

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 13th February, 2017, 7.00 pm - Civic Centre, High Road, Wood Green, N22 8LE

Members: Councillors Natan Doron (Chair), Vincent Carroll (Vice-Chair), Dhiren Basu, David Beacham, John Bevan, Clive Carter, Toni Mallett, Jennifer Mann, Peter Mitchell, James Patterson and Ann Waters

Quorum: 3

1. **FILMING AT MEETINGS**

Please note this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual, or may lead to the breach of a legal obligation by the Council.

2. **PLANNING PROTOCOL**

The Planning Committee abides by the Council's Planning Protocol 2016. A factsheet covering some of the key points within the protocol as well as some of the context for Haringey's planning process is provided alongside the agenda pack available to the public at each meeting as well as on the Haringey Planning Committee webpage.

The planning system manages the use and development of land and buildings. The overall aim of the system is to ensure a balance between enabling development to take place and conserving and protecting the environment and local amenities. Planning can also help tackle climate change and overall seeks to create better places for people to live, work and play. It is important that the public understand that the committee makes planning decisions in this context. These decisions are rarely simple and often

involve balancing competing priorities. Councillors and officers have a duty to ensure that the public are consulted, involved and where possible, understand the decisions being made.

Neither the number of objectors or supporters nor the extent of their opposition or support are of themselves material planning considerations.

The Planning Committee is held as a meeting in public and not a public meeting. The right to speak from the floor is agreed beforehand in consultation with officers and the Chair. Any interruptions from the public may mean that the Chamber needs to be cleared.

3. APOLOGIES

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 13 below.

5. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

6. PLANNING APPLICATIONS

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

7. KESTON CENTRE, KESTON ROAD, LONDON N17 (PAGES 1 - 212)

Demolition of existing buildings and re-provision of two-storey building to accommodate a nursery (with associated external amenity play space) and community centre (Use Class D1); provision of 126 new residential units (16 x 3-bedroom part two/part three storey townhouses, and 110 units (93 x 1-bedroom and 17 x 2-bedroom) in 4 x blocks of flatted accommodation ranging from three to five storeys in height); associated landscaping; car parking; widening of vehicular access to site; and provision of new pedestrian access routes to Downhills Park.

RECOMMENDATION: grant permission subject to conditions and subject to s106 Legal Agreement

8. COPPETTS WOOD HOSPITAL, COPPETTS ROAD, N10 1JN (PAGES 213 - 350)

Demolition of all existing buildings and redevelopment to provide 80 residential units (C3 use), comprising: 69 flat apartments across 3 building blocks rising from 3 and 4 storeys to part 5 and 6 storeys and 11 houses, rising from 2 to 3 and a half storeys, together with associated infrastructure, vehicular and cycle parking (subterranean and ground), public realm and landscaping works

RECOMMENDATION: grant permission subject to conditions and subject to s.106 and s.278 Legal Agreements.

9. LAND NORTH OF MONUMENT WAY AND SOUTH OF FAIRBANKS ROAD N17 (PAGES 351 - 474)

Outline application for development of the site to create 54 affordable residential units (Class C3) (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units) in three blocks ranging in height from 4-stories to 5-stories (appearance, landscaping, layout and scale are reserved)

RECOMMENDATION: grant permission subject to conditions and subject to s106 Legal Agreement.

10. CAR WASH CENTRE BROAD LANE N15 4DE (PAGES 475 - 534)

Demolition of the existing car wash, construction of a new office block including, covered bin, cycle store and parking.

RECOMMENDATION: grant permission subject to conditions and subject to s106 Legal Agreement.

11. UPDATE ON MAJOR PROPOSALS (PAGES 535 - 548)

To advise of major proposals in the pipeline including those awaiting the issue

of the decision notice following a committee resolution and subsequent signature of the section 106 agreement; applications submitted and awaiting determination; and proposals being discussed at the pre-application stage.

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 549 - 622)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 28 November and 27 January.

13. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

14. DATE OF NEXT MEETING

13 March.

Maria Fletcher, Principal Committee Co-ordinator
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Bernie Ryan
Assistant Director – Corporate Governance and Monitoring Officer
River Park House, 225 High Road, Wood Green, N22 8HQ

Friday, 03 February 2017

Planning Sub Committee 13 February 2017

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/3309

Ward: West Green

Address: Keston Centre, Keston Road, London N17

Proposal: Demolition of existing buildings and re-provision of two-storey building to accommodate a nursery (with associated external amenity play space) and community centre (Use Class D1); provision of 126 new residential units (16 x 3-bedroom part two/part three storey townhouses, and 110 units (93 x 1-bedroom and 17 x 2-bedroom) in 4 x blocks of flatted accommodation ranging from three to five storeys in height); associated landscaping; car parking; widening of vehicular access to site; and provision of new pedestrian access routes to Downhills Park.

Applicant: Pocket Living LLP

Ownership: Currently owned by LB Haringey

Case Officer Contact: Adam Flynn

Date received: 29/09/2016

Drawing number of plans: 0001; 0050; 0051; 0100 Rev A; 0150 Rev A; 0151 Rev A; 0160 Rev A; 0181 Rev A; 0182 Rev A; 0183 Rev A; 0184 Rev A; 0185 Rev A; 0186 Rev A; 0187 Rev A; 0188; 0189; 0190 Rev B; 0191 Rev B; 0192 Rev A; 0193 Rev A; 0194 Rev A; 0195 Rev A; 0196; 0200 Rev B; 0201; 0203 Rev A; 0204; 0210 Rev B; 0211 Rev A; 0212 Rev B; 0213 Rev A; 0220 Rev A; 0221 Rev A; 0223 Rev B; 0224; 0230 Rev A; 0231 Rev A; 0232 Rev A; 0233 Rev A; 0240 Rev B; 0241 Rev A; 0242 Rev A; 0244 Rev A; 0245; 0250 Rev A; 0251 Rev A; 0252 Rev A; 0253 Rev A; 0260 Rev B; 0261 Rev A; 0263; 0270 Rev B; 0271 Rev B; 0272 Rev A; 0273 Rev A; 0300 Rev A; 0310 Rev A; 0311; 0312 Rev A; BD-0147-SD-001-R00; BD-0147-SD-800-R00; BD-0147-SD-801-R00; D90-L11 Rev P01; D90-L12-00 Rev P01; D90-L12-01 Rev P01; D90-L12-02 Rev P01; D90-L14-01 Rev P01; D90-L14-02 Rev P01; D90-L15-01 Rev P01; D90-L15-02 Rev P01; D90-L15-03 Rev P01; D90-L15-04 Rev P01

Air Quality Assessment (September 2016); Arboricultural Impact Assessment and Method Statement (20/09/2016); Bat Survey Report (21/09/2016); Daylight, Sunlight and Overshadowing Assessment (September 2016); Design and Access Statement (13/01/2017 – Rev B); DAS Addendum (January 2017); Draft Site Waste Management Plan (DOC-SWMP-001-B); Below Ground Drainage Strategy (26/09/2016); Energy Statement (September 2016); Environmental Noise and Impact Assessment (September 2016); Flood Risk Assessment (26/09/2016); Heritage Assessment

(January 2017); Interim Travel Plan (September 2016); Landscape Report (September 2016); Planning Statement (27/09/2016); Preliminary Ecological Appraisal (12/08/2016); Preliminary Risk Assessment (325021-R01(01), September 2016); Refuse, cars and cycles Schedule; Statement of Community Involvement (September 2016); Sustainability Statement (September 2016); Transport Assessment (September 2016); Tree Report (31/03/2016); Visual Impact Assessment (January 2017)

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a mixed-use development is acceptable on this site and is in accordance with the Council's allocation for this site.
- The proposed residential accommodation would be of an acceptable layout and standard, meets the housing needs of the borough, and provides a high level of affordable housing.
- The proposal would not harm the amenities of neighbours
- The design and appearance of the proposal is acceptable
- There would be no significant impact on parking
- The proposal meets the standards outlined in the London Plan Housing SPG
- The application is in accordance with the development plan

