ULV OAPF identifies this area for high rise and higher densities because of the strong bus network; the Spurs Stadium historic heights; the need to regenerate the area and the improvements that will be made to the Seven Sisters line and High Road Stations.

They also explained that Haringey has more recently commissioned Arup to prepare a “High Road West” masterplan, from the application site at its northern end to opposite the southern end of the Spurs Stadium block, but that preparation of this had only just commenced. The scheme will set a template for the masterplan to the south, providing two opportunities for north/south access routes. The tower scheme was in draft, was developing and will be designed to be a strong symbol of improvement and aspiration. Its location next to the railway was sensible and common across London.

Asked what the density was, the applicants stated 750 habitable rooms per hectare. Asked if this was justified, in accordance with the requirements of the London Plan, by having really good public transport accessibility (PTAL rating), the applicants said the PTAL was level 4 which is a middle level. As part of the area’s improvement – particularly the spurs scheme, public transport accessibility would improve.

The importance of the position of the school on the High Road: the applicants want the large tree to be used as a symbol for the development and the school to have a frontage to the north of the tree to give the scheme presence on the High Road, before the road opened up into Angel Town. The school’s position on the front was important to provide a strong community use on the High Road and would relate to the big play area/semi park opposite.

Effect of the school on site layout: if the school were located either to the north or south of a straight route, the masterplan aspiration for two north-south routes may not be supported. The access street to the north could be treated to be safe and accessible and provided an opportunity to support further development to the north in the future. Seeing through the school building would provide the concept of a street through to the west whilst this would in fact turn into community access when the school was open to the community (evenings and weekends).

Whether housing acceptable over the school: housing above the school would not be significant and supported safety and scrutiny; children playing in playgrounds was not regarded as a disturbing noise.

Panel Observations

1. Panel members considered the tower seemed random and not justified by background, contextual evidence and masterplanning identifying the site as suitable for a tall building. The effect of the tower to the north and over the railway to the west did not appear to have been considered; this was not even shown on contextual drawings, which are in any case insufficient.
2. The panel members agreed the tower was excessive; some felt its height could never be justified in this location, others that it might be acceptable if it was a very good design. Panel members were particularly concerned that the proposed podium containing amenity space for the tower residents needed careful design.
3. Most panel members felt that a layout of mansion blocks on streets would be preferable to the proposal, or lower blocks lining streets with two or three more delicate towers; however panel members did not agree whether the same quantum of development could be satisfactorily achieved or whether the quantum of development

desired was fundamentally too much.

4. The proposed main route into the site was criticised, for being convoluted, between blank side walls and of bleak character. The base of the tower block, being composed mainly of plant, work units and car park entrance could fail to attract enough life to this street. Panel members suggested that the school plot should be amended, to make it long and thin, along southern edge of site all on the south side of a straight street. The panel did not see the need for the school to have a built frontage onto the High Road. The panel felt it was important that the route into the site should be a straight street.
5. Panel members felt the applicants provided insufficient contextual drawings to justify the scheme. However it was also pointed out that the site was just outside the clearly defined edge of the area of heritage significance, which could be seen as having a natural break at the large plane tree, whilst a tower could be seen as continuing the group of (1960s) towers that already mark the break.
6. It was noted that sustainability was not mentioned; a scheme of this size and importance should have a sustainability strategy that achieves exemplary sustainability for carbon reduction, resource efficiency, sustainable materials, low carbon generation and links to decentralised energy networks.
7. There were some concerns expressed that the proposal has housing above the school; it was pointed out that there are very few successful examples of housing on upper floors of a school building, and particularly with a primary school. One panel member related experience of being a school governor, another of designing schools, and that in both cases, residential over schools was considered difficult. It could be noisy for the residents, and create security, privacy and potential safeguarding issue for the school.

Consensus and Conclusions

8. Overall the panel felt that the scheme was premature and should wait until the masterplan had been produced, or used to set the template for the masterplan work.
9. The masterplan is essential to support and justify the layout and density of the proposal in terms of design and context
10. The panel considered that as this is the first proposal for what is to be part of a major development, covered by the masterplan; it should be an exemplar scheme of very high design quality to set the standard for all further projects.

Date of next meeting

Date proposed: 16th August.

APPENDIX 5 Planning History

BUILDING CONTROL HISTORY

- Building Control HGY/0000/2246/ Approved 09-11-67 Brook House 881 High Road LONDON RC and steel framed multi-storey block containing offices, warehouse and basement car park
- Building Control HGY/0001/8052/ Approved 03-05-78 Brook House 881 High Road LONDON HGY20472
- Building Control HGY/0002/0102/ Approved 06-04-79 Brook House 881 High Road LONDON Prt Hope Yard - Erection of gatehouse, office and workshop
- Building Control HGY/0003/8509/ Approved 25-02-86 Brook House 881 High Road LONDON Internal alterations to form security room
- Building Control HGY/0004/7158/ Approved 20-01-89 Brook House 881 High Road LONDON Alterations to corridor between existing industrial units
- Building Control FP/0005/8765/ Conditional 20-11-97 Cannon Rubber Company 881 High Road London Internal alterations
- Building Control DM/2011/1468/ * COMPLETED 03-08-11 Cannon car mats/ The Mill Room 881 High Road London Demolition
- Building Control DM/2011/1468/ A COMPLETED 16-01-12 Cannon car mats/ The Mill Room 881 High Road London Demolition
- Building Control DM/2011/1468/ B COMPLETED 25-09-12 Cannon car mats/ The Mill Room 881 High Road London Demolition of Brook House
- Building Control CONS/2012/0148/ --- Former Cannon Rubber Factory 881 High Road London. London Borough of Haringey - Planning consultation Memo HGY/2012/2128

PLANNING HISTORY

- Planning OLD/1955/0319 GTD 20-06-55 Cannon Rubber Co. 881 High Road Use of land for erection of building for storage & industrial purposes.
- Planning OLD/1955/0494 REF 01-04-55 Cannon Rubber Co. 881 High Road Demolition of listed building & erection of industrial buildings.
- Planning OLD/1958/0218 GTD 01-08-58 Cannon Rubber Co. 881 High Road Erection of two-storey building for processing of raw materials.
- Planning OLD/1960/0350 GTD 24-02-60 Cannon Rubber Co. 881 High Road Erection of an extension over welfare block for use for testing purposes.
- Planning OLD/1963/0330 GTD 08-10-63 Cannon Rubber Co. 881 High Road Erection of part two & part three storey industrial building.
- Planning OLD/1966/0364 GTD 04-02-66 881 High Road Erection of warehouse and construction of car park.
- Planning OLD/1967/0345 GTD 26-09-67 881 High Road Erection of office block, warehouse and basement car park.
- Planning OLD/1978/0496 GTD 18-10-78 881 High Road 10/8/78 Works to a London Plane Tree.
- Planning OLD/1979/0490 GTD 08-08-79 881 High Road 29/6/79 Display of one non-illuminated set of letters.
- Planning OLD/9999/2790 881 High Road Erection of building for use as warehouse and 18000 sq. ft. of offices.
- Planning HGY/1997/0434 GTD 29-04-97 Cannon Rubber Company 881 High Road London Erection of new external staircase and canopy to new entrance and lobby for existing first floor office within the factory.
- Planning HGY/1999/1670 GTD 01-02-00 Cannon Rubber Company 881 High Road London Installation of 5 new windows into existing front elevation of factory.

- Planning HGY/2001/0341 GTD 10-04-01 Cannon Rubber Company 881 High Road London Lift lower lateral branches to clear 18ft and make aerial inspection of cavity in upper crown to one mature London Plane in front car park.
- Planning HGY/2002/0137 GTD 26-03-02 Outside 881 High Road London Display of illuminated advertisements on bus shelter.
- Planning HGY/2010/0934 GTD 13-07-10 881 High Road London Tree works to include reduction of lateral growth to previous reduction points and remedial work to 1 x London Plane tree.
- Planning HGY/2012/2128 PENDING ---Former Cannon Rubber Factory 881 High Road London Comprehensive redevelopment of the Brook House (former Cannon Rubber Factory site) including the erection of a 22 storey building providing 100 residential units (use class C3) and 148 sqm of commercial floorspace (use class B1, D1 and D2), two buildings of 6 and 9 storeys respectively providing 101 residential units (use class C3) and a part 2/part 5 storey building comprising a 2,388 sqm 2 form entry primary school (use class D1) and 21 residential units (use class C3), together with associated car and cycle parking, refuse stores, highways, infrastructure, open space and landscaping works. This is a departure from the Unitary Development Plan.

PLANNING ENFORCEMENT HISTORY

- Planning Complaints UNW/2012/00654 CLOSED 00-00-00 881 High Road Tottenham London – Alleged Breach – Demolition of buildings – Remedy - Prior notification of demolition for former industrial site (Cannon Rubber Company) submitted to Planning and Building Control. Demolition of buildings is currently being undertaken. There is no breach, This matter should have been treated as an enquiry rather a planning enforcement investigation. Recommend close file.

APPENDIX 6
GLA Stage 1 Report

19 December 2012

Brook House, 881 High Road, Tottenham, N17

in the London Borough of Haringey

planning application ref HGY/2012/2128

Strategic planning applications stage 1 referral (new powers)

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposals

Comprehensive redevelopment of the Brook House (former Cannon Rubber Factory site) including the erection of a 22 storey building providing 100 residential units (use class C3) and 148 sq.m. of commercial floorspace (use class B1, D1 and D2), two buildings of 6 and 9 storeys respectively providing 101 residential units (use class C3), and a part 2/part 5 storey building comprising a 2,388 sq.m. 2 form entry primary school (infant and junior - use class D1) and 21 residential units (use class C3), together with associated car and cycle parking, refuse stores, highways, infrastructure, open space and landscaping works.

The applicant

The applicant is **Newlon Housing Trust** and the architect is **KSS**.

Strategic issues

The scheme raises concerns over **urban design**. It also raises the following strategic planning issues: **regeneration, mix of uses, housing, access, education, sustainable development, transport, air quality and noise**.

Recommendation

That Haringey Council be advised that while the application is generally acceptable in strategic planning terms, it does not comply with the London Plan for the reasons set out in paragraph 98 of this report; but that the possible remedies set out in this paragraph could address these deficiencies.

Context

1 On the 14 November 2012 the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until the 25 December 2012 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking those views. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Category 1A (a development providing more than 150 residential units), 1B.c (a development outside of central London with a total floorspace of more than 15,000 sq.m.) and 1C.c (a building more than 30 m. high, outside of the City of London), of the Schedule to the Order 2008.

3 Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The application site is 1.04 hectares and located in the north of the borough of Haringey, just to the south of its boundary with Enfield. It is bound to the east by Tottenham High Road, to the west by railway lines and to the south and north by existing development. The site adjoins the Tottenham High Road Conservation Area and to the north-west of Tottenham Hotspur FC's existing and proposed stadia. It is locally designated employment land and contained four interlinked, large-scale industrial buildings.

6 It is situated on the west side of the A1010 (Tottenham High Road), which is part of the Strategic Road Network (SRN). The nearest part of the Transport for London Road Network is the A406 Angel Road, which is located approximately 750 m. to the north. Currently, primary vehicular access to the site is from Langhedge Lane leading to a priority junction with the High Road. The nearest station is White Hart Lane, which is located approximately 500 m. to the south of the site and provides access to national rail services on the Seven Sisters branch of the Lea Valley Line.

7 There is no underground station within reasonable walking distance and Seven Sisters station is over 2.5 km to the south. The closest bus stops to the site are located on the High Road. They serve four routes; 149, 259, 279 and 349. In addition, route W3 operates along Northumberland Park with stops within 400 m. of this site. At the junction of the High Road and Langhedge Lane is a TfL bus stand and associated turning area. As such, the site records a good public transport accessibility level (PTAL) of 4, (good), in a range of 1 to 6, where 6 is excellent.

Details of the proposals

8 Full planning permission is sought for the comprehensive redevelopment of the site comprising the following elements:

- The erection of a 22 storey building providing 100 residential units (C3) located at the rear of the site adjacent the Lea Valley Line railway. The podium of this building would contain 148 sq.m. of flexible B1/D1/D2 floorspace in two units, as well as an entrance lobby, bike store and refuse/recycling facilities.
- Two buildings of 6 and 9 storeys respectively, providing a further 101 residential units (C3).

- A part 2/part 5 storey building comprising a 2,388 sq.m. 2 form entry primary school (infant and junior - use class D1) and 21 residential units. The school would front the High Road and has been designed in conjunction with The Haringey E-ACT Free School. It would include a hall that would be made available for wider community use, and be separated from the High Road by a small outdoor play area. The flats would be located above the school in two 3 storey blocks and accessed via a separate entrance lobby and concierge at the rear of the school.
- Associated car and cycle parking, refuse stores, highways, infrastructure, open space and landscaping.

Case history

9 Pre-application planning meetings were held with GLA officers on the 7 June and the 3 August 2012. A key conclusion of the meetings was that a proposal for a residential-led development including a school would be likely to be acceptable in strategic planning terms, provided the loss of employment land was locally acceptable and the scheme was of exemplar design. Suggestions were made to improve the design of the scheme, particularly in relation to the eastern part of the site, its access arrangements, and its public realm.

10 It was also suggested that the location of the school required further consideration to ensure that the proposal would deliver the highest quality urban design and be compatible with future regeneration of the wider site area. Other matters raised included playspace, affordable housing, residential quality, inclusive design, transport, energy and climate change.

Strategic planning issues and relevant policies and guidance

11 The relevant issues and corresponding policies are as follows:

- | | |
|---------------------------|---|
| • Regeneration | <i>London Plan;</i> |
| • Mix of uses | <i>London Plan;</i> |
| • Housing | <i>London Plan; Housing SPG; draft Housing Strategy;</i> |
| • Urban design | <i>London Plan;</i> |
| • Access | <i>London Plan; Accessible London: achieving an inclusive environment SPG; Planning and Access for Disabled People: a good practice guide (ODPM);</i> |
| • Education | <i>London Plan;</i> |
| • Sustainable development | <i>London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy;</i> |
| • Transport | <i>London Plan; the Mayor's Transport Strategy;</i> |
| • Air quality | <i>London Plan; the Mayor's Air Quality Strategy;</i> |
| • Noise | <i>London Plan; The Mayor's Ambient Noise Strategy.</i> |

12 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the 2006 Haringey Unitary Development Plan and the 2011 London Plan.

13 The following are also relevant material considerations:

- The National Planning Policy Framework and Technical Guide to the National Planning Policy Framework.
- Planning for Schools Development – Government Policy Statement, Aug 2011.

- The draft Revised Early Minor Alteration to the London Plan.
- Draft Upper Lea Valley Opportunity Planning Framework (ULVOAPF), Mayor of London, Nov 2011.
- Haringey's Local Plan: Strategic Policies (formerly the Core Strategy), April 2012 Draft.
- A Plan for Tottenham; Haringey Council and Mayor of London, August 2012.

Principle of development

Context

14 The application site is located within the London Borough of Haringey and is also located in the Upper Lee Valley Opportunity Area for which an indicative employment capacity of 15,000 is identified together with the opportunity to deliver a minimum of 9,000 new homes. A growth point is identified in Tottenham Hale and the entire High Road is also identified as a focus for housing and jobs growth.

15 Together with Croydon, Tottenham bore the brunt of the August 2011 disturbances in London that resulted in serious damage to buildings and businesses. The Mayor of London, Haringey Council and local partners subsequently set up a taskforce to bring forward opportunities for long term growth and to help ensure that local people would have the skills to benefit from the opportunities that were identified.

16 Key aims of this initiative were to:

- Stimulate investment at key locations in Tottenham by bringing vacant and damaged sites back into use and working with developers to bring forward high quality developments;
- Ensure Tottenham makes a good first impression by improving the physical realm. Examples include removing railings and clutter on The Green, High Road and Northumberland Park, improving shop fronts and signage, better traffic management and enhancing the walking environment and open spaces;
- Help young people in Tottenham fulfil their potential by promoting positive activities, supporting families, reducing re-offending and enabling youngsters to stay in education or take up training and job opportunities including apprenticeships;
- Enhance Tottenham's transport by improving Tottenham Hale and the gyratory, working to increase capacity on the West Anglia line between Liverpool Street and Cambridge, upgrading the Seven Sisters interchange and ensuring the station and those at Bruce Grove and White Hart Lane are fully accessible.

17 Appropriate, high quality redevelopment of this site would help achieve these objectives.

Loss of employment land

18 The site formally contained four large brick rectangular industrial buildings. These have now been vacated as they were considered unsuitable for modern industrial purposes and were last occupied by 'The Cannon Rubber Manufacturers Ltd', a general rubber goods company, producing products such as hot water bottles, shoe soles and car mats. The company has relocated its manufacturing to China and the site was acquired by its current owners (Canvec Ltd) earlier this year.

19 The site is currently designated for employment use in Haringey's adopted UDP and draft Local Plan (former Core Strategy). As such it would usually be expected that a significant employment use would be incorporated within any proposals to redevelop the site.

20 However, the Council and the Mayor now envisage the area to the west of the High Road undergoing comprehensive change to complement Tottenham Hotspur's proposals for a new stadium, housing and community facilities. This approach is set out in the Mayor's 2011 draft ULVOAPF and the Mayor and Council's August 2012 *Plan for Tottenham*, both of which envisage a number of sites in this area (including the application site), being redeveloped to provide additional housing and community facilities.

21 The loss of the existing employment land is acceptable in strategic planning terms.

Proposed uses

Housing

22 London Plan policy 3.3 (Increasing housing supply), seeks to increase London's supply of housing and sets a London-wide target of 32,210 additional homes per year until 2015/2016 when this target will be reviewed. Table 3.1 sets borough housing targets, of which Haringey's is 820 additional homes per year between 2011 and 2021. London Plan policy 3.4 (Optimising housing potential), seeks to ensure that development proposals achieve the optimum intensity of use taking into account local context, the design principles of the London Plan and public transport capacity.

Education

23 London Plan policy 3.18 (Education facilities), confirms that the Mayor will strongly support the provision of new schools. The policy also encourages developments that would maximise the extended or multiple use of educational facilities for community or recreational use. The National Planning Policy Framework confirms that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities and that local planning authorities should:

- Take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education;
- Give great weight to the need to create, expand or alter schools, and;
- Work with schools promoters to identify and resolve key planning issues before applications are submitted.

24 The Government's 2011 Policy statement (Planning for schools development) states that there should be a presumption in favour of the development of state-funded schools.

B1/D1/D2 Uses

25 These uses would provide additional employment and community opportunities and their location would help provide additional active frontages at the rear of the site, thereby improving the public realm and community safety.

Conclusion

26 The principle of new housing, a new school and additional employment or community uses is strongly supported in strategic planning terms. However, as set out in the GLA's previous advice notes and this report; given the proposed design, it will be essential to ensure that all potential issues including overlooking, noise and sharing of amenity space are fully resolved to ensure a successful interface between the different uses proposed.

Urban design

27 The scheme was commented on extensively at pre-application stage and significant changes were made from the original proposal. In particular, the scheme now proposes a permeable and legible street based development with the potential to tie in to the redevelopment of surrounding sites. This is strongly welcomed.

28 The overall residential quality of the scheme is acceptable, with a high number of dual aspect units, providing ground floor flats with their own individual entrances and minimising the number of units sharing common areas. This is line with the London Housing Design Guide.

29 However, for a development of such height to be acceptable, its design needs to be of outstanding quality and there are three key elements that need further consideration and resolution.

30 Firstly, the concept of locating workspaces at the base of the tower is welcomed, as this can wrap the car park and service uses and contribute to making the public realm feel more active and well used. However, the current provision is not considered sufficient to ensure this will be effective, and the applicant is advised to increase the amount of active frontage to this area. This is particularly concerning where the refuse storage takes up a significant amount of frontage in a very prominent position in the public realm. The inclusion of community uses would help address this concern, particularly in the evenings, when safety and security would be paramount.

31 Secondly, there is concern that the design of the edges of the school have not been given enough consideration. Particularly concerning is the location of the plant on the ground floor of the school which is in a prominent position, and will do little to contribute to activity or overlooking on to the public realm. Consideration should therefore be given to the possibility of locating this facility elsewhere within the site.

32 There is also concern that many the classroom windows would directly abut the public realm at the rear of school, and as a result, the applicant is proposing obscured glazing to provide the necessary internal privacy. It is therefore suggested that this edge of the school be given a suitably generous separation strip to this elevation. This would allow good visual connection between the school and the public realm without compromising the privacy or amenity of the classrooms.

33 Thirdly, the height and massing of the scheme is significantly taller and bulkier than its surrounding context. For this to be acceptable, more work will be required on the architecture of the scheme, in particular on the tower, which due to its prominence, should be of an exemplar design quality. The current proposal appears generic and uninspiring, and would not create the step change in quality the area requires as advised at the pre-application stage. Significant changes are therefore still required for it to be acceptable and in accordance with relevant London Plan policies.

34 Visualisations of all the above matters should be provided to illustrate how effective the changes that are sought would be at overcoming these issues.

Housing density

35 The scheme's density would be 730 habitable rooms or 238 units per hectare - assuming an urban setting with a PTAL of 4. This is very slightly above the densities envisaged in Table 3.2 of the London Plan (Sustainable residential quality), but is considered acceptable providing the urban design matters set out in this report can be resolved.

Inclusive design

36 The applicant has confirmed that all residential units will be designed to the Lifetime Homes standard and of these, 10% will be wheelchair accessible units. This is welcomed.

37 In line with London Plan policy 3.8 (Housing choice), the applicant has demonstrated that the design of the residential units meet the 16 Lifetime Home standards set out in the Mayor's 'Housing' SPG). However, they should also demonstrate on typical layout plans how 10% of new housing is wheelchair accessible and meet the standards set out in Annex 2 Best Practice Guidance for Wheelchair Accessible Housing, of the GLA's Supplementary Planning Guidance 'Housing' (see <http://www.london.gov.uk/sites/default/files/Housing-SPG-highres.pdf>).

38 It should be clear on the plans where the wheelchair accessible flats are located and how many there are. These should be distributed across tenure types and flat sizes to give disabled and older people similar choices to non disabled people (unless the council through their Accessible Housing Register work can advise on the need in this part of the borough for a particular size of wheelchair accessible unit).

39 Extending the Lifetime Home concept to the neighbourhood level can help to ensure that the public realm, the parking areas, the routes to the site and links to adjacent public transport and local services and facilities are also designed to be accessible, safe and convenient for everyone, particularly disabled and older people. This concept can also help to meet the specific needs of older people (see the CLG report 'Lifetime Homes Lifetime Neighbourhoods a National Strategy for Housing in an Ageing Society' and the emerging advice from the Lifetime Neighbourhoods Foundation (see <http://www.lifetimehomes.org.uk/pages/lifetime-neighbourhoods.html>). The design code should address these criteria and have regard to other best practice standards in achieving inclusive access.

40 The design of the landscaping and the public realm is crucial to how inclusive the development is for many people. The proposals should ensure that the routes from the public transport facilities to the new entrance points are legible and clearly identifiable, and that way finding is easy to make access easy, safe and comfortable. The design and access statement should show how disabled people access each of the entrances safely, including details of levels, gradients, widths and surface materials of the paths and how they are segregated from traffic and turning vehicles etc, and how any level changes on the routes will be addressed.

41 The design and access statement should demonstrate that adequate provision of blue badge parking bays has been made for the employees, visitors and residents to all the uses proposed, in line with London Plan Policy 6.13 Parking and Table 6.2. Provision should be made for the employment and commercial uses, and currently this is not clear on the plans.

42 The provision and future management of the blue badge parking bays for the residents should be in line with the advice in the Lifetime Homes standards and the Wheelchair Housing Design Guide (i.e. 1 bay per wheelchair accessible unit), and these bays should be located as close as possible to the relevant entrances/ cores.

43 The parking management plan should include a mechanism to ensure that the supply and demand of the blue badge bays are regularly monitored and provision reviewed, to ensure that provision equates to the demand from disabled residents and visitors and that the bays are effectively enforced.

44 If the wheelchair accessible units are to be 'easily adaptable' rather than built as wheelchair accessible from the outset, it may be acceptable to have some of the parking bays associated with these flats large enough to be used as or marked up as disabled persons parking bays if required at a later date, and the management of these bays (to ensure that they are available at a later date) should be highlighted in the parking management plan.

45 Some of the disabled persons parking bays illustrated appear to have the rear hatched transference zone located to the front of the bay; these should really be located to the rear of the bays and should be amended if at all possible. The pedestrian route widths throughout this development should be at least 1,800 mm, and this width should not be obstructed. Confirmation that this will be the case should be provided.

46 It is also not clear how the pedestrian routes which run immediately adjacent to the vehicle route will be segregated from the vehicle route (e.g. by kerbs), and clarification on this matter should be provided. The speed table arrangement within the site, and any crossing points which are being created due to the vehicle entrances/ exists into this site, should incorporate correctly designed dropped kerbs and tactile paving in accordance with the DfT's 'Guidance on the use of tactile paving'. Again, confirmation of this should be provided. Finally, any external seating should incorporate backrests and arm rests to ensure that it is as usable as possible for as many people as possible.

Children's play space

47 Policy 3.6 of the London Plan (Children and young people's play and informal recreation facilities), sets out that "development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs." Using the methodology within the Mayor's supplementary planning guidance 'Shaping Neighbourhoods: Play and Informal Recreation', it is anticipated that there will be approximately 163 children within the development, of which 86 would be under 5. The guidance sets a benchmark of 10 sq.m. of useable child playspace to be provided per child, with under-5 child playspace provided on-site. As such, the development should provide 1,630 sq.m. of playspace, with at least 860 sq.m. provided on site.

48 The scheme currently proposes a 122 sq.m. formal play area for under 5s and a further 229 sq.m. of amenity areas to provide informal play for older children. This low level of play space is justified on the basis that the site is located within 400 m. of the Florence Hayes Recreation Ground in Enfield, which has been recently upgraded and includes facilities to cater for all ages of child's play, a play-centre, multi use games area and adventure playground.

49 However, the 400 m. distance is measured from the front of site and would involve crossing Tottenham High Road. The quantum of under-five play space is also considerably below that which the London Plan requires. This matter should therefore be addressed before the application is referred back to the Mayor at Stage 2 and the possibility of residents having access to the school's play facilities explored.

The school

50 The proposed Free School has been designed to meet the spatial needs of the proposed education provider (E-ACT) and meets the Department for Education design and funding requirements. Its prominent position on the High Street is also intended to visibly announce renewal and positive change.

51 As set out above, the principle of a new school is strongly supported in strategic planning terms, though the detailed design matters also set out above should be fully resolved before the scheme is referred back to the Mayor at Stage 2.

Housing

Housing mix

52 The applicant is proposing 222 flats - comprising 44 x 1 bedroom units, 149 x 2 bedroom units and 28 x 3 bedroom units and a 1 x 4 bedroom unit.

Scheme Unit Overview																	
Block	Location	1b2p		2b3p		2b4p		3b6p Mals		3b5p Flat		3b6p Flat		4b6p Mals		Block Totals	
		Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms	Units	Hab Rooms
1	Over School - North Portion	0	0	0	0	12	36	0	0	0	0	0	0	0	0	12	36
2	Over School - South Portion	3	6	0	0	6	18	0	0	0	0	0	0	0	0	9	24
3	North Central	16	36	0	0	16	48	3	15	10	50	10	60	0	0	57	199
4	South Central	2	4	1	3	35	105	5	25	0	0	0	0	1	5	44	142
5	Tower	21	42	12	36	67	201	0	0	0	0	0	0	0	0	100	279
Unit Totals		44	88	13	39	136	408	8	40	10	50	10	60	1	5		
Type Percentages		20%		6%		61%		4%		5%		5%		0%			
Scheme Total																222	689

Proposed housing mix

53 Twenty-nine of the units would therefore be family housing units as defined by the London Plan, none of which would be located in the main tower or above the school. This represents 13% of the total units, and whilst relatively modest, is acceptable given the form of the proposals, in particular the proposed 22-storey tower.

Affordable housing

54 The applicant is proposing that all 222 units would be affordable, comprising 122 affordable rented and 100 shared ownership homes. Thirty of the affordable rented units may also be offered to tenants of Love Lane who could need re-housing by Haringey Council as part of its wider regeneration proposals.

55 The GLA's Housing and Land Team has confirmed that tenures and proposed rent levels are acceptable and that a grant funding allocation has been made.

56 It is recognised that by not providing any private housing, the scheme in isolation would fail to meet London Plan policy 3.9 (Mixed and balanced communities). However, if assessed in the wider context, where for example Tottenham Hotspur's approved proposals do not provide any affordable housing, a mix of tenures would be achieved across this part of Tottenham.

57 Whilst a scheme including private housing would better accord with London Plan policy, on balance, the scale and nature of the proposed affordable housing is acceptable in this instance and context.

Sustainability

58 The applicant has prepared and submitted detailed documentation in respect of sustainable design and construction, wind and micro-climate, flood risk and habitat. This is welcomed and considered satisfactory from a strategic planning perspective.

Energy

Overview

59 The applicant has broadly followed the energy hierarchy to reduce carbon dioxide (CO₂) emissions and sufficient information has been provided to understand the proposals as a whole. The proposals are broadly acceptable; however, further information is required as set out below before the CO₂ savings can be verified.

BE LEAN

Energy efficiency standards

60 A range of passive design features and demand reduction measures are proposed to reduce the CO₂ emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include insulation of ductwork and mechanical ventilation with heat recovery (MVHR). The applicant should state what measures are to be taken to reduce the demand for cooling.

61 The development is estimated to achieve a reduction of 36 tonnes per annum (8%) in regulated CO₂ emissions compared to a 2010 Building Regulations compliant development, as shown in the table below.

BE CLEAN

District heating

62 The applicant has carried out an investigation there are planned district heating networks within the vicinity of the proposed development. The Upper Lea Valley (ULV) has been identified as being of strategic importance in developing a comprehensive district heating network (DHN) in north London. The applicant should therefore liaise with Haringey Council to ensure that the opportunity to connect to the ULV DHN is fully investigated. The applicant should also provide a firm commitment to ensure that the development is designed to allow connection to a future DHN and provide evidence of discussions with the Council regarding potential connection.

63 The applicant is proposing to install a site heat network and has provided a drawing showing the route of the heat network linking all buildings on the site. This should be secured by a suitable planning condition or S106 agreement.

64 The site heat network will be supplied from a single energy centre. However, drawing 11594 100 PLO1 shows two plant rooms - one on the ground floor of the proposed residential tower and one within the proposed school. If at all possible, the energy centre containing the combined heat & power (CHP) unit(s) should be located in the residential plant room.

Combined Heat and Power

65 The applicant is proposing to install a gas fired CHP unit as the lead heat source for the site heat network. The applicant should confirm the size (in kW_e and or kW_t) of the CHP unit and provide the heat load profiles to support the sizing decision.

66 The applicant should clarify the substantial discrepancy between the projected reduction in regulated CO₂ savings for CHP (section 5.3 of the Energy Report) and the value presented in the summary table (section 2.4 of the Energy Report). It has been assumed that the larger value of 145 tonnes per year (32%) applies but this should be confirmed.

BE GREEN

Renewable energy technologies

67 The applicant has investigated the feasibility of a range of renewable energy technologies but is not proposing to install any renewable energy technology for the development.

OVERALL CO₂ SAVINGS

68 Based on the energy assessment submitted at Stage I, the table below shows the residual CO₂ emissions after each stage of the energy hierarchy and the CO₂ emission reductions at each stage of the energy hierarchy.

	Total residual regulated CO₂ emissions	Regulated CO₂ emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(%)
Baseline i.e. 2010 Building Regulations	453	-	-
Energy Efficiency	417	36	8
CHP	272	145	32
Renewable energy	272	-	-
Total		181	40

CO₂ emission reductions from application of the energy hierarchy

69 A reduction of 181 tonnes of CO₂ per year in regulated emissions compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 40%. The CO₂ savings significantly exceed the targets set within Policy 5.2 of the London Plan and this aspect of the scheme is strongly supported.

Noise

70 The applicant has prepared and submitted a "Noise and vibration assessment". This study recognises the potential for noise intrusion into the proposed flats and school, in particular from the railway to the west of the site, and from the mechanical ventilation units that the scheme will require to address air-quality issues. It therefore suggests a number of measures to ensure satisfactory internal noise levels, including sound reduction glazing, sound insulation between the school and the residential units, and that minimum background noise levels are enforced by planning conditions.

71 It is recommended that appropriate conditions or section 106 clauses are drafted by Haringey Council and incorporated into any planning permission to ensure that these aspects of the scheme can be satisfactorily addressed.

Air Quality

72 London Plan policy 7.14 of the (Improving air quality) states that development proposals should minimise increased exposure to existing poor air quality. They should also address local problems of air quality, particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people. In such cases, design solutions such as buffer zones and steps to promote greater use of sustainable transport modes through travel plans should be sought. This policy is particularly relevant as this part of Tottenham has been identified as having poor air quality and the development includes a school.

73 To assess these matters, an air quality assessment was commissioned by the applicant. This looked at construction and operational phases and confirmed that future users of the site would be exposed to elevated air pollution levels. It also concluded that the scheme had the potential to cause air quality impacts during the construction and operational phases. This could include fugitive (construction) dust emissions, road vehicle exhaust emissions from the construction and operational phases, and atmospheric emissions from the CHP plant.

74 The study concluded that anticipated increases in air pollution, (particularly in relation to predicted PM10 levels), should not provide air quality grounds for refusing planning consent when considered against relevant standards. It did though recommend incorporating a Travel Plan, the promotion of public transport, arranging deliveries outside of peak hours, and the inclusion of ground floor mechanical ventilation for the school in order to mitigate such impacts.

75 It is therefore recommended that such measures be secured by Haringey Council through a section 106 planning agreement, and that suitable monitoring measures are also put in place for the school in order to assess their efficacy.

Transport

Parking

76 Eighty-eight parking spaces are proposed in connection with the residential accommodation. This equates to 0.4 spaces per dwelling. Given the good level of public transport accessibility and in accordance with London Plan policy 6.13 (Parking), TfL would support a further reduction in order to minimise any additional car trips in this area. This is particularly relevant as the site is identified in Haringey Council's 'Plan for Tottenham' 2012 as one of four key development sites within the Northumberland Park area. This plan expects that there will be at least 10,000 new homes in Tottenham and although not specified, a considerable proportion of them will be delivered in Northumberland Park. For example, 285 dwellings have already been permitted with the Northumberland Park Development (NPD) proposals in addition to a foodstore/commercial scheme.

77 TfL welcomes the applicant's commitment to deliver two car club spaces. Their location should be specified to ensure that they are conveniently located for occupiers of this development, particularly if a further reduction in parking levels can be achieved. They should be secured through the section 106 agreement, along with a car parking management plan to ensure that the agreed level of parking is efficiently managed and any allocation encourages more sustainable modes.