2.0 RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.

2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31/03/2017 or within such extended time as the Head of Development Management shall in his sole discretion allow; and

2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

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

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Landscaping
- 5) Landscape management
- 6) Boundary treatment
- 7) Tree protection
- 8) Green roofs
- 9) Historic building recording
- 10) Obscure glazing
- 11) Wheelchair accessible units
- 12) Parking
- 13) Parking management plan
- 14) Cycle parking
- 15) Construction Management and Logistics Plan
- 16) Servicing and Delivery Plan
- 17) Construction dust
- 18) Contamination
- 19) Remediation
- 20) CHP emissions
- 21) Energy strategy
- 22) CHP
- 23) Boilers
- 24) On site renewable energy
- 25) Sustainability
- 26) Overheating
- 27) Electric vehicle charging
- 28) Waste management
- 29) SUDS
- 30) Piling Method Statement
- 31) Secured by Design
- 32) Satellite dishes and aerials
- 33) PD restrictions

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Street Numbering
- 5) Fire safety
- 6) Asbestos
- 7) Thames Water – Surface Water
- 8) Thames Water – Fat Trap

- 9) Thames Water – Sewers
- 10) Thames Water – Groundwater Risk Permit
- 11) Thames Water – Water Pressure

Section 106 Heads of Terms:

- 1) Provision of affordable housing (See 6.6.4)
- 2) Mechanism to ensure Pocket housing/living restrictions ‘in perpetuity’ (See 6.6.3)
- 3) Review mechanism for affordable housing (See 6.6.6)
- 4) A carbon offsetting contribution review
- 5) Construction Training and Local Labour Initiatives
- 6) Resident’s Parking Permit restriction (‘Car-Free’ development)
- 7) A controlled parking review contribution of £40,000
- 8) Travel Plans for the residential and community centre/nursery, including £3000 per Travel Plan for Travel Plan Monitoring
- 9) Car Club membership (two years membership and £50 credit)
- 10) Section 278 Agreement for highways works (£20,707.50)

2.4 In the event that member choose to make a decision contrary to officers’ recommendation members will need to state their reasons.

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

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

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

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

2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any

further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 RECOMMENDATION

APPENDICES:

Appendix 1: Consultation Responses

Appendix 2: Plans and images

Appendix 3A: Quality Review Panel Notes – 9 November 2016

Appendix 3B: Quality Review Panel Notes – 17 August 2016

Appendix 4: DM Forum Notes

Appendix 5: GLA Stage 1 Response

Appendix 6: Full response from Keston Action Group

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This is an application for the demolition of existing buildings and re-provision of two-storey building to accommodate a nursery (with associated external amenity play space) and community centre (Use Class D1); provision of 126 new residential units (16 x 3-bedroom part two/part three storey townhouses, and 110 units (93 x 1-bedroom and 17 x 2-bedroom) in 4 x blocks of flatted accommodation ranging from three to five storeys in height); associated landscaping; car parking; widening of vehicular access to site; and provision of new pedestrian access routes to Downhills Park. A small 'land swap' with part of the adjacent MOL is proposed to widen the access to the site.

3.2 Site and Surroundings

- 3.2.1 The property is located on the eastern boundary of Downhills Park and has a frontage of approximately 150m onto the park. Downhills Park is designated as

Metropolitan Open Land (MOL) and is a local Site of Importance for Nature Conservation (SINC). The site currently contains a playgroup/nursery, and the Goan Community Centre. The site is not located within a Conservation Area, and no buildings are listed.