78 TfL welcomes the restraint-based approach to parking provision for the school; 3 spaces (including 1 accessible space) are proposed. In order to ensure that any additional vehicle trips are minimised, Haringey Council should impose a condition to prevent on site car parking outside the three designated spaces. In addition, TfL welcomes the car free nature of the commercial floorspace. In order to prevent overspill parking, all occupiers should also be prevented from obtaining on street permits within the current or future CPZ areas in Haringey and Enfield, to be delivered with the NPD schemes. This should be secured through the section 106 agreement.

79 For the level of car parking that will ultimately be agreed across this site, electric vehicle charging points (ECVPs) should be secured in accordance with London Plan policy 6.13. This results in at least 18 ECVPs being provided at the outset with passive provision for a further 18 spaces.

Trip generation

80 TfL notes that the trip generation assessment has not been produced in line with TfL's Best Practice Guidance 2010 and London Plan policy 6.3 'Assessing the effects of development on transport capacity'. For example, some of the residential survey data is at least 12 years old. TfL nevertheless considers that the result of trip rates exercise represents in a worst-case scenario and are therefore acceptable.

81 There is no information regarding the trip rates, modal share and distribution of school trips, though it is understood that the school is currently in temporary accommodation at the Tottenham Green campus site. Furthermore, there is no information with regard to the characteristics of the comparison school site in Brent, selected for the purpose of the assessment to enable TfL to understand whether any data is applicable to the Tottenham area. As school trips are likely to have an impact on the public transport and road network, this matter must be addressed. TfL therefore welcomes further discussion with the applicant about this matter.

Highways

82 TfL records show that the SRN A1010, High Road Tottenham experiences significant traffic congestion at particular junctions including at Fore Street and at White Hart Lane/Northumberland Park. Traffic delays are currently greatest during the weekday and weekend peak periods.

83 In order to ensure a robust assessment of the impact on the highway network, the transport assessment should therefore consider three scenarios.

- The current highway situation.
- The current highway situation, plus committed development.
- The current highway situation, plus committed development, plus the impact of the proposed development.

84 The impact of the proposed development has been supported by the same TRANSYT junction modelling that accompanied the NPD application. These model results demonstrate that the NPD (phase 1 and 3 combined) will have significant impact on this section of the A1010, causing significant queuing and delays for the traffic flow. The current proposed development would exacerbate these delays. Therefore, the need for additional mitigation should be explored with the applicant in order to ensure that there will be sufficient junction capacity to accommodate additional development in this part of Tottenham. TfL welcomes further discussion about this matter in order to ensure that any proposed mitigation is appropriately modelled.

85 Notwithstanding the above comments, the applicant and their representatives are reminded that this does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval would be needed for any permanent highway scheme and any temporary highway works required during the construction phase of the development.

Walking and cycling

86 TfL notes that the pedestrian review assessment (PERS) that was previously undertaken to support the Tottenham Hotspur application has been included with this assessment. In order to mitigate the impact of additional walking trips, Haringey Council should secure a contribution from the applicant towards pedestrian realm upgrades within the vicinity of the site in line with London Plan policy 6.10. Further discussion about this matter is therefore welcomed.

87 TfL welcomes the provision of residential, school and commercial cycle parking spaces as they are in accordance with London Plan policy 6.9.

Buses/bus stands

88 Based in the trip rate assessment, TfL does not expect that this development will create capacity issues on local bus routes. This should however, be confirmed with any revisions to the assessment of school trips.

89 The development, including the construction phase will nevertheless, impact on the operation of the on highway bus stands adjacent to the junction with Lanhedge Lane. The submitted plans indicate that the stands and their turning area will be directly adjacent to the school and public realm. TfL is therefore concerned about potential conflicts between pedestrian and vehicular movements during busy periods.

90 The stand is currently used to regulate daily bus operations including match days at the Tottenham Hotspurs' stadium. As it is the only bus stand between Town Hall Approach Road and Edmonton, TfL does not consider it feasible to suspend it at during school pickup/drop off hours. As such, it must be safeguarded in line with London Plan policy 6.2 (Providing public transport capacity and safeguarding land for transport). Further discussion is therefore welcomed about this matter.

91 The transport assessment did not consider the condition or accessibility of the two nearest bus stops on Tottenham High Road. In the absence of any assessment, TfL requests a capped contribution of £20,000 per stop to bring them up to full accessibility standards.

Travel Plan

92 In order to manage travel demand and to accord with London Plan policy 6.3, TfL welcomes the submission of both a residential travel plan and school travel plan. Their content has been reviewed in accordance with TfL's ATTrBuTE assessment tool and is considered satisfactory. The travel plans should be secured and monitored by Haringey Council through the section 106 agreement.

Construction Management Plan

93 In order to minimise the impact of construction traffic on the TLRN and to accord with London Plan policy 6.14, TfL welcomes the applicant's commitment to provide a construction logistics plan (CLP) and a delivery and service plan (DSP). As stated above, TfL is concerned about the impact of the construction phase of development on the operations of the bus stand. This principle of how the CLP will address this concern should be the subject of early discussions between TfL and the applicant. Both plans should be secured and enforced by Haringey Council through conditions.

Summary

94 In summary, TfL supports the proposed development that will assist with the regeneration of the Tottenham area. There are however, a number of issues that should be resolved before the application can be considered to comply with the transport policies of the London Plan. These include:

- Considering reducing residential parking levels to minimise vehicle trips.
- Revised/additional highway modelling to identify mitigation on the SRN.
- Public realm along Tottenham High Road.
- The design of the proposed school and bus stands.
- Construction logistics in relation to the bus stands.
- A contribution of £20,000 per bus stop to mitigate the impact of additional trips.

Local planning authority's position

95 This is not known at this stage.

Legal considerations

96 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008, the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the applications comply with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on either of the applications, in order that the Mayor may decide whether to allow the draft decisions to proceed unchanged, direct the Council under Article 6 of the Order to refuse them, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining them and any connected applications. There is no obligation at this present stage for the Mayor to indicate his intentions regarding possible directions, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

97 There are no financial considerations at this stage.

Conclusion

98 London Plan policies on regeneration, mix of uses, housing, urban design, access, education, sustainable development, transport, air quality and noise are relevant to this application. The application complies with some of these policies but not with others for the reasons set out above. On balance, the applications do not comply with the London Plan, but the changes suggested below might remedy these deficiencies, and could possibly lead to them becoming compliant with the London Plan:

- The principle of new housing, a new school and additional employment or community uses is strongly supported in strategic planning terms.
- For a development of such height to be acceptable, its design needs to be of outstanding quality and the matters set out above need further consideration and resolution.
- The access issues set out above need to be fully resolved.
- The quantum of under-five play space should be addressed.
- Whilst the principle of a new school is strongly supported in strategic planning terms, the detailed design matters set out above should be fully resolved.
- The proposed housing mix is acceptable given the form of the proposals, in particular the proposed 22-storey tower.
- On balance, the scale and nature of the proposed affordable housing is acceptable in this instance.
- The applicant's approach to sustainable design and construction, wind and micro-climate, flood risk and habitat is welcomed and considered satisfactory from a strategic planning perspective.
- The significant carbon savings are welcomed. The detailed energy matters set out above should be resolved.
- Appropriate conditions or section 106 clauses in relation to noise should be drafted by Haringey Council and incorporated into any planning permission.
- Haringey Council should ensure that any section 106 planning agreement satisfactorily addresses air quality concerns and that suitable monitoring measures should be put in place for the school in order to assess their efficacy.
- The transport matters set out above should be resolved.

for further information, contact Planning Decisions Unit:

Colin Wilson, Senior Manager - Planning Decisions

020 7983 4783 email colin.wilson@london.gov.uk

Justin Carr, Strategic Planning Manager (Development Decisions)

020 7983 4895 email justin.carr@london.gov.uk

Lyndon Fothergill, Principal Strategic Planner (Case Officer)

020 7983 4512 email lyndon.fothergill@london.gov.uk

APPENDIX 7
s106 Legal Agreement Draft Heads of Terms

BROOK HOUSE SITE, 881 HIGH ROAD, TOTTENHAM N17

Draft Heads of Terms for a s106 Agreement

The Parties:

- Newlon Housing Trust ('Newlon')
- Haringey Council ('Council')
- Camvax Limited ('Camvax')

The Site: Former Brook House site, 881 High Road, Tottenham N17 8EY ('the Site')

Legal Effect: s106 Town & Country Planning Act 1990 (as amended)
s278 Highways Act 1980

1. Planning Permission

This agreement is conditional upon the grant of planning permission under reference no. HGY/2012/2128 for:

"Comprehensive redevelopment of the Brook House (former Cannon Rubber Factory site), including the erection of a 22 storey building (plus top floor mezzanine) providing 100 residential units (use class C3) and 190 sqm of commercial floorspace (use class B1, D1 and D2), two buildings of 6 and 9 storeys respectively providing 101 residential units (use class C3) and a part 2/part 5 storey building comprising a 2,388 sqm 2 form entry primary school (use class D1) and 21 residential units (use class C3), together with associated car and cycle parking, refuse stores, highways, infrastructure, open space and landscaping works." ('the Development').

2. Recitals

- 2.1 The Council is the local planning authority for the area.
- 2.2 Newlon is the freeholder of the Site.
- 2.3 Camvax has an option to lease the school building.

3 Heads of Terms

- 3.1 The provisions set out below form the principal Heads of Terms of the proposed legal agreement under s106 of the Town and Country Planning Act 1990 relating to the Development. The principal obligations will cover:

Sustainability:

- 3.2 Prior to occupation of the Development, Newlon and/ or Camvax will procure, or will ensure that others procure, that:
 - the residential flats will be constructed to Sustainable Homes Code 4;
 - the B1/D1/D2 units will be constructed to achieve a 'Very Good' BREEAM rating;
 - the completed Development will achieve a 40% reduction in its carbon dioxide emissions when compared with a Target Emission Rate in the 2010 Building Regulations;
 - the Development is capable of being connected to a future District Energy Network by providing a suitable connection point to off-site pipe infrastructure at a point on the site to be agreed with the Council;

- 3.3 Newlon agrees to liaise with both the Council and, when created, the District Energy Network supply Company with regard to the design, location and timing of a DEN hot water supply pipe connection to the Site and on the design & capacity of the on-site pipe infrastructure to which it could be connected.
- 3.4 Subject to the outcome of tendering for the provision of energy supplies to the Development and to the Council or DEN supply Company being able to commit to connect the Site to the DEN pipe infrastructure (whether as a permanent or a temporary supply) within 6 months of the start of construction, Newlon agrees to procure that its chosen MUSCO energy supplier will commit to connect the Site to the DEN pipe infrastructure and to use that as the supply of hot water for the Development. In any event, Newlon will procure that a suitable connection to the DEN is provided at a suitable point on the site boundary to enable potential future connection to the DEN.
- 3.5 Prior to occupation of the Development, Newlon &, in the event that Canvax exercises its option to take a lease of the school building, Canvax will procure, or ensure that others procure, that the school building will be constructed to achieve a 'Very Good' BREEAM rating.

Housing:

- 3.6 The Development shall include the following residential accommodation:
- a minimum of 100 flats for shared ownership or open market sale;
 - a maximum of 122 rented units, of which:
 - a minimum of 30 units shall first be offered to the Council as 'referral units' (as provided for below). Those 30 units shall comprise (unless otherwise agreed in writing by the Council):
 - 16 x 1 bed/2person units
 - 4 x 2 bed/3person units
 - 5 x 2 bed/4person units
 - 4 x 3 bed/ 5 person units
 - 1 x 4 bed/6 person unit;
 - units not occupied on referral unit tenancy terms shall be offered by Newlon to the Council at affordable rents in accordance with the prevailing nominations agreement with the Council;
 - 92 flats shall be made available to the Homebuy Agent or its successor body for nominations of tenants in accordance with the Agent's eligibility criteria (see para. 3.14 below) to be let at Intermediate Rents (unless otherwise agreed in writing by the Council).
- 3.7 The 'referral units' shall be located in the Northern and/or the Southern Block. Before practical completion of each unit but when it is ready for occupation, it shall be made available for viewing to tenants nominated by the Council on 'referral unit tenancy terms' for a minimum period of 20 days following notification to the Council by Newlon that it is available for allocation and viewing.
- 3.8 As part of the referral unit tenancy terms, Newlon shall offer to a minimum of 20 referral unit tenant households who own a car (unless a lesser number is agreed in writing with the Council), the use of a dedicated car parking space in the Development, at a cost to the tenant of no more than the cost for any other tenant in the Development.

- 3.9 Tenants eligible to be nominated by the Council to a referral unit shall be as determined by the Council at its sole discretion consistent with LBH's prevailing nominations agreement with Newlon.
- 3.10 Newlon shall offer any tenant so nominated by the Council a tenancy on 'referral unit tenancy terms' meaning:
- i) a rent in the first year 2015/16 (excluding service charge) that is equivalent to a Council social rent and no higher than:
 - 1 bed - £84 per week
 - 2 bed - £96 per week
 - 3 bed - £114 per week
 - 4 bed - £125 per week
 - ii) the rent for each referral unit may be increased each year until the end of the referral unit tenancy by no more than that which results by applying the formula applied by Newlon to inflate rents across their portfolio of social rented dwellings within LB Haringey (or, if differential inflation rates are applied, to no more than the average increase in rents applied across Newlon's stock of rented dwellings in the borough);
 - iii) a service charge can be applied on top of the weekly rent but that charge shall be no higher than is charged to other tenants in the Development;
 - iv) subject to the referral unit tenant having not breached their Council tenancy conditions in the 12 months immediately preceding their referral unit nomination, Newlon will offer each tenant an assured tenancy (for the avoidance of doubt, not a 'starter tenancy') from the commencement of the tenancy which, subject to not breaching the conditions of that assured tenancy, provides security of tenure for the tenant and, on death, his/her surviving spouse/partner.
- 3.11 At the end of the 20 day viewing period for each nominated tenant(s) to a referral unit, any of the 30 units that has not been accepted by a Council nominated tenant on referral unit tenancy terms shall be offered to the Council in accordance with the prevailing nominations agreement with the Council for rented dwellings. Those units will then be offered at 'affordable rents' to Council nominated tenants. Affordable rents shall be rents no higher than 80% of the market rent for 1 bed flats, 70% for 2 bed flats, 60% for 3 bed flats and 50% for 4 bed flats.
- 3.12 All the 'referral units' shall be made available for first letting by no later than 2 years from the start of construction of the Development plus any necessary extensions of time for force majeure or other unavoidable delays outside the reasonable control of Newlon.
- 3.13 When a referral unit tenancy ends, Newlon shall offer the re-letting of that unit at an 'affordable rent' on 'normal' Newlon tenancy terms to a Council-nominated tenant in accordance with the prevailing nominations agreement with the Council.
- 3.14 All shared ownership and Intermediate Rent units shall be made available to households nominated by the Homebuy Agent or its successor body. The priorities for eligibility will be working households that currently live or work in the borough, current working social housing tenants or working dependents who live with current social housing tenants who are overcrowded, armed forces personnel, key workers and public sector workers, first time buyers and any other persons who meet the GLA/HCA eligibility criteria as defined from time to time.

3.15 If, after a period of not less than 8 weeks, no suitable tenant has agreed to accept an Intermediate Rent tenancy then that flat can be marketed by Newlon, at its discretion, as a shared ownership unit.

3.16 Standard mortgagee exclusion clause

Primary School

3.17 Unless otherwise agreed in writing by the Council, Newlon shall use reasonable endeavours to procure that the primary school is constructed to a 'shell and core' specification within 18 months of the start of the Development or by 31 January 2015 (whichever is later) plus any necessary extensions for force majeure or other unavoidable delays outside the reasonable control of Newlon. No more than 122 dwellings shall be occupied until the School has been completed to the agreed shell and core specification.

3.18 Newlon &/or Camvax will then use reasonable endeavours to procure that the fitting-out of the School is completed such that the School is available to accept the first intake of pupils within 9 months (plus any necessary extensions for force majeure or other unavoidable delays outside the reasonable control of Newlon &/or Canvax) of the actual date of the shell and core handover in para.3.17.

3.19 Newlon and/or Camvax shall procure that the School operator shall make the school hall and other appropriate parts of the premises available for hire by individuals and groups in the local community at all reasonable times and on reasonable terms outside of school hours (when not required for school functions) and during school holidays.

Transport and site access improvements:

3.20 No later than 3 months following the start of development, Newlon will pay to the Council £2,000 as the cost to undertake the statutory procedure to approve and implement the designation of two car parking spaces on Langhedge Lane (or other appropriate section of public highway in the vicinity of the Development) for use by the appointed Car Club operator within the borough ('the Car Club Contribution'). Newlon agrees not to allow any homes in the Development to be occupied within a period of 9 months following the payment of the Car Club Contribution (to allow the Council time to undertake the statutory procedure required to put in place the necessary car club parking bays on the public highway).

3.21 Without prejudice to the statutory consultation procedure, the Council will use reasonable endeavours to ensure that these two parking spaces are implemented on-street by 1 November 2014. For the avoidance of doubt, the occupation of homes in the Development will not be dependent on the implementation by the Council of the on-street car club parking bays (except insofar as para. 3.20 imposes a restriction on occupation following the date of payment of the Car Club Contribution by Newlon).

3.22 Newlon shall enter into an agreement with the borough's appointed Car Club operator to ensure that all residents in the Development shall be entitled to free Car Club membership for the first two years of each resident's occupation.

3.23 Within 3 months of the start of construction, Newlon shall pay £190,000 (or such lesser sum as the Council may advise dependent on the Council's latest estimate of the cost of works) to the Council to design and undertake off-site public highway works at the frontage of the site on High Road and Langhedge Lane to facilitate the Development and provide a safe environment for occupiers of the Development and school children as indicated on a plan to be attached to the final agreement ('Highway Works Contribution'). The works to be undertaken by the Council shall include (unless otherwise determined by the Council as

local highway authority following consultation with Newlon (which, for the avoidance of doubt, may include changing the design or scope of works to maintain the total scheme cost within the total funding provided by Newlon), subject to the approval as necessary of Transport for London:

- removal of the site's existing vehicular access from High Road;
- improving the existing vehicle cross-over on Langhedge Lane;
- construction of a raised carriageway on Langhedge Lane at its junction with High Road to reduce vehicle speeds and provide a safer area for pedestrians;
- alterations to the design and layout of the bus stand area on the High Road to provide a wider pedestrian area at the proposed pedestrian entrance to the school; and
- other works to improve the area of footway along the site frontage, including necessary 'lining and signing' changes.

- 3.24 No part of the Development shall be occupied within a period of 9 months following the date of receipt by the Council of the Highway Works Contribution.
- 3.25 Prior to the start of development, Newlon shall pay £30,000 to the Council towards pedestrian and cycle route environmental improvements on local and/or strategic roads/footways in the surrounding area to aid pedestrian and cycle access to the site.
- 3.26 Prior to the start of development, Newlon shall notify the Council of its nominated Travel Plan Co-ordinator. Newlon will submit to the Council for approval an annual review of the two Travel Plans (the Residential Travel Plan and the School Travel Plan) for 4 years following first occupation of the residential flats and the school respectively.
- 3.27 Newlon and/or Camvax will procure that a Bus Stand Management Plan shall be submitted to the Council (and Transport for London) for approval prior to occupation of the school to ensure no potential conflict between school children, parents/carers and bus movements in the bus stand area at the frontage of the school site at school opening and closing times.
- 3.28 Prior to first occupation of the Development, Newlon will pay £6,000 to the Council towards the Council's costs in monitoring the implementation of the site Travel Plans and the Bus Stand Management Plan.
- 3.29 Newlon will provide each new resident household in the Development with a welcome pack containing public transport, cycling and walking information with the aim of encouraging greater use of sustainable transport modes.
- 3.30 Newlon will ensure that all residents in the Development are notified, prior to their occupation, that no resident will be entitled to apply to the Council for a permit to park on public highways in the vicinity of the Development in the event that the Council (and/or Enfield Council) decide in the future to implement a Controlled Parking Zone in the general area of the Development.

Commercial space, local labour and apprenticeships

- 3.31 From the start of site preparation works to completion of the Development, Newlon will use reasonable endeavours to achieve via contractors and sub-contractors a target of 20% of employees being residents having lived in the local area for at least 6 months prior to working in the Development. For the purposes of this paragraph, the local area is defined as the north London Boroughs of Haringey, Barnet, Enfield, Camden, Islington, Hackney & Waltham Forest.

- 3.32 Newlon will use reasonable endeavours to achieve via contractors and sub-contractors a target of 7 apprenticeships to be offered to Haringey residents in construction & related skills during the period of construction of the Development (and will liaise with the College of Haringey Enfield and North-East London in securing the offer of those apprenticeship places).
- 3.33 No later than 9 months following the start of construction, Newlon will submit to the Council for consultation (with Newlon accepting any reasonable changes proposed by the Council) its management, letting and rental strategy for the 2 commercial/business units in the Development. This strategy will set out how:
- the construction and fit-out specification of each unit will enable occupation by a small company with only additional fit-out works required by the prospective business occupier related to their specific operational needs;
 - the units will, for a period of no less than 3 months, be targeted for letting solely to individual start-up/embryonic businesses identified by the Council and the management operator at 639 High Road, Tottenham (unless agreed otherwise by the Council in writing);
 - Newlon will liaise with the management operator of 639 High Road in communicating with suitable businesses that might occupy the units;
 - the rent and service charge for each unit will be structured for the targeted businesses, including the offer of a monthly tenancy and a minimum of 3- 6 month rent free period if viable in respect of Newlon's business plan and annual financial targets
 - the units will be advertised should units remain vacant at the end of the 3 months period;
 - units will be re-let at the end of the first letting and, in so doing, how Newlon will ensure ongoing consultation with the Council and the management operator of 639 High Road;
- 3.34 If the operator of 639 High Road and the Council do not respond to consultation or nomination requests by Newlon within 30 working days then Newlon will be entitled to pursue the management, letting and rental strategy as submitted or, as appropriate, revert to their usual commercial arrangements.

Considerate Constructors Scheme

- 3.35 Newlon will use reasonable endeavours to procure that the Considerate Constructors Scheme is implemented and complied with throughout the construction of the whole Development.

Maintenance of Open Space & Public Realm

- 3.36 Newlon agrees to maintain at its cost the on-site communal amenity and open space and the road, parking areas and footways on the site for the lifetime of the Development.

Future link to adjoining potential development land

- 3.37 To support the regeneration of the wider area, Newlon and Camvax agree that, at any time, the Council may request them as freehold owners and the management company for the on-site roads and footpaths to enter into an agreement(s) with adjoining landowners to allow a vehicular, cycle &/or pedestrian route connection to be built on land within the site (as identified on a plan to be attached) up to the site's boundary and linking with adjoining land to the north and/or south as appropriate subject to that land being used for primarily residential traffic. Such an agreement(s) shall include the granting of all necessary rights of way (at all reasonable times) across the roads and footpaths within the Development (but

without granting unencumbered public rights in perpetuity). For the avoidance of doubt, neither Newlon nor the on-site management company shall be required to pay for or contribute towards any physical works required on the site to facilitate a connection to adjoining land.

- 3.38 Newlon agrees to require no payment from the adjoining landowner/developer(s) for that agreement and the grant of vehicle, cycle &/or pedestrian rights of way except for being reimbursed for reasonable legal costs incurred in executing such an agreement(s). The purpose of this agreement will be to enable effective vehicle, cycle &/or pedestrian links to adjoining land that may in the future be redeveloped to support the continuing regeneration of this part of Tottenham.

General

- 3.39 All funding contributions to be index-linked to the All Items Retail Prices Index from the date of the agreement.
- 3.40 At the start of development, Newlon to pay £3,000 to the Council to assist the monitoring of this s106 agreement.
- 3.41 Newlon to pay the Council's reasonable legal costs on completion of the agreement (capped figure to be inserted in the final agreement).

**APPENDIX 8
BUILDING FOR LIFE**

Building for Life (BfL) Assessment

“Building for Life is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.”

BfL is designed to help structure discussions between local communities, the local planning authority, the developer of a proposed scheme and other stakeholders. It also helps local planning authorities assess the quality of proposed developments.

BfL comprises 12 questions organised under three themes. The questions are based on a simple ‘traffic light’ system (red, amber and green) and it is intended that new developments secure as many ‘greens’ as possible.

A red light gives warning that an aspect of a development needs to be reconsidered. A development proposal might not achieve 12 greens for a variety of reasons. Where a proposal is identified as having one or more 'ambers', which would point to the need to rethink whether these elements can be improved, local circumstances may justify why the scheme cannot meet the higher standard expected of a green.

Building for Life 12 (BfL12) assessment

HGY/2012/2128 - Comprehensive redevelopment of the Brook House (former Cannon Rubber Factory site), including the erection of a 22 storey building (plus a part top floor mezzanine) providing 100 residential units (use class C3) and 190 sqm of commercial floor space (use class B1, D1 and D2), two buildings of 6 and 9 storeys respectively providing 101 residential units (use class C3) and a part 2/part 5 storey building comprising a 2,388 sqm 2 form entry primary school (use class D1) and 21 residential units (use class C3), together with associated car and cycle parking, refuse stores, highways, infrastructure, open space and landscaping works.. This is a departure from the Unitary Development Plan.

Category	Question	Additional questions	Assessment	RAG Status (red/amber/green)
Neighbourhood				
1 ..Connections	<i>Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?</i>	1a Where should vehicles come in and out of the development?	<p>As proposed in the immediate development, connections are poor; there is only a single route in and out, which is relatively convoluted and shared between vehicles, pedestrians & cycles.</p> <p>However the proposals include significant provision for future connections to masterplan proposals for land to the immediate south of the development that will give this development excellent connections to that masterplanned redevelopment and beyond, with potential for including a separated pedestrian & cycle access route.</p> <p>In addition, this development is laid out to allow clear and useful routes to pass through, from the masterplanned redevelopment to the south, to possible redevelopment of land to its north.</p>	A
		1b Should there be pedestrian and cycle only routes into and through the development? If so where should they go?		
		1c Where should new streets be placed and could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood?		
		1d How should the new development relate to existing development? What should happen at the edges of the development site?		
2 ..Facilities and services	<i>Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play</i>	2a Are there enough facilities and services in the local area to support the development? If not, what is needed?	Excellent local community facilities exist, in addition this proposed development includes a new primary school	G
		Where new facilities are proposed:		

Category	Question	Additional questions	Assessment	RAG Status (red/amber/green)
	<i>areas, pubs or cafes?</i>	<p>2b Are these facilities what the area needs?</p> <p>2c Are these new facilities located in the right place? If not, where should they go?</p>		
3 ..Public transport	<i>Does the scheme have good access to public transport to help reduce car dependency?</i>	<p>3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?</p> <p>3b Where should new public transport stops be located?</p>	The site achieves a good Public Transport Accessibility Level (PTAL) of 4. Good bus services are available on Tottenham High Road at the eastern end of the site. It currently has poor access to rail or tube but access to rail at White Hart Lane will be significantly improved following the masterplanned redevelopment of sites to the south, and there are also plans to improve rail service on this line.	G
4 ..Meeting local housing requirements	<i>Does the development have a mix of housing types and tenures that suit local requirements?</i>	<p>4a What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?</p> <p>4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?</p>	The Council's aspiration is to see more home ownership in the east of the borough to offset the heavy preponderance of social rent and short term private rent there. This scheme is heavily biased towards lower cost housing, but much of it will be low cost home ownership. Provided it gets occupied by owner occupiers who invest in the area for the long term it will meet aspirations.	G
Creating A Place				
5 ..Character	<i>Does the scheme create a place with a locally inspired or otherwise</i>	5a How can the development be designed to have a local or distinctive identity?	The frontage of the development onto the High Road fits in well and improves the best aspects of the character of the High Road, a historic corridor with notable and dignified	A

Category	Question	Additional questions	Assessment	RAG Status (red/amber/green)
	<i>distinctive character?</i>	5b Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?	public and residential buildings lining it. Behind (and somewhat tucked away) the blocks lining the street are significantly higher than in surrounding streets, but are in the emerging “new London vernacular” of mostly brick, relating well to the street. The tower is significantly higher than even nearby 1960s high rise blocks (which are not considered to contribute positively to local character) and is tucked at the back of the site but it will be visible from the High Road through the gap in the school block and help form and mark the planned major regeneration of the area to the immediate south of the site. However it will be visible above the rooftops of historic buildings in some parts of the Conservation Areas along the High Road.	
6 ..Working with the site and its context	<i>Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?</i>	6a Are there any views into or from the site that need to be carefully considered? 6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development? 6c Should the development keep any existing building(s) on the site? If so, how could they be used?	Views of the front building from the High Road are well considered, and it is particularly welcomed that the existing large mature tree is retained. Views of the tower are considered carefully. It is visible from a number of locations including the historic corridor of Tottenham High Road, other significant open spaces, nearby residential streets and the strategic viewpoint of Alexandra Palace; therefore it will need to be distinctive and of an exceptionally high quality design; this will be secured by conditioning the design of the tower.	A
7 ..Creating well defined streets and spaces	<i>Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?</i>	7a Good streets and spaces are created by enclosing them with buildings and a strong landscaping scheme. Are buildings used to create enclosed streets and spaces? 7b Good buildings ‘turn’ corners. Do buildings turn corners well?	Buildings generally address the street and turn corners well, and in particular the tower has a strong positive relationship to the space in front of it and the street down the spine of the site, whilst the school addresses well its entrances of the High Road and the street. The triangular space beside the diagonal part of the street, opposite the school, has several residential front doors off one side and a blank wall along the other, so it will need to be carefully	G

Category	Question	Additional questions	Assessment	RAG Status (red/amber/green)
		7c Do all fronts of buildings, including front doors, face the street?	designed to work as a public space. Some front doors to maisonettes are set behind areas of landscaping that will also need care. The spaces around the tower, where uses in the podium open onto the street, will also need care.	
8 ..Easy to find your way around	<i>Is the scheme designed to make it easy to find your way around?</i>	8a Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?	The single spine street of the development “kinks” to a 45° angle before joining the High Road, but an important gap in the school block will allow a visual connection; I consider this will make it easy enough for people to find their way around the development.	G
Street & Home				
9 ..Streets for all	<i>Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?</i>	9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully? 9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?	Streets are designed very well to significantly lower traffic speed and make them pedestrian and child friendly, with raised pavements, rumble strips and tight turns and with several small public landscaped areas beside them suitable for encouraging social interaction.	G
10 Car parking	<i>Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?</i>	10a Is there enough parking for residents and visitors? 10b Is parking positioned close to people’s homes? 10c Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties? 10d Are garages well positioned so that they do not dominate the street scene?	It is agreed that the development should only provide sufficient parking for resident need, less than 1 space per home, to discourage car use. Plentiful disabled and occasional visitor parking is provided handily located for resident’s front doors. The bulk of general residents’ parking is contained in 2 stories of parking in the podium to the tower. The entrance to the parking garage (and service entrances) will need greater design care to ensure they are not visually obtrusive and ugly, but this part of the design is to be conditioned.	G

Category	Question	Additional questions	Assessment	RAG Status (red/amber/green)
11 Public and private spaces	<i>Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?</i>	11a What types of open space should be provided within this development?	<p>The development provides a number of small incidental public spaces beside the street network, including:</p> <ul style="list-style-type: none"> • a space “behind” the school to be used in the short term for school and local play activities and in the long term to add to the street or path network linked into the masterplanned site to the south, • a triangle of space beside the “kink” in the main street through the site; this contains an equipped public play space, • paved space in front of the tower, and • a landscaped space in the north west of the site to allow a route north into future developments. 	G
		11b Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?		
12 External storage and amenity space	<i>Is there adequate external storage space for bins and recycling as well as vehicles and cycles?</i>	12a Is there enough storage space for bins and recycling, as well as vehicles and cycles?	For a development of this size, the waste storage requirements are inevitably significant. The distribution of refuse stores appears sensible. Further details provided by way of condition(s) of the consent.	A
Overall Assessment and Conclusions			Whilst there are a number of areas of some concern, and other areas to be determined under conditions, these proposals are reasonably acceptable.	0R, 4A, 8G

Richard Truscott

Housing, Design & Major Projects Team

18/01/2013

**APPENDIX 9
CONSULTATION LIST**

Documents produced for Planning Application Reference HGY/2012/2128

Former Cannon Rubber Factory 881 High Road N17 8EY

 9ACKMAJ HGY/2012/2128

Acknowledgement Major	9ACKMAJ	1
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9AKNS	HGY/2012/2128	Mr Juan Villar Soto & Mrs Marian Fernandez 28 Boundary Court, Snells Park London N18 2TB
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9AKNS	HGY/2012/2128	30 Boundary Court Snells Park London N18 2TB
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Consultation Acknowledgement Letter	9AKNS	2
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9CILLIA	HGY/2012/2128	(19) CIL Monitoring Officer
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CIL Planning Application Acknowledgment	9CILLIA	1
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9CNBR3	HGY/2012/2128	Tottenham CAAC Joyce Rosser 46 Redston Road London N8 7HJ
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Statutory Consultation (Conserv)	9CNBR3	1
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9CNBR4	HGY/2012/2128	LBH - Arb - Alex Fraser Alex Fraser 1st Floor, 40 Cumberland Road London N22
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9CNBR4	HGY/2012/2128	LBH - EHS - Noise & Pollution, Derek Pearce EHS - Noise & Pollution 1st Floor, Techno Park, N17 Ashley Road
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9CNBR4	HGY/2012/2128	LBH - Cleansing - North Gary Cooke 1st Floor, Technopark London N17 9LN Ashley Road
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9CNBR4	HGY/2012/2128	LBH - Childrens Services Jennifer Duxbury, 48 Station Road 1st Floor London N22
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9CNBR4	HGY/2012/2128	LBH - Building Control - East Ray Connor 639 High Road London N17
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9CNBR4	HGY/2012/2128	LBH - Housing Design & Major Projects Michael Kelleher 6th Floor 225 High Road London N22 8HQ
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9CNBR4	HGY/2012/2128	LBH - Conservation & Design Team Conservation & Design Team 6th Floor, 225 High Road (Policy) London N22 8HQ
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9CNBR4	HGY/2012/2128	LBH - Tottenham Team John Norman 6th Floor, River Park House London N22
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9CNBR4	HGY/2012/2128	LBH - Nature Conservation Ian Holt First Floor, Contract House London N17
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9CNBR4	HGY/2012/2128	LBH - EHS - Contaminated Land Enforcement Alison Bell (EHS - Contaminated Land) Techno Park London N17 9LN Ashley Road
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9CNBR4	HGY/2012/2128	LBH - Transportation Group Transportation Planning, Frontline Services, High Road, Wood Green, London N22 8HQ 1st Floor South, River Park House,
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Internal Consultation	9CNBR4	11
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9CNBR7	HGY/2012/2128	London Fire Brigade - Fire Safety Regulation North West Area 1 169 Union Street London SE1 0LL
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9CNBR7	HGY/2012/2128	Tottenham Civic Society PO Box 25687 London N17 6FW
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9CNBR7	HGY/2012/2128	Crime Prevention Officer - Andrew Snape Muswell Hill Police Station 115 Fortis Green Muswell Hill N2 9HW
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9CNBR7	HGY/2012/2128	Environment Agency Anna Scott Eastbury House 9th Floor SE1 7TL 30-34 Albert Embankment
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9CNBR7	HGY/2012/2128	Transport For London Road Network 11th Floor, Palestra 197 Blackfriars Road London SE1 8AA
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9CNBR7	HGY/2012/2128	Greater London Authority Colin Wilson - Planning Decisions Unit City Hall, The Queens Walk London SE1 2AA
9CNBR7	HGY/2012/2128	L. B. Enfield Town Planning Service, PO Box 53 Civic Centre, Silver Street EN1 3XE Enfield
9CNBR7	HGY/2012/2128	Network Rail Desk 76 Floor 1B Toft Green, York YO1 6JT George Stephenson House
9CNBR7	HGY/2012/2128	Thames Water Utilities, Asset Investment Unit Maple Lodge, Denham Way, WD3 9SQ Rickmansworth, Herts
9CNBR7	HGY/2012/2128	Greater London Archaeology Advisory Service Kim Stabler English Heritage (London Region) No.1 Waterhouse Square London EC1N 2ST 138-142 Holborn