- 3.2.2 The site is bordered by Downhills Park on the eastern and northern sides, with the Harris Primary Academy School to the south, and terraced residential properties to the west fronting Keston Road.
- 3.2.3 The site forms part of Site SA60 in the Site Allocations DPD, which has been out to public consultation on the proposed modifications. The proposed Site Allocation states: 'Subject to re-provision of community use, redevelopment for residential.' The site requirements outlined in the DPD are:
- The Keston Centre has some heritage merit, and retention of this building should be considered prior to any development taking place. A community use should be provided on this site.
 - If access to the site requires the use of, or impacts on MOL, it will need to justify how the benefits of the development justify and mitigate any impacts by consideration against relevant policies.
 - Pedestrian and cycle access from the south west corner of the site into Downhills Park and towards the West Green Rd local centre should be provided.

3.3 Relevant Planning and Enforcement history

- 3.3.1 There is no planning history relevant to this site.

4.0 CONSULTATION RESPONSE

- 4.1 A number of pre-application meetings were held with planning officers prior to submission of the planning application. The architects were advised as to the principle of development, the form and scale of the building proposed for the site, car parking and access, trees and refuse storage.
- 4.2 The scheme was presented to the **Haringey Quality Review Panel** on 17 August 2016 and again on 9 November 2016.
- 4.3 The minutes of the meeting are set out in Appendixes 3A and 3B. The issues raised and how they have been addressed by the application are set out in the Design section (6.2) of this report, and the report from the second meeting is summarised as follows:

'The Quality Review Panel offers warm support for the proposals, and highlights some detailed aspects of the scheme with scope for improvement and refinement. They feel that the site represents a good opportunity for development, and would provide a significant amount of affordable housing. They

welcome the improvements that have been made to the scheme following the previous QRP meeting. The panel supports the scale of the proposals fronting onto the park, and feels that the central mews is generally proceeding well. They would encourage the design team to reconsider the roofscape of the houses backing onto the existing residential properties on Keston Road to ensure that it avoids an oppressive, industrial aesthetic. They would also welcome some further consideration of both the soft and hard landscaping within the scheme, in terms of the location and nature of pedestrian routes, parking areas and amenity space, and how the boundary between public and private areas are defined.'

4.4 Following this meeting, revisions were made to the hard and soft landscaping on the site, and changes have been made to the mews houses.

4.5 A **Development Management Forum** was held on 20 July 2016.

4.6 The notes of the forum are contained in Appendix 4, and the issues raised are summarised as follows:

- Parking
- Traffic
- Height
- Consultation
- Parkland / MOL
- Overdevelopment
- Trees
- Housing type / tenancy / ownership
- Design and layout
- Views
- Noise

4.7 The following were consulted regarding the application, and the following responses were received (the full responses are contained in Appendix 1):

Internal:

1) Design

As design officer I am satisfied that a high standard of design quality has been achieved which allows the proposed mansion block form, height and visibility to compliment this striking but sensitive, park-side location, and that the terraced townhouses and corner block will mediate in scale between the larger mansion blocks and existing neighbouring streets. Furthermore the community building/nursery will be of exceptional architectural quality; striking, bold and yet appropriate provision of modern social infrastructure. I am excited at the design of the entrance square, street, and garden square, which I am confident will provide a clear and attractive gateway and entrance to the community use/nursery building and the existing park, enhance the development's integration into its neighbourhood and provide a clear, legible approach to the proposed housing. I am also happy that the quality of residential accommodation will be high, and that the

relationship of the proposed development to the residential streets and public park contexts will be positive.

2) Transport

On reviewing the application and supporting documentation the transportation and highways authority would not object this application subject to S.106 obligations and conditions.

3) Pollution Control

No objections, subject to conditions.

4) Waste Management

Concerns are raised, however these can be addressed via a condition on any consent.

5) Sustainability

Concerns are raised with some aspects of the proposal – the current Be Clean proposal is not policy compliant as the order of priority has not been correctly followed, the applicant has not complied with Local Plan SP4 to provide 20% renewable energy on site, and there is a risk of overheating in the Community Centre. It is considered, however, that these concerns can be overcome by the imposition of conditions on any grant of permission.