Statutory Consultation (General) **9CNBR7** **10**

9CON2	HGY/2012/2128	Northumberland Park Ward 3 Councillor John Bevan C/O Members Room N22 4HQ River Park House
9CON2	HGY/2012/2128	Northumberland Park Ward 1 Councillor Kaushika Amin C/O Members Room N22 4HQ River Park House
9CON2	HGY/2012/2128	Northumberland Park Ward 2 Councillor Sheila Peacock C/O Members Room N22 4HQ River Park House

Consulting Councillor Re: Planning Application **9CON2** **3**

9CONSIM HGY/2012/2128

Major Application CA Site notice **9CONSIM** **1**

9FORUM6	HGY/2012/2128	
9FORUM6	HGY/2012/2128	FLAT 1 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 10 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 11 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 12 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 13 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 14 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 15 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 16 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 17 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 18 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 19 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 2 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 20 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 21 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 22 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 23 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 24 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 3 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 4 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 5 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 6 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 7 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 8 , 1 GROVE STREET N18

9FORUM6	HGY/2012/2128	FLAT 9 , 1 GROVE STREET N18
9FORUM6	HGY/2012/2128	FLAT 1 , 22 BULL LANE N18
9FORUM6	HGY/2012/2128	FLAT 2 , 22 BULL LANE N18
9FORUM6	HGY/2012/2128	FLAT 3 , 22 BULL LANE N18
9FORUM6	HGY/2012/2128	FLAT 4 , 22 BULL LANE N18
9FORUM6	HGY/2012/2128	FLAT 5 , 22 BULL LANE N18
9FORUM6	HGY/2012/2128	FLAT 6 , 22 BULL LANE N18
9FORUM6	HGY/2012/2128	1 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	10 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	11 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	12 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	13 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	14 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	15 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	16 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	2 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	3 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	4 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	5 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	6 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	7 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	8 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	9 , EAGLE COURT, 35 SNELLS PARK N18
9FORUM6	HGY/2012/2128	UNIT 1 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 10 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 11 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 12 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 13 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 14 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 15 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 16 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 17 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 18 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 19 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 2 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 20 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 21 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 3 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 4 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 5 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 6 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 7 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 8 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 9 , LANDMARK COMMERCIAL CENTRE, COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	UNIT 1 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18

9FORUM6	HGY/2012/2128	UNIT 10 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 11 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
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9FORUM6	HGY/2012/2128	UNIT 13 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 14 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 15 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 16 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 17 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 18 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 19 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 2 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 3 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 4 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 5 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 6 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 7 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 8 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 9 , LANGHEDGE LANE INDUSTRIAL ESTATE, LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	UNIT 1 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 10 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 11 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 12 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 13 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 14 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 14A , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 14B , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 14C , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 15 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 16 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 2 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 3 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 4 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 5 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 6 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 7 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 8 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 9 , SHAFTESBURY INDUSTRIAL ESTATE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 1 , SHAFTESBURY INDUSTRIAL ESTATE, SHAFTESBURY ROAD N18
9FORUM6	HGY/2012/2128	UNIT 2 , SHAFTESBURY INDUSTRIAL ESTATE, SHAFTESBURY ROAD N18
9FORUM6	HGY/2012/2128	UNIT 3 , SHAFTESBURY INDUSTRIAL ESTATE, SHAFTESBURY ROAD N18
9FORUM6	HGY/2012/2128	UNIT 4 , SHAFTESBURY INDUSTRIAL ESTATE, SHAFTESBURY ROAD N18
9FORUM6	HGY/2012/2128	UNIT 5 , SHAFTESBURY INDUSTRIAL ESTATE, SHAFTESBURY ROAD N18
9FORUM6	HGY/2012/2128	UNIT 6 , SHAFTESBURY INDUSTRIAL ESTATE, SHAFTESBURY ROAD N18
9FORUM6	HGY/2012/2128	UNIT 1 , SOUTHGATE BUSINESS CENTRE, BULL LANE N18
9FORUM6	HGY/2012/2128	UNIT 2 , SOUTHGATE BUSINESS CENTRE, BULL LANE N18

9FORUM6	HGY/2012/2128	UNIT 3 , SOUTHGATE BUSINESS CENTRE, BULL LANE	N18
9FORUM6	HGY/2012/2128	UNIT 4 , SOUTHGATE BUSINESS CENTRE, BULL LANE	N18
9FORUM6	HGY/2012/2128	UNIT 5 , SOUTHGATE BUSINESS CENTRE, BULL LANE	N18
9FORUM6	HGY/2012/2128	UNIT 6 , SOUTHGATE BUSINESS CENTRE, BULL LANE	N18
9FORUM6	HGY/2012/2128	1 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	10 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	11 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	12 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	13 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	14 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	15 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	16 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	17 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	18 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	19 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	2 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	20 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	21 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	22 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	23 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	24 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	25 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	26 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	27 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	28 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	29 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	3 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	30 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	31 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	32 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	4 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	5 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	6 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	7 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	8 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	9 , TRINITY COURT, 33 SNELLS PARK	N18
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Academia Way London N17 8HE
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 Academia Way London N17 8HE
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Academia Way London N17 8HE
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Academia Way London N17 8HE
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 Academia Way London N17 8HE
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Academia Way London N17 8HE
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 Academia Way London N17 8HE
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 Academia Way London N17 8HE
9FORUM6	HGY/2012/2128	The Owner / Occupier	9 Academia Way London N17 8HE

9FORUM6	HGY/2012/2128	The Owner / Occupier	100 Academia Way London N17 8HG
9FORUM6	HGY/2012/2128	The Owner / Occupier	101 Academia Way London N17 8HG
9FORUM6	HGY/2012/2128	The Owner / Occupier	102 Academia Way London N17 8HG
9FORUM6	HGY/2012/2128	The Owner / Occupier	103 Academia Way London N17 8HG
9FORUM6	HGY/2012/2128	The Owner / Occupier	104 Academia Way London N17 8HG Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	105 Academia Way London N17 8HG Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	106 Academia Way London N17 8HG Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	107 Academia Way London N17 8HG Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	108 Academia Way London N17 8HG Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	109 Academia Way London N17 8HG Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	110 Academia Way London N17 8HG Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	111 Academia Way London N17 8HG Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 10 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 11 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 12 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 13 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 14 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 15 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 16 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 17 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 18 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 19 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 20 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 21 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 22 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 23 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 24 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 25 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 26 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 4 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 5 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 6 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 7 Tottenham	Sheba Court Altair Close London N17 0DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 8 Tottenham	Sheba Court Altair Close London N17 0DE

9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 9	Sheba Court Altair Close London N17 0DE Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Sheba Court Altair Close London N17 0DE Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	9 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	10 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	11 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	12 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	13 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	14 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	15 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	16 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	17 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	18 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	19 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	20 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	21 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	22 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	23 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	24 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	25 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	26 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	27 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	28 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	29 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	30 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	31 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	31 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	31 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	31 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	32 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	33 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	34 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	35 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	36 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	37 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	38 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	39 Altair Close London N17 0BW

9FORUM6	HGY/2012/2128	The Owner / Occupier	40 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	41 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	42 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	43 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	44 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	45 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	46 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	47 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	48 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	49 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	50 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	51 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	52 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	53 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	54 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	55 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	56 Altair Close London N17 0BW
9FORUM6	HGY/2012/2128	The Owner / Occupier	57 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	58 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	59 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	60 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	61 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	62 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	63 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	64 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	65 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	66 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	67 Altair Close London N17 0BW Tottenham
9FORUM6	HGY/2012/2128		1 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		10 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		11 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		12 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		13 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		14 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		15 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		16 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		17 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		18 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		19 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		2 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		20 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		21 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		22 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		23 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128		24 BOUNDARY COURT, FORE STREET N18

9FORUM6	HGY/2012/2128	25 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	26 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	27 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	28 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	29 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	3 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	30 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	31 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	32 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	33 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	34 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	35 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	36 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	37 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	38 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	39 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	4 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	40 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	41 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	42 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	43 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	44 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	45 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	46 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	47 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	48 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	49 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	5 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	6 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	7 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	8 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	9 BOUNDARY COURT, FORE STREET N18
9FORUM6	HGY/2012/2128	ALLIED HOUSE, SHAFTESBURY INDUSTRIAL ESTATE BULL LANE N18
9FORUM6	HGY/2012/2128	The Owner / Occupier 1 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier 2 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier 3 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier 4 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier 5 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier 6 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier 7 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier 8 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier 9 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier 10 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier 11 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier 12 Bennetts Close London N17 0HD

9FORUM6	HGY/2012/2128	The Owner / Occupier	13 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	14 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	15 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	16 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	17 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	18 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	19 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	20 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	21 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	22 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	23 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	24 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	25 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	26 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	27 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	28 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	29 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	30 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	31 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	32 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	33 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	35 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	37 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	39 Bennetts Close London N17 0HD
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	9 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	10 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	11 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	12 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	13 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	14 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	15 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	16 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	17 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	18 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	19 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	20 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	21 Bradford Close London N17 8EN

9FORUM6	HGY/2012/2128	The Owner / Occupier	22 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	23 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	24 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	25 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	26 Bradford Close London N17 8EN
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	9 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	11 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	13 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	15 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	17 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	19 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	21 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	23 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	25 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	27 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	29 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	31 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	32 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	33 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	34 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	35 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	36 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	37 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	38 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	39 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	40 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	41 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	42 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	43 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	44 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	45 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	46 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	47 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	48 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	49 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	50 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	51 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	52 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	53 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	54 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	55 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	56 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	57 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	58 Brantwood Road London N17 0EU

9FORUM6	HGY/2012/2128	The Owner / Occupier	58 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	59 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	60 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	61 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	62 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	63 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	64 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	65 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	65 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	65 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	66 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat B	67 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A	67 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	67 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	68 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	69 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat B	70 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A	70 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	70 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	71 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat B	72 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A	72 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	72 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	73 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1	74 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2	74 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3	74 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 4	74 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 5	74 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 6	74 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	74 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	75 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	76 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	77 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	78 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat B	79 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A	79 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	79 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	80 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat B	81 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A	81 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	81 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	82 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	83 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	83 Brantwood Road London N17 0DT

9FORUM6	HGY/2012/2128	The Owner / Occupier	83 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	84 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	85 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	85 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	85 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	86 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	87 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	87 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	87 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	88 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	89 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	89 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	89 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	90 Brantwood Road London N17 0EU
9FORUM6	HGY/2012/2128	The Owner / Occupier	91 Brantwood Road London N17 0DT
9FORUM6	HGY/2012/2128	The Owner / Occupier	93 Brantwood Road London N17 0DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	95 Brantwood Road London N17 0DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	97 Brantwood Road London N17 0DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	99 Brantwood Road London N17 0DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	101 Brantwood Road London N17 0DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	103 Brantwood Road London N17 0DX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 10	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 11	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 12	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 13	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 14	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 15	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 16	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 17	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 18	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 19	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 4	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 5	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 6	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 7	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 8	Kathleen Ferrier Court Brereton Road London N17 8BY Tottenham

9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 9	Kathleen Ferrier Court Brereton Road London N17
9FORUM6	HGY/2012/2128	8BY Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier	Kathleen Ferrier Court Brereton Road London N17 8BY
9FORUM6	HGY/2012/2128	Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	10 Brereton Road London N17 8DA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	12 Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	14 Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	16 Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	18 Brereton Road London N17 8BY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 23-24	Nesta Works Brunswick Square London N17
9FORUM6	HGY/2012/2128	8ES Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 25-26	Nesta Works Brunswick Square London N17
9FORUM6	HGY/2012/2128	8ES Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 27-28	Nesta Works Brunswick Square London N17
9FORUM6	HGY/2012/2128	8ES Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 29	Nesta Works Brunswick Square London N17 8ES
9FORUM6	HGY/2012/2128	Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 30	Nesta Works Brunswick Square London N17 8ES
9FORUM6	HGY/2012/2128	Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 31	Nesta Works Brunswick Square London N17 8ES
9FORUM6	HGY/2012/2128	Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 32	Nesta Works Brunswick Square London N17 8ES
9FORUM6	HGY/2012/2128	Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 33-34	Nesta Works Brunswick Square London N17
9FORUM6	HGY/2012/2128	8ES Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 38-39	Nesta Works Brunswick Square London N17
9FORUM6	HGY/2012/2128	8ES Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier	Nesta Works Brunswick Square London N17 8ES
9FORUM6	HGY/2012/2128	Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier	Unit 2 Brunswick Square London N17 8ES
9FORUM6	HGY/2012/2128	18 Bull Lane N18	
9FORUM6	HGY/2012/2128	20 Bull Lane N18	
9FORUM6	HGY/2012/2128	22 Bull Lane N18	
9FORUM6	HGY/2012/2128	20 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	22 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	24 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	26 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	28 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	30 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	32 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	34 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	36 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	38 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	40 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	42 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	44 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	46 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	48 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	50 CLAREMONT STREET N18	
9FORUM6	HGY/2012/2128	52 CLAREMONT STREET N18	

9FORUM6	HGY/2012/2128	1 CLIVE AVENUE N18
9FORUM6	HGY/2012/2128	1A CLIVE AVENUE N18
9FORUM6	HGY/2012/2128	2 CLIVE AVENUE N18
9FORUM6	HGY/2012/2128	3 CLIVE AVENUE N18
9FORUM6	HGY/2012/2128	4 CLIVE AVENUE N18
9FORUM6	HGY/2012/2128	5 CLIVE AVENUE N18
9FORUM6	HGY/2012/2128	6 CLIVE AVENUE N18
9FORUM6	HGY/2012/2128	10 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	11 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	12 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	12A COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	12B COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	13 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	14 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	15 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	16 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	17 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	18 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	18A COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	19 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	20 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	21 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	22 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	23 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	24 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	25 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	26 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	27 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	28 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	29 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	30 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	RELIANCE WORKS 31 COMMERCIAL ROAD N18
9FORUM6	HGY/2012/2128	The Owner / Occupier 1 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier 2 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier 3 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier 4 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier 5 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier 6 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier 7 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier 8 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier 9 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier 10 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier 11 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier 12 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier 13 Castleford Close London N17 8EW

9FORUM6	HGY/2012/2128	The Owner / Occupier	14 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	15 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	16 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	17 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	18 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	19 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	20 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	21 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	22 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	23 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	24 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	25 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	26 Castleford Close London N17 8EW
9FORUM6	HGY/2012/2128	The Owner / Occupier	Ground Floor Offices Unit 3 Chapel Place London N17 8DR Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Unit 1 Chapel Place London N17 8DR Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Unit 2 Chapel Place London N17 8DR Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Unit 3 Chapel Place London N17 8DR Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Unit 4 Chapel Place London N17 8DR
9FORUM6	HGY/2012/2128	The Owner / Occupier	Unit 5 Chapel Place London N17 8DR
9FORUM6	HGY/2012/2128	The Owner / Occupier	Unit 6 Chapel Place London N17 8DR
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 College Park Road London N17 8DY
9FORUM6	HGY/2012/2128	The Owner / Occupier	First Floor Flat B 2 College Park Road London N17 8DY
9FORUM6	HGY/2012/2128	The Owner / Occupier	Ground Floor Flat A 2 College Park Road London N17 8DY
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 College Park Road London N17 8DY
9FORUM6	HGY/2012/2128	The Owner / Occupier	Ground Floor Front Flat 3 College Park Road London N17 8DY
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 College Park Road London N17 8DY
9FORUM6	HGY/2012/2128	The Owner / Occupier	Flat A 4 College Park Road London N17 8DY
9FORUM6	HGY/2012/2128	The Owner / Occupier	Flat B 4 College Park Road London N17 8DY
9FORUM6	HGY/2012/2128	The Owner / Occupier	Flat C 4 College Park Road London N17 8DY
9FORUM6	HGY/2012/2128	The Owner / Occupier	Flat D 4 College Park Road London N17 8DY
9FORUM6	HGY/2012/2128	The Owner / Occupier	Flat E 4 College Park Road London N17 8DY
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 College Park Road London N17 8DY
9FORUM6	HGY/2012/2128	The Owner / Occupier	First Floor Flat 1 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	Ground Floor Flat 1 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	Flat A 2 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	Flat B 2 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	Flat A 6 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	Flat B 6 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 College Road London N17 8EA

9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	7 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	7 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	8 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	8 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C	8 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat D	8 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat E	8 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 College Road London N17 8EA
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	2 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	2 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C	2 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat D	2 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat E	2 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	9 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	10 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	11 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	12 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	13 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	14 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	15 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	16 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	17 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	18 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	19 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	20 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	21 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	22 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat B	23 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A	23 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	23 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	24 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	25 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	26 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	27 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	27 Coniston Road London N17 0EX

9FORUM6	HGY/2012/2128	The Owner / Occupier	27 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	28 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	29 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	30 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	31 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	31 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	31 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	32 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat B	33 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A	33 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	33 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	34 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	35 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	36 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	37 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	37 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	37 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	38 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	39 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	39 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	39 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	40 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	41 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	42 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat C	43 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Front Flat B	43 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Rear Flat A	43 Coniston Road London N17 0EX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	43 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	44 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	45 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	46 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	47 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	48 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	49 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	50 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	51 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	51 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C	51 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat D	51 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	51 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	52 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	54 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	55 Coniston Road London N17 0EX Tottenham

9FORUM6	HGY/2012/2128	The Owner / Occupier	56 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	58 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	60 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	62 Coniston Road London N17 0EX
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	9 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	10 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	11 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	12 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	13 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	14 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	15 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	16 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	17 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	18 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	19 Cooperage Close London N17 0HF
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	1A Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	9 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	10 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	11 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	12 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	13 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	14 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	15 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	16 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	17 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	18 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	19 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	20 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	21 Durban Road London N17 8ED

9FORUM6	HGY/2012/2128	The Owner / Occupier	22 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	23 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	24 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	25 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	26 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	27 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	28 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	29 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	30 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	31 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	32 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	33 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	34 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	34A Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	35 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	36 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A	36 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	36 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	37 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat B	38 Durban Road London N17 8EE Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A	38 Durban Road London N17 8EE Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	38 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	39 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	40 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	41 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	42 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	43 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	44 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	45 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	46 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	47 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	48 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	49 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	50 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	51 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	52 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	53 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	54 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	55 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	56 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	57 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	58 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	59 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	60 Durban Road London N17 8EE

9FORUM6	HGY/2012/2128	The Owner / Occupier	61 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	62 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	63 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	64 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	64 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	64 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	65 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	66 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	67 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	68 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	69 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	70 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	71 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	72 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	73 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	74 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	75 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	76 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	77 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	78 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	79 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	80 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	81 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	82 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	83 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	84 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	85 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	86 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	87 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	88 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	89 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	90 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	91 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	92 Durban Road London N17 8EE
9FORUM6	HGY/2012/2128	The Owner / Occupier	93 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	95 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	97 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128	The Owner / Occupier	99 Durban Road London N17 8ED
9FORUM6	HGY/2012/2128		42 FORE STREET N18
9FORUM6	HGY/2012/2128		FLAT 1 42 FORE STREET N18
9FORUM6	HGY/2012/2128		FLAT 2 42A FORE STREET N18
9FORUM6	HGY/2012/2128		44 FORE STREET N18
9FORUM6	HGY/2012/2128		FLAT 3 44 FORE STREET N18
9FORUM6	HGY/2012/2128		FLAT 4 44 FORE STREET N18
9FORUM6	HGY/2012/2128		46 FORE STREET N18

9FORUM6	HGY/2012/2128	FLAT 5 46 FORE STREET N18
9FORUM6	HGY/2012/2128	GROUND FLOOR FLAT 46 FORE STREET N18
9FORUM6	HGY/2012/2128	48 FORE STREET N18
9FORUM6	HGY/2012/2128	FLAT 6 48 FORE STREET N18
9FORUM6	HGY/2012/2128	GROUND FLOOR FLAT 48 FORE STREET N18
9FORUM6	HGY/2012/2128	50 FORE STREET N18
9FORUM6	HGY/2012/2128	52 FORE STREET N18
9FORUM6	HGY/2012/2128	54 FORE STREET N18
9FORUM6	HGY/2012/2128	56 FORE STREET N18
9FORUM6	HGY/2012/2128	53 GRANGE ROAD N18
9FORUM6	HGY/2012/2128	55 GRANGE ROAD N18
9FORUM6	HGY/2012/2128	57 GRANGE ROAD N18
9FORUM6	HGY/2012/2128	59 GRANGE ROAD N18
9FORUM6	HGY/2012/2128	The Owner / Occupier Cheltenham House Grange Road London N17 0ES Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 26 Grange Road London N17 0ES
9FORUM6	HGY/2012/2128	The Owner / Occupier 28 Grange Road London N17 0ES
9FORUM6	HGY/2012/2128	The Owner / Occupier 30 Grange Road London N17 0ES
9FORUM6	HGY/2012/2128	The Owner / Occupier 32 Grange Road London N17 0ES
9FORUM6	HGY/2012/2128	The Owner / Occupier 33 Grange Road London N17 0DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 34 Grange Road London N17 0ES
9FORUM6	HGY/2012/2128	The Owner / Occupier 35 Grange Road London N17 0DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 36 Grange Road London N17 0ES
9FORUM6	HGY/2012/2128	The Owner / Occupier 37 Grange Road London N17 0DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 38 Grange Road London N17 0ES
9FORUM6	HGY/2012/2128	The Owner / Occupier 39 Grange Road London N17 0DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 40 Grange Road London N17 0ES
9FORUM6	HGY/2012/2128	The Owner / Occupier 41 Grange Road London N17 0DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 42 Grange Road London N17 0ES
9FORUM6	HGY/2012/2128	The Owner / Occupier 43 Grange Road London N17 0DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 44 Grange Road London N17 0ES
9FORUM6	HGY/2012/2128	The Owner / Occupier 45 Grange Road London N17 0DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 47 Grange Road London N17 0DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 49 Grange Road London N17 0DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 51 Grange Road London N17 0DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 1 The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 10 The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 11 The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 12 The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 13 The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 14 The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 15 The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 16 The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 17 The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 18 The Lindales Grasmere Road London N17 0HE

9FORUM6	HGY/2012/2128	The Owner / Occupier 6	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 60	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 61	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 62	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 63	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 64	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 65	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 66	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 67	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 68	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 69	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 7	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 70	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 71	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 72	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 73	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 74	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 75	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 76	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 77	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 78	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 79	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 8	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 80	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 81	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 82	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 83	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 84	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier 9	The Lindales Grasmere Road London N17 0HE
9FORUM6	HGY/2012/2128	The Owner / Occupier Community Centre	The Lindales Grasmere Road London N17 0HE Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	The Lindales Grasmere Road London N17 0HE Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Hebden Terrace London N17 8EJ
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 Hebden Terrace London N17 8EJ
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Hebden Terrace London N17 8EJ
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Hebden Terrace London N17 8EJ
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 Hebden Terrace London N17 8EJ
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Hebden Terrace London N17 8EJ
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 Hebden Terrace London N17 8EJ
9FORUM6	HGY/2012/2128	The Owner / Occupier	Club rear of 820A High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Coombes Croft Library High Road London N17 8AG Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Education Resource Centre High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier	New Tune Garage rear of 831-833 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Percival Court High Road London N17 8ER

9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 1 N17 8EY Tottenham	Supermarket rear of 867-869 High Road London
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 2 N17 8EY Tottenham	Supermarket rear of 867-869 High Road London
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 3 Pharmacy London N17 8EY Tottenham	Supermarket rear of 867-869 High Road
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 4 N17 8EY Tottenham	Supermarket rear of 867-869 High Road London
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 5 N17 8EY Tottenham	Supermarket rear of 867-869 High Road London
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 6 N17 8EY Tottenham	Supermarket rear of 867-869 High Road London
9FORUM6	HGY/2012/2128	The Owner / Occupier Tottenham	Supermarket rear of 867-869 High Road London N17 8EY
9FORUM6	HGY/2012/2128	The Owner / Occupier N17 0DH Tottenham	Vehicle Repair Workshop rear of 806 High Road London
9FORUM6	HGY/2012/2128	The Owner / Occupier London N17 8EY Tottenham	Vehicle Repair Workshop rear of 831-833 High Road
9FORUM6	HGY/2012/2128	The Owner / Occupier Advertising Right 731 High Road Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 731 High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 731 High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier 731 High Road London N17 8AG	
9FORUM6	HGY/2012/2128	The Owner / Occupier 733 High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier 733A High Road London N17 8AG	
9FORUM6	HGY/2012/2128	The Owner / Occupier Restaurant 735 High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Workshop at rear 735 High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier 735 High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier 735A High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Flat 737 High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 737 High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier 737 High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 739 High Road London N17 8AG	
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 739 High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier 739 High Road London N17 8AG	
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 741 High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 741 High Road London N17 8AG Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier 741 High Road London N17 8AG	
9FORUM6	HGY/2012/2128	The Owner / Occupier 742A High Road London N17 0AL	
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Flat A 743 High Road London N17 8AH Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop at front 743 High Road London N17 8AH Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop at rear 743 High Road London N17 8AH Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier 743 High Road London N17 8AH Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier 745 747 Shop 745 High Road London N17 8AH Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 745 High Road London N17 8AH	
9FORUM6	HGY/2012/2128	The Owner / Occupier 745 High Road London N17 8AH	
9FORUM6	HGY/2012/2128	The Owner / Occupier 747 High Road London N17 8AH	
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 749 High Road London N17 8AH Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 749 High Road London N17 8AH Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier 749 High Road London N17 8AH Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier Restaurant 751 High Road London N17 8AH Tottenham	

9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 751 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 751 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 752A High Road London N17 0AL Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 752A High Road London N17 0AL Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 752A High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 752B High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Flat 752B High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier 752B High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 752C High Road London N17 0AL Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 752C High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier 752C High Road London N17 0AL Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat A 753 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 753 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 753 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 753 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 754 758 High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier 754A High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 755 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 755 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 755 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 756B High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier Restaurant 757 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 757 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 757 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 758C High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier 759 Surgery High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Restaurant 760 High Road London N17 0AL Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 760 High Road London N17 0AL Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 760 High Road London N17 0AL Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 1 761 Bergen Apartments High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 2 761 Bergen Apartments High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 3 761 Bergen Apartments High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 4 761 Bergen Apartments High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 5 761 Bergen Apartments High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 6 761 Bergen Apartments High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 7 761 Bergen Apartments High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 8 761 Bergen Apartments High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 761 Bergen Apartments High Road
9FORUM6	HGY/2012/2128	The Owner / Occupier 762 High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier 764 High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 766 High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier 766 High Road London N17 0AL
9FORUM6	HGY/2012/2128	The Owner / Occupier 768 772 High Road London N17 0AL Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Flat 769 High Road London N17 8AH Tottenham

9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 769 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 769 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 771 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 771A High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 771A High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 771A High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 773 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Restaurant 773 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 773 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier Offices 774 High Road London N17 0BX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Flat A 774 High Road London N17 0BX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 774 High Road London N17 0BX
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 775 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 775 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 775 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier Car Park at rear 776 High Road London N17 0BX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 776 High Road London N17 0BX
9FORUM6	HGY/2012/2128	The Owner / Occupier 777 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier Betting Office 777 781 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 777 781 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Flat 777 781 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 778 782 High Road London N17 0BX
9FORUM6	HGY/2012/2128	The Owner / Occupier 779 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1 781 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2 781 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3 781 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 781 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 782 High Road London N17 0BX
9FORUM6	HGY/2012/2128	The Owner / Occupier Restaurant 783 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 783 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 783 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier 784 First Floor 1 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier 784 First Floor 2 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier 784 Ground Floor 1A 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier 784 Ground Floor 1B 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier 784 Ground Floor 1C 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier 788 First Floor 3 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier 788 Ground Floor 2 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier 788 Management Office Ground Floor 784 788 High Road London N17 0DA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Block 1 First Floor 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier Block 1 Ground Floor 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier Block 28 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier Block 29 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier Block 4 First Floor 784 788 High Road London N17 0DA

9FORUM6	HGY/2012/2128	The Owner / Occupier Block 4 Ground Floor 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier 784 788 High Road London N17 0DA
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Flat 785 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 785 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 785 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 787 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 787 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 787 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Flat A 789 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 789 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 789 High Road London N17 8AH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1 790 Dial House High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 10 790 Dial House High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2 790 Dial House High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3 790 Dial House High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 4 790 Dial House High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 5 790 Dial House High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 6 790 Dial House High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 7 790 Dial House High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 8 790 Dial House High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 9 790 Dial House High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 790 Dial House High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat A 791 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Flat 791 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Studio Flat 791 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 791 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 791 High Road London N17 8AH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1 792 High Road London N17 8EP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2 792 High Road London N17 8EP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3 792 High Road London N17 8EP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 4 792 High Road London N17 8EP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 792 High Road London N17 8EP
9FORUM6	HGY/2012/2128	The Owner / Occupier Public House 793 795 High Road London N17 8EP
9FORUM6	HGY/2012/2128	The Owner / Occupier 793 795 High Road London N17 8EP
9FORUM6	HGY/2012/2128	The Owner / Occupier 1 794 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 2 794 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 3 794 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 4 794 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 5 794 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 794 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 795 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 795 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C 795 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat D 795 High Road London N17 8ER

9FORUM6	HGY/2012/2128	The Owner / Occupier 795 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor 796 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 796 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 797 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 797 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 797 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 798 Jako House High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Shop 799 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 799 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Front Surgery 800 802 Gibson Business Centre High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Office Suite 800 802 Gibson Business Centre High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Rear Suite 800 802 Gibson Business Centre High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Offices 800 800 802 Gibson Business Centre High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Offices 802 800 802 Gibson Business Centre High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Office Suite 800 802 Gibson Business Centre High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 801 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 801 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 801 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 803 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Public House 803 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Flat 803 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 803 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 804 High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Pharmacy 804 High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 804 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 805 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Rear Office 806 High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 806 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 806 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C 806 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat D 806 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat E 806 High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Rear Office 806 High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Left Shop 806 High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Right Shop 806 High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 806 High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1 807 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2 807 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Night Club 807 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 807 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Dental Surgery 808 High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 808 High Road London N17 0DH

9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Flat 808 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 808 High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 809 809 811 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 811 809 811 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 809 811 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 809 811 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier 810 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 811 813 Rear of High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 812 High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 813 817 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 813A High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 814 High Road London N17 0DH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 814A High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 814B High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 814C High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 814D High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 814E High Road London N17 0DH
9FORUM6	HGY/2012/2128	The Owner / Occupier 815 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Offices 816 818 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor 816 818 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 816 818 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat A 817 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Flat B 817 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier 817 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 819 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 819 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C 819 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 819 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 819 821 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1 820 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2 820 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 820 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 820 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier 820A High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 821 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier 821A High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier 821B High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier 821C High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 822 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 822 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 822 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 822 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 823 High Road London N17 8EU
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 823 High Road London N17 8EU

9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C 823 High Road London N17 8EU
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat D 823 High Road London N17 8EU
9FORUM6	HGY/2012/2128	The Owner / Occupier 823 High Road London N17 8EU
9FORUM6	HGY/2012/2128	The Owner / Occupier 823 825 Shop High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 824 828 Post Office High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 826 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier 826 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 827 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 827 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C 827 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 827 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 827 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier 828 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier 828A High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier 829 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 830 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 830 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 830 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1 831 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2 831 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3 831 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 4 831 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 5 831 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 6 831 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 7 831 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 8 831 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 831 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 831 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 832 836 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 832A High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 1 833 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 833 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 833 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 834 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 834A High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 835 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 835 High Road London N17 8ER Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 835 High Road London N17 8ER
9FORUM6	HGY/2012/2128	The Owner / Occupier 836 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier 836A High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1 837 High Road London N17 8EY
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2 837 High Road London N17 8EY
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Rear Flat 837 High Road London N17 8EY
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 837 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 837 High Road London N17 8EY

9FORUM6	HGY/2012/2128	The Owner / Occupier	838 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	838A High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	839 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	839A High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Ground Floor Shop 840 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	840 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier	840A High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier	Upper Flat 841 843 Public House High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	841 843 Public House High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	842 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	842A High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Shop 844 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	844 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier	Flat A 845 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Shop 845 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	845 High Road London N17 8EY
9FORUM6	HGY/2012/2128	The Owner / Occupier	Cafe 846 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Flat A 846 High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier	846 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	847 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	848 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	848A High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Shop 849 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Upper Flat 849 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	849 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	850 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	850A High Road London N17 0EY
9FORUM6	HGY/2012/2128	The Owner / Occupier	851 Ground Floor Shop High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	First Floor Flat 851 853 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Second Floor Flat 851 853 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	851 853 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	852 858 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	855 863 High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	857 High Road London N17 8EY
9FORUM6	HGY/2012/2128	The Owner / Occupier	859 High Road London N17 8EY
9FORUM6	HGY/2012/2128	The Owner / Occupier	Upper Flat 860 862 Coach and Horses High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	860 862 Coach and Horses High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	861 High Road London N17 8EY
9FORUM6	HGY/2012/2128	The Owner / Occupier	863 High Road London N17 8EY
9FORUM6	HGY/2012/2128	The Owner / Occupier	864 High Road London N17 0EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	First Floor 865 Victoria House High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	Ground Floor 865 Victoria House High Road London N17 8EY Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	865 Victoria House High Road London N17 8EY Tottenham

9FORUM6	HGY/2012/2128	The Owner / Occupier 84	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 85	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 86	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 87	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 88	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 89	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 9	900	Stellar House High Road London N17	ODZ
9FORUM6	HGY/2012/2128	The Owner / Occupier 90	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 91	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 92	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 93	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 94	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 95	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 96	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 97	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 98	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier 99	900	Stellar House High Road London N17	ODP
9FORUM6	HGY/2012/2128	The Owner / Occupier Caretakers Store	900	Stellar House High Road London N17	ODZ
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 1b	900	Stellar House High Road London N17	ODZ
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 1c	900	Stellar House High Road London N17	ODZ
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 1d	900	Stellar House High Road London N17	ODZ
9FORUM6	HGY/2012/2128	The Owner / Occupier	900	Stellar House High Road London N17	ODZ
9FORUM6	HGY/2012/2128	100 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	102 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	104 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	106 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	108 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	110 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	112 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	39 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	41 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	43 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	45 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	47 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	49 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	51 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	53 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	55 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	57 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	58 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	59 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	60 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	61 INGLETON ROAD	N18		
9FORUM6	HGY/2012/2128	62 INGLETON ROAD	N18		

9FORUM6	HGY/2012/2128	63 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	64 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	66 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	68 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	70 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	72 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	74 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	76 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	78 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	80 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	82 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	84 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	86 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	88 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	90 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	92 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	94 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	96 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	98 INGLETON ROAD N18
9FORUM6	HGY/2012/2128	1 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	10 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	11 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	12 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	13 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	14 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	15 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	16 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	17 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	18 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	19 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	2 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	20 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	21 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	22 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	23 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	24 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	25 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	26 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	27 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	28 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	29 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	3 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	30 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	31 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	32 ISIS HOUSE, FORE STREET N18

9FORUM6	HGY/2012/2128	33 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	34 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	35 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	36 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	37 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	38 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	39 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	4 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	40 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	41 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	42 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	43 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	44 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	45 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	5 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	6 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	7 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	8 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	9 ISIS HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	The Owner / Occupier 1 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 2 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier 3 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 4 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier 5 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 6 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier 7 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 8 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier 9 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 10 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier 11 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 12 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier 13 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 14 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier 15 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 16 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier 17 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 18 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier 19 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 20 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier 21 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 22 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier 23 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 24 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier 25 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier 26 Ingleton Road London N18 2RU

9FORUM6	HGY/2012/2128	The Owner / Occupier	27 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier	28 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	29 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier	30 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	31 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier	32 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	33 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier	34 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	35 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier	36 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	37 Ingleton Road London N18 2RX
9FORUM6	HGY/2012/2128	The Owner / Occupier	38 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	40 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	42 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	44 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	46 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	48 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	50 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	52 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	54 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128	The Owner / Occupier	56 Ingleton Road London N18 2RU
9FORUM6	HGY/2012/2128		1 LANGHEDGE CLOSE N18
9FORUM6	HGY/2012/2128		10 LANGHEDGE CLOSE N18
9FORUM6	HGY/2012/2128		1A LANGHEDGE CLOSE N18
9FORUM6	HGY/2012/2128		2 LANGHEDGE CLOSE N18
9FORUM6	HGY/2012/2128		3 LANGHEDGE CLOSE N18
9FORUM6	HGY/2012/2128		4 LANGHEDGE CLOSE N18
9FORUM6	HGY/2012/2128		5 LANGHEDGE CLOSE N18
9FORUM6	HGY/2012/2128		6 LANGHEDGE CLOSE N18
9FORUM6	HGY/2012/2128		7 LANGHEDGE CLOSE N18
9FORUM6	HGY/2012/2128		8 LANGHEDGE CLOSE N18
9FORUM6	HGY/2012/2128		9 LANGHEDGE CLOSE N18
9FORUM6	HGY/2012/2128		150 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128		152 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128		154 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128		156 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128		158 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128		160 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128		162 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128		164 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128		166 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128		168 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128		170 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128		172 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128		174 LANGHEDGE LANE N18

9FORUM6	HGY/2012/2128	176 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	178 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	180 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	182 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	184 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	186 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	188 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	190 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	192 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	194 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	196 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	198 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	200 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	202 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	204 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	206 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	208 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	210 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	212 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	214 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	216 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	218 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	220 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	222 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	224 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	226 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	228 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	230 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	232 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	234 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	236 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	238 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	240 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	242 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	244 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	246 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	248 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	250 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	252 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	254 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	256 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	258 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	260 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	262 LANGHEDGE LANE N18
9FORUM6	HGY/2012/2128	264 LANGHEDGE LANE N18

9FORUM6	HGY/2012/2128	266 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	268 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	270 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	272 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	274 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	276 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	278 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	280 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	282 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	284 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	286 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	288 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	290 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	292 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	294 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	296 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	298 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	300 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	302 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	304 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	306 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	308 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	310 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	312 LANGHEDGE LANE	N18
9FORUM6	HGY/2012/2128	1 LEYBURN GROVE	N18
9FORUM6	HGY/2012/2128	2 LEYBURN GROVE	N18
9FORUM6	HGY/2012/2128	3 LEYBURN GROVE	N18
9FORUM6	HGY/2012/2128	4 LEYBURN GROVE	N18
9FORUM6	HGY/2012/2128	5 LEYBURN GROVE	N18
9FORUM6	HGY/2012/2128	6 LEYBURN GROVE	N18
9FORUM6	HGY/2012/2128	7 LEYBURN GROVE	N18
9FORUM6	HGY/2012/2128	8 LEYBURN GROVE	N18
9FORUM6	HGY/2012/2128	The Owner / Occupier 1	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 10	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 11	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 12	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 13	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 14	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 15	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 16	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 17	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 18	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 19	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 2	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 20	Charles House Love Lane London N17 8DB

9FORUM6	HGY/2012/2128	The Owner / Occupier 8	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier 9	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier Roof Area	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier	Charles House Love Lane London N17 8DB
9FORUM6	HGY/2012/2128	The Owner / Occupier	Workshop Love Lane London N17 8HG Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 21	The British Queen Love Lane London N17 8HG Tottenham
9FORUM6	HGY/2012/2128	1 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	10 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	11 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	12 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	13 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	14 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	15 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	16 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	17 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	18 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	2 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	3 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	4 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	5 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	6 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	7 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	8 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	9 MIDDLEHAM GARDENS	N18
9FORUM6	HGY/2012/2128	136 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	138 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	140 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	142 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	144 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	146 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	148 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	150 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	152 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	154 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	156 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	157 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	158 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	159 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	160 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	161 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	162 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	163 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	164 MIDDLEHAM ROAD	N18
9FORUM6	HGY/2012/2128	165 MIDDLEHAM ROAD	N18

9FORUM6	HGY/2012/2128	166 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	167 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	168 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	169 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	170 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	171 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	172 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	173 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	174 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	175 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	176 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	177 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	178 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	179 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	180 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	181 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	182 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	183 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	184 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	185 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	186 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	187 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	189 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	191 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	193 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	195 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	197 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	199 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	201 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	203 MIDDLEHAM ROAD N18
9FORUM6	HGY/2012/2128	The Owner / Occupier 50 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 51 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 52 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 53 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 54 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 55 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 56 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 57 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 58 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 59 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 60 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 61 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 62 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 63 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier 64 Meridian Walk London N17 8EG

9FORUM6	HGY/2012/2128	The Owner / Occupier	65 Meridian Walk London N17 8EG
9FORUM6	HGY/2012/2128	The Owner / Occupier	66 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	67 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	68 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	69 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	70 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	71 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	72 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	73 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	74 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	75 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	76 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	77 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	78 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	80 Group Home Meridian Walk London N17 8EH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	81 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	82 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	83 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	84 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	85 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	86 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	87 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	88 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	89 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	90 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	91 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	92 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	93 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	94 Meridian Walk London N17 8EH
9FORUM6	HGY/2012/2128	The Owner / Occupier	102 Meridian Walk London N17 8EH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	103 Meridian Walk London N17 8EH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 1	1 Brooklyn Apartments Moselle Place London N17 8DG
9FORUM6	HGY/2012/2128	The Owner / Occupier 2	1 Brooklyn Apartments Moselle Place London N17 8DG
9FORUM6	HGY/2012/2128	The Owner / Occupier 3	1 Brooklyn Apartments Moselle Place London N17 8DG
9FORUM6	HGY/2012/2128	The Owner / Occupier 4	1 Brooklyn Apartments Moselle Place London N17 8DG
9FORUM6	HGY/2012/2128	The Owner / Occupier 5	1 Brooklyn Apartments Moselle Place London N17 8DG
9FORUM6	HGY/2012/2128	The Owner / Occupier 6	1 Brooklyn Apartments Moselle Place London N17 8DG
9FORUM6	HGY/2012/2128	The Owner / Occupier 7	1 Brooklyn Apartments Moselle Place London N17 8DG
9FORUM6	HGY/2012/2128	The Owner / Occupier 8	1 Brooklyn Apartments Moselle Place London N17 8DG
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Brooklyn Apartments Moselle Place
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Moselle Place London N17 8DG
9FORUM6	HGY/2012/2128	The Owner / Occupier	3A Moselle Place London N17 8DG Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 1	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 10	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 11	Ermine House Moselle Street London N17 8DE

9FORUM6	HGY/2012/2128	The Owner / Occupier 53	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 54	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 55	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 56	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 57	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 58	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 59	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 6	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 60	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 7	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 8	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier 9	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier	Ermine House Moselle Street London N17 8DE
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1	1 Moselle Street London N17 8DN
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 10	1 Moselle Street London N17 8DN
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2	1 Moselle Street London N17 8DN
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3	1 Moselle Street London N17 8DN
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 4	1 Moselle Street London N17 8DN
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 5	1 Moselle Street London N17 8DN
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 6	1 Moselle Street London N17 8DN
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 7	1 Moselle Street London N17 8DN
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 8	1 Moselle Street London N17 8DN
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 9	1 Moselle Street London N17 8DN
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Moselle Street London N17 8DN
9FORUM6	HGY/2012/2128	1 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	10 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	11 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	12 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	13 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	14 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	15 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	16 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	17 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	18 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	19 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	2 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	20 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	21 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	22 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	23 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	24 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	25 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	26 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	27 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	28 NUTFIELD CLOSE	N18

9FORUM6	HGY/2012/2128	29 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	3 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	30 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	4 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	5 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	6 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	7 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	8 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	9 NUTFIELD CLOSE	N18
9FORUM6	HGY/2012/2128	The Owner / Occupier Garage rear of 51 Northumberland Grove London N17 0PY Tottenham	
9FORUM6	HGY/2012/2128	The Owner / Occupier 1	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 10	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 11	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 12	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 13	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 14	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 15	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 16	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 17	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 18	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 2	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 3	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 4	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 5	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 6	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 7	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 8	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier 9	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier	Burleigh Court Northumberland Park London N17 0TD
9FORUM6	HGY/2012/2128	The Owner / Occupier	Calvary Church of God in Christ Northumberland Park London N17 0TB Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 2	Northumberland Park London N17 0TX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	3 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	3 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	3 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Northumberland Park London N17 0TX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	5 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	5 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	5 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	6 Northumberland Park London N17 0TX
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat B	6 Northumberland Park London N17 0TX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Northumberland Park London N17 0TX
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Flat 7 Northumberland Park London N17 0TA Tottenham	

9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	7 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	9 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Flat	9 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier	9 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier	9 11 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	11 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 1	12 48 Northumberland Park London N17 0TX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 9	12 48 Northumberland Park London N17 0TX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	13 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	13 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	13 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	13 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Flat	15 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Rear Flat	15 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	15 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	15 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	17 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	17 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Shop	17 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	17 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Flat	19 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Rear Flat	19 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	19 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	19 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	21 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	21 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	21 Northumberland Park London N17 0TA Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	21 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	23 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	23 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier	23 Northumberland Park London N17 0TA
9FORUM6	HGY/2012/2128	The Owner / Occupier	29 Northumberland Park London N17 0TB Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	31 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	33 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A	33 Northumberland Park London N17 0TB Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	33 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier	35 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat B	37 Northumberland Park London N17 0TB Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A	37 Northumberland Park London N17 0TB Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	37 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier	39 Northumberland Park London N17 0TB

9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat B 41 Northumberland Park London N17 0TB Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A 41 Northumberland Park London N17 0TB Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 41 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier 43 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier 45 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat B 47 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A 47 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier 47 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 49 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 49 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier 49 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 50 Northumberland Park London N17 0TX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 50 Northumberland Park London N17 0TX
9FORUM6	HGY/2012/2128	The Owner / Occupier 50 Northumberland Park London N17 0TX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 51 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier 51 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 52 Northumberland Park London N17 0TX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 52 Northumberland Park London N17 0TX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C 52 Northumberland Park London N17 0TX
9FORUM6	HGY/2012/2128	The Owner / Occupier 52 Northumberland Park London N17 0TX
9FORUM6	HGY/2012/2128	The Owner / Occupier 53 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier 54 Northumberland Park London N17 0TX Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 55 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 57 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 57 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C 57 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat D 57 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat E 57 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier 57 Northumberland Park London N17 0TB
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 62 Northumberland Park London N17 0TT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 62 Northumberland Park London N17 0TT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C 62 Northumberland Park London N17 0TT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat D 62 Northumberland Park London N17 0TT
9FORUM6	HGY/2012/2128	The Owner / Occupier 62 Northumberland Park London N17 0TT
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 63 Northumberland Park London N17 0TG
9FORUM6	HGY/2012/2128	The Owner / Occupier 63 Northumberland Park London N17 0TG
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 64 Northumberland Park London N17 0TT
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat 64 Northumberland Park London N17 0TT
9FORUM6	HGY/2012/2128	The Owner / Occupier 64 Northumberland Park London N17 0TT
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat 65 Northumberland Park London N17 0TG
9FORUM6	HGY/2012/2128	The Owner / Occupier 65 Northumberland Park London N17 0TG
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1 66 Northumberland Park London N17 0TT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2 66 Northumberland Park London N17 0TT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3 66 Northumberland Park London N17 0TT

9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 4	66 Northumberland Park London N17 OTT
9FORUM6	HGY/2012/2128	The Owner / Occupier	66 Northumberland Park London N17 OTT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	67 Northumberland Park London N17 OTG
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	67 Northumberland Park London N17 OTG Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	67 Northumberland Park London N17 OTG
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	68 Northumberland Park London N17 OTT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	68 Northumberland Park London N17 OTT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C	68 Northumberland Park London N17 OTT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat D	68 Northumberland Park London N17 OTT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat E	68 Northumberland Park London N17 OTT
9FORUM6	HGY/2012/2128	The Owner / Occupier	68 Northumberland Park London N17 OTT
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat A	69 Northumberland Park London N17 OTG
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	69 Northumberland Park London N17 OTG
9FORUM6	HGY/2012/2128	The Owner / Occupier	69 Northumberland Park London N17 OTG
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	70 Northumberland Park London N17 OTT
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	70 Northumberland Park London N17 OTT
9FORUM6	HGY/2012/2128	The Owner / Occupier	70 Northumberland Park London N17 OTT
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat A	71 Northumberland Park London N17 OTG
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	71 Northumberland Park London N17 OTG
9FORUM6	HGY/2012/2128	The Owner / Occupier	71 Northumberland Park London N17 OTG
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Offord Close London N17 OTE
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 Offord Close London N17 OTE
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Offord Close London N17 OTE
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Offord Close London N17 OTE
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 Offord Close London N17 OTE
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Offord Close London N17 OTE
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 Offord Close London N17 OTE
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 Offord Close London N17 OTE
9FORUM6	HGY/2012/2128	The Owner / Occupier	9 Offord Close London N17 OTE
9FORUM6	HGY/2012/2128	The Owner / Occupier	10 Offord Close London N17 OTE
9FORUM6	HGY/2012/2128	The Owner / Occupier 534	Railway Arch Railway Arches Orchard Place London N17 8BH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 1A	4AWorkshop Orchard Place London N17 8BH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128	The Owner / Occupier	10 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128	The Owner / Occupier	12 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128	The Owner / Occupier	14 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128	The Owner / Occupier	16 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128	The Owner / Occupier	18 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128	The Owner / Occupier	20 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128	The Owner / Occupier	22 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128	The Owner / Occupier	24 Orchard Place London N17 8BH

9FORUM6	HGY/2012/2128	The Owner / Occupier	26 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128	The Owner / Occupier	28 Orchard Place London N17 8BH
9FORUM6	HGY/2012/2128		76 PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		76A PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		77 PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		78 PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		UNIT 1 78 PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		UNIT 2 78 PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		79 PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		UNIT 1 79 PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		UNIT 2 79 PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		80 PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		81 PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		81A PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		81B PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		81C PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128		81D PRETORIA ROAD NORTH N18
9FORUM6	HGY/2012/2128	The Owner / Occupier	Kingdom Hall Paxton Road London N17 0BP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 3 Paxton Road London N17 0BP
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 Paxton Road London N17 0BP
9FORUM6	HGY/2012/2128	The Owner / Occupier	31 Paxton Road London N17 0BP
9FORUM6	HGY/2012/2128	The Owner / Occupier	33 39 Paxton Road London N17 0BP
9FORUM6	HGY/2012/2128	The Owner / Occupier Community Centre	The Irish Centre Pretoria Road London N17 8EB Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	The Irish Centre Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	1 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	1 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	9 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	10 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	11 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	12 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	12 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	12 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	15 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	15 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	15 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	16 Pretoria Road London N17 8DX

9FORUM6	HGY/2012/2128	The Owner / Occupier	17 Pretoria Road London N17 8DX
9FORUM6	HGY/2012/2128	The Owner / Occupier	34 Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier	35 Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier	36 Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier	37 Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier	38 Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier	39 Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier	40 Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier	41 Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier	42 Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier	43 Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier	44 Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier	45 Pretoria Road London N17 8EB
9FORUM6	HGY/2012/2128	The Owner / Occupier	46 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	47 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	48 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	49 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	50 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	51 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	52 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	53 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	54 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	55 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	56 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	57 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	58 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	59 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	60 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	61 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	62 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	63 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	64 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	65 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	66 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	67 Pretoria Road London N17 8EL
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Princes Street London N17 8JB
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 Princes Street London N17 8JB
9FORUM6	HGY/2012/2128	The Owner / Occupier	The Three Compasses Public House Queen Street London N17 8HU
9FORUM6	HGY/2012/2128	The Owner / Occupier	Trafalgar Christian Centre Queen Street London N17 8HT
9FORUM6	HGY/2012/2128	The Owner / Occupier 1 Tottenham	Trafalgar Cottages Queen Street London N17 8HY
9FORUM6	HGY/2012/2128	The Owner / Occupier 2 Tottenham	Trafalgar Cottages Queen Street London N17 8HY
9FORUM6	HGY/2012/2128	The Owner / Occupier 3 Tottenham	Trafalgar Cottages Queen Street London N17 8HY
9FORUM6	HGY/2012/2128	The Owner / Occupier Tottenham	Trafalgar Cottages Queen Street London N17 8HY

9FORUM6	HGY/2012/2128	The Owner / Occupier	1	Queen Street London N17 8HX
9FORUM6	HGY/2012/2128	The Owner / Occupier	3	Queen Street London N17 8HX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 10	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 11	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 12	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 4	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 5	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 6	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 7	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 8	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 9	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier	4	Genesis House Queen Street London N17 8HW
9FORUM6	HGY/2012/2128	The Owner / Occupier	5	Queen Street London N17 8HX
9FORUM6	HGY/2012/2128	The Owner / Occupier	7	Queen Street London N17 8HX
9FORUM6	HGY/2012/2128	The Owner / Occupier	9	Queen Street London N17 8HX
9FORUM6	HGY/2012/2128	The Owner / Occupier	11	Queen Street London N17 8HX
9FORUM6	HGY/2012/2128	The Owner / Occupier	13	Queen Street London N17 8HX
9FORUM6	HGY/2012/2128	The Owner / Occupier	15	Queen Street London N17 8HX
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 10	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 11	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 12	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 13	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 14	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 15	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 16	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 17	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 18	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 19	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 20	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 21	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 22	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 23	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 4	30	Shaw House Queen Street London N17 8HU Tottenham

9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 5	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 6	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 7	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 8	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 9	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	30	Shaw House Queen Street London N17 8HU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	39	Queen Street London N17 8HX Tottenham
9FORUM6	HGY/2012/2128	1 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	10 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	11 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	12 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	13 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	14 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	15 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	16 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	17 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	18 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	19 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	2 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	20 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	21 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	22 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	23 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	24 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	25 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	26 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	27 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	28 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	29 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	3 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	30 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	31 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	32 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	33 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	34 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	35 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	36 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	37 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	38 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	39 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	4 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	5 REGAN HOUSE, FORE STREET		N18
9FORUM6	HGY/2012/2128	6 REGAN HOUSE, FORE STREET		N18

9FORUM6	HGY/2012/2128	7 REGAN HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	8 REGAN HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	9 REGAN HOUSE, FORE STREET N18
9FORUM6	HGY/2012/2128	SABRE HOUSE 1 SHAFTESBURY ROAD N18
9FORUM6	HGY/2012/2128	1 SNELLS PARK N18
9FORUM6	HGY/2012/2128	101 SNELLS PARK N18
9FORUM6	HGY/2012/2128	102 SNELLS PARK N18
9FORUM6	HGY/2012/2128	103 SNELLS PARK N18
9FORUM6	HGY/2012/2128	104 SNELLS PARK N18
9FORUM6	HGY/2012/2128	105 SNELLS PARK N18
9FORUM6	HGY/2012/2128	106 SNELLS PARK N18
9FORUM6	HGY/2012/2128	107 SNELLS PARK N18
9FORUM6	HGY/2012/2128	108 SNELLS PARK N18
9FORUM6	HGY/2012/2128	109 SNELLS PARK N18
9FORUM6	HGY/2012/2128	11 SNELLS PARK N18
9FORUM6	HGY/2012/2128	110 SNELLS PARK N18
9FORUM6	HGY/2012/2128	111 SNELLS PARK N18
9FORUM6	HGY/2012/2128	112 SNELLS PARK N18
9FORUM6	HGY/2012/2128	113 SNELLS PARK N18
9FORUM6	HGY/2012/2128	114 SNELLS PARK N18
9FORUM6	HGY/2012/2128	115 SNELLS PARK N18
9FORUM6	HGY/2012/2128	116 SNELLS PARK N18
9FORUM6	HGY/2012/2128	117 SNELLS PARK N18
9FORUM6	HGY/2012/2128	118 SNELLS PARK N18
9FORUM6	HGY/2012/2128	119 SNELLS PARK N18
9FORUM6	HGY/2012/2128	120 SNELLS PARK N18
9FORUM6	HGY/2012/2128	121 SNELLS PARK N18
9FORUM6	HGY/2012/2128	122 SNELLS PARK N18
9FORUM6	HGY/2012/2128	123 SNELLS PARK N18
9FORUM6	HGY/2012/2128	124 SNELLS PARK N18
9FORUM6	HGY/2012/2128	125 SNELLS PARK N18
9FORUM6	HGY/2012/2128	126 SNELLS PARK N18
9FORUM6	HGY/2012/2128	127 SNELLS PARK N18
9FORUM6	HGY/2012/2128	128 SNELLS PARK N18
9FORUM6	HGY/2012/2128	129 SNELLS PARK N18
9FORUM6	HGY/2012/2128	13 SNELLS PARK N18
9FORUM6	HGY/2012/2128	130 SNELLS PARK N18
9FORUM6	HGY/2012/2128	131 SNELLS PARK N18
9FORUM6	HGY/2012/2128	132 SNELLS PARK N18
9FORUM6	HGY/2012/2128	15 SNELLS PARK N18
9FORUM6	HGY/2012/2128	17 SNELLS PARK N18
9FORUM6	HGY/2012/2128	19 SNELLS PARK N18
9FORUM6	HGY/2012/2128	21 SNELLS PARK N18
9FORUM6	HGY/2012/2128	23 SNELLS PARK N18
9FORUM6	HGY/2012/2128	25 SNELLS PARK N18

9FORUM6	HGY/2012/2128	27 SNELLS PARK N18	
9FORUM6	HGY/2012/2128	29 SNELLS PARK N18	
9FORUM6	HGY/2012/2128	3 SNELLS PARK N18	
9FORUM6	HGY/2012/2128	5 SNELLS PARK N18	
9FORUM6	HGY/2012/2128	7 SNELLS PARK N18	
9FORUM6	HGY/2012/2128	9 SNELLS PARK N18	
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	5 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	7 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	9 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	10 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	11 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	12 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	13 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	14 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	15 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	16 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	17 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	18 Taylor Close London N17 0UB
9FORUM6	HGY/2012/2128	The Owner / Occupier	Haringey Sixth Form Centre White Hart Lane London N17 8HR
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 1	Peacock Industrial Estate White Hart Lane London N17 8DT Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 10	Peacock Industrial Estate White Hart Lane London N17 8DT Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 11	Peacock Industrial Estate White Hart Lane London N17 8DT Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 17	Peacock Industrial Estate White Hart Lane London N17 8DT Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 18	Peacock Industrial Estate White Hart Lane London N17 8DT Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 19	Peacock Industrial Estate White Hart Lane London N17 8DT Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 19A	Peacock Industrial Estate White Hart Lane London N17 8DT Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 2	Peacock Industrial Estate White Hart Lane London N17 8DT Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 20	Peacock Industrial Estate White Hart Lane London N17 8DT Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 21	Peacock Industrial Estate White Hart Lane London N17 8DT Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 21A	Peacock Industrial Estate White Hart Lane London N17 8DT Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 29	Peacock Industrial Estate White Hart Lane London N17 8DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 30	Peacock Industrial Estate White Hart Lane London N17 8DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 31	Peacock Industrial Estate White Hart Lane London N17 8DT
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 32	Peacock Industrial Estate White Hart Lane London N17 8DT

9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 33 N17 8DT	Peacock Industrial Estate White Hart Lane London
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 5 N17 8DT Tottenham	Peacock Industrial Estate White Hart Lane London
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 9 N17 8DT Tottenham	Peacock Industrial Estate White Hart Lane London
9FORUM6	HGY/2012/2128	The Owner / Occupier Units 12-14 London N17 8DT Tottenham	Peacock Industrial Estate White Hart Lane
9FORUM6	HGY/2012/2128	The Owner / Occupier Units 15-16 London N17 8DT Tottenham	Peacock Industrial Estate White Hart Lane
9FORUM6	HGY/2012/2128	The Owner / Occupier Units 21B-21C London N17 8DT Tottenham	Peacock Industrial Estate White Hart Lane
9FORUM6	HGY/2012/2128	The Owner / Occupier Units 27-28 London N17 8DT Tottenham	Peacock Industrial Estate White Hart Lane
9FORUM6	HGY/2012/2128	The Owner / Occupier Units 3-4 London N17 8DT Tottenham	Peacock Industrial Estate White Hart Lane
9FORUM6	HGY/2012/2128	The Owner / Occupier Units 6-8 London N17 8DT Tottenham	Peacock Industrial Estate White Hart Lane
9FORUM6	HGY/2012/2128	The Owner / Occupier 8DT Tottenham	Peacock Industrial Estate White Hart Lane London N17
9FORUM6	HGY/2012/2128	The Owner / Occupier Tottenham	Railway Goods Depot White Hart Lane London N17 8HH
9FORUM6	HGY/2012/2128	The Owner / Occupier N17 8HH Tottenham	White Hart Lane Railway Station White Hart Lane London
9FORUM6	HGY/2012/2128	The Owner / Occupier 1 Tottenham	White Hart Terrace White Hart Lane London N17 8HN
9FORUM6	HGY/2012/2128	The Owner / Occupier 2 Tottenham	White Hart Terrace White Hart Lane London N17 8HN
9FORUM6	HGY/2012/2128	The Owner / Occupier 3 6 8HN Tottenham	White Hart Terrace White Hart Lane London N17
9FORUM6	HGY/2012/2128	The Owner / Occupier 5	White Hart Terrace White Hart Lane London N17 8HN
9FORUM6	HGY/2012/2128	The Owner / Occupier 6A Garage N17 8HN Tottenham	White Hart Terrace White Hart Lane London
9FORUM6	HGY/2012/2128	The Owner / Occupier	White Hart Terrace White Hart Lane London N17 8HN
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 1	White Hart Lane London N17 8DU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 1	White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 2	White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 3 5	White Hart Lane London N17 9DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 3A	White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 4	White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat 4	White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier 4	White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier 5	White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 5A	White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 5B	White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 6	White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier 6A	White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier 7	White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 7A	White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 7B	White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier 8	White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 8A	White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 9	White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop 10	White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 10	White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier 11	White Hart Lane London N17 8DU

9FORUM6	HGY/2012/2128	The Owner / Occupier Club	12 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat	12 White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	12 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	12A White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	13 White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier	14 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	14A White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	15 White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	16 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat	16 White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	16 White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	17 White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1	18 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2	18 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	18 White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	19 White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier	21 White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier	23 White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	24 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat	24 White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	24 White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	25 White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	26 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	26 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	26 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	27 White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier	28 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	28A White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	29 White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	30 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	30 White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	30 White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	31 White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier	32 34 The Grange White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	33 White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier	35 White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 1	36 Carbery Enterprise Park White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 10	36 Carbery Enterprise Park White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 11	36 Carbery Enterprise Park White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 2	36 Carbery Enterprise Park White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 3	36 Carbery Enterprise Park White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 4	36 Carbery Enterprise Park White Hart Lane London N17 8DP Tottenham

9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 5	36	Carbery Enterprise Park White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 6	36	Carbery Enterprise Park White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 7	36	Carbery Enterprise Park White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 8	36	Carbery Enterprise Park White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Unit 9	36	Carbery Enterprise Park White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	36	Carbery Enterprise Park White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	37	White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier	39	White Hart Lane London N17 8DU
9FORUM6	HGY/2012/2128	The Owner / Occupier	44	White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	46	Goods Yard White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	48	White Hart Lane London N17 8DP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	50	White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	52	White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	52A	White Hart Lane London N17 8DP
9FORUM6	HGY/2012/2128	The Owner / Occupier	55	Hall White Hart Lane London N17 8HH Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	72	Car dealership White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Cafe	74	White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat A	74	White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Flat B	74	White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	74	White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat 1	76	White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Flat 2	76	White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	76	White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	76	White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	78	White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Flat	78	White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop	78	White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	78	White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	80	White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Second Floor Flat	80	White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Shop A	80	White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	80	White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	82	White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B	82	White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier	82	White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat	84	White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat	84	White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Second and Third Floor Flat	84	White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	84	White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier	86	White Hart Lane London N17 8HP

9FORUM6	HGY/2012/2128	The Owner / Occupier First Floor Flat B 88 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A 88 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 88 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 90 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Flat 92 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat 92 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 92 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Flat 94 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat 94 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 94 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Flat 96 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat 96 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 96 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat 98 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat 98 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 98 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1 100 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2 100 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3 100 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 100 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 102 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A 102 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 102 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 104 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 104 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat C 104 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 104 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 106 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 108 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 110 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 110A White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 110B White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 1 112 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 2 112 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 3 112 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 4 112 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 5 112 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 6 112 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 7 112 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat 8 112 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 112 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat B 114 White Hart Lane London N17 8HP Tottenham

9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A 114 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 114 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 116 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A 118 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat B 118 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 118 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier First and Second Floor Flat 120 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat 120 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 120 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier Ground Floor Flat A 122 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier Upper Flat B 122 White Hart Lane London N17 8HP Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier 122 White Hart Lane London N17 8HP
9FORUM6	HGY/2012/2128	The Owner / Occupier 126 White Hart Lane London N17 8HS
9FORUM6	HGY/2012/2128	The Owner / Occupier 128 White Hart Lane London N17 8HS
9FORUM6	HGY/2012/2128	The Owner / Occupier 130 White Hart Lane London N17 8HS
9FORUM6	HGY/2012/2128	The Owner / Occupier 132 White Hart Lane London N17 8HS
9FORUM6	HGY/2012/2128	The Owner / Occupier 134 White Hart Lane London N17 8HS
9FORUM6	HGY/2012/2128	The Owner / Occupier 136 White Hart Lane London N17 8HS
9FORUM6	HGY/2012/2128	The Owner / Occupier 138 White Hart Lane London N17 8HS
9FORUM6	HGY/2012/2128	The Owner / Occupier 140 White Hart Lane London N17 8HS
9FORUM6	HGY/2012/2128	The Owner / Occupier 142 White Hart Lane London N17 8HS
9FORUM6	HGY/2012/2128	The Owner / Occupier 144 White Hart Lane London N17 8HS
9FORUM6	HGY/2012/2128	The Owner / Occupier 176 White Hart Lane London N17 8JD
9FORUM6	HGY/2012/2128	The Owner / Occupier 178 White Hart Lane London N17 8JD
9FORUM6	HGY/2012/2128	The Owner / Occupier 180 White Hart Lane London N17 8JD
9FORUM6	HGY/2012/2128	The Owner / Occupier 182 White Hart Lane London N17 8JD
9FORUM6	HGY/2012/2128	The Owner / Occupier 184 White Hart Lane London N17 8JD
9FORUM6	HGY/2012/2128	The Owner / Occupier 186 White Hart Lane London N17 8JD
9FORUM6	HGY/2012/2128	The Owner / Occupier Whitehall Community Centre Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 2 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 3 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 4 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 5 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 6 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 7 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 8 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 9 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 10 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 11 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 12 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 13 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 14 Whitehall Street London N17 8BP
9FORUM6	HGY/2012/2128	The Owner / Occupier 15 Whitehall Street London N17 8BP

9FORUM6	HGY/2012/2128	The Owner / Occupier 5	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 50	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 51	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 52	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 53	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 54	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 55	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 56	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 57	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 58	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 59	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 6	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 60	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 7	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 8	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier 9	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier	Moselle House William Street London N17 8DD
9FORUM6	HGY/2012/2128	The Owner / Occupier	2 William Street London N17 8DL
9FORUM6	HGY/2012/2128	The Owner / Occupier	4 William Street London N17 8DL
9FORUM6	HGY/2012/2128	The Owner / Occupier	6 William Street London N17 8DL
9FORUM6	HGY/2012/2128	The Owner / Occupier	8 William Street London N17 8DL
9FORUM6	HGY/2012/2128	The Owner / Occupier Flat A	1 Worcester Avenue London N17 0TU Tottenham
9FORUM6	HGY/2012/2128	The Owner / Occupier	1 Worcester Avenue London N17 0TU
9FORUM6	HGY/2012/2128	The Owner / Occupier	3 Worcester Avenue London N17 0TU

Cannon Rubber Factory Forum **9FORUM6** **2,801**

9FRONT HGY/2012/2128 (06) Michelle Bradshaw

New Planning Application Received **9FRONT** **1**

BCREGS1 HGY/2012/2128

Haringey Council Building Control Letter **BCREGS1** **1**

OLC HGY/2012/2128 Andrew Snape Tottenham Police Station 398 High Road N17 9JA Tottenham

OLC HGY/2012/2128 Mr D Bissessur 66 Brantwood Road Tottenham N17 0EU

OLC HGY/2012/2128 Robert Lindsay-Smith 58 Chalgrove Road London N17 0JD Tottenham

On Line Comments **OLC** **3**

Grand Total: **2,836**