6) Conservation

Overall, whilst it is recognised that the building has some architectural and historic interest, it is limited due to the low scale of the building and the simpler architectural detailing. The building is neither listed, locally listed or within a conservation area where it makes a positive contribution. However, its historic association with G.E.T Laurence and communal value does warrant its recognition as a non-designated heritage asset. Demolition of such a building will therefore be considered to cause some harm. This harm has been considered as per NPPF 135 and it is felt that the design, form and layout of the proposed scheme is of a quality that will result in significant public benefit that would outweigh the harm.

7) Housing

The proposed affordable housing component within the scheme would be 100% intermediate housing. It is noted, however, that this lack of mix does not accord with the London-wide target within London Plan Policy 3.11 which seeks a split of 60% social/affordable rent and 40% intermediate. This is also reflected in the Council's housing strategy targets, which also seek a higher percentage of 2-bed and 3-bed units than that proposed. However, Pocket Living is a company which specifically provides affordable homes for outright ownership and its model is predicated on this basis, and this is an approach that is supported by the GLA in support of the wider provision of housing across London. The provision of intermediate affordable dwellings supports the borough strategic objective of increasing the supply of sale dwellings in the East of the borough where the balance of existing accommodation is predominantly rented.

The disposal will support the Council's strategic housing objectives by

- Contributing to a step change in the number of new homes built by increasing the supply of affordable homes on this site.
- Providing new affordable home ownership in the East of the Borough where the current tenure balance is predominantly rented
- Using the Councils land assets to enable the development to increase housing supply and maximise the delivery of affordable homes for local people

External:

8) Thames Water

No objections, subject to conditions and informatives.

9) Designing out Crime

Having reviewed the application and available documentation we have taken into account Approved document Q and the design and layout there is no reason why, with continued consultation with a DOCO and the correct tested, accredited and third party certificated products that this development would not be able to achieve Secured by Design Gold award. I would therefore seek to have a planning condition submitted where this development must achieve Secured by Design accreditation.

10) Natural England

No objections.

11) London Fire Brigade

Raise concerns as compliance with building regulations not shown.

12) Greater London Archaeological Advisory Service

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

No further assessment or conditions are therefore necessary.

13) TfL

No objections, subject to conditions.

14) GLA

London Plan policies on Metropolitan Open Land, housing, affordable housing, urban design, inclusive access, sustainable development and transport are relevant to this application. Whilst the scheme is broadly supported in strategic planning terms the application does not yet fully comply with the London Plan as set out below:

Principle of development: The redevelopment of the site for residential and replacement community use is supported. The proposals would not have further impact on the openness of Metropolitan Open Land.

Housing and affordable housing: Subject to necessary planning obligations with respect to cost; buyer eligibility restriction and re-sale controls to maintain the affordable nature of the product, the proposed 78% (intermediate) affordable housing offer within the scheme is strongly supported. Given the particular characteristics of this housing product, the high quality of the design and the overall high affordable offer, the variances from some residential standards within the Housing SPG are accepted in this instance.

Urban design: The design and layout of the buildings is supported, and the scale and massing would respond appropriately to the site's context, having regard to the development's impact on the adjacent MOL.

Inclusive access: The application does not currently comply with London Plan Policy 3.8 as less than 10% of the units would be accessible/adaptable for wheelchair users. The number of M4(3) units should be increased accordingly.

Climate change: The proposals are in compliance with London Plan climate change policy; however further information is required in order to verify the carbon savings.

Transport: The proposals are broadly acceptable in transport terms, although there is opportunity to reduce the number of parking spaces to promote sustainable travel. Further details on cycling, servicing and construction should be submitted.

The full GLA Stage 1 response is contained within Appendix 5.

15) London Parks and Gardens Trust
LPGT objects to this application, on the basis that the harm to Downhills Park (a heritage asset) outweighs the public benefit from the proposed development.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

1452 Neighbouring properties
3 Residents Associations
6 site notices were erected around the site

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

No of individual responses: 260
Objecting: 244

Supporting: 18

Others: 3

1 petition in objection with 212 signatures

5.3 The following local groups/societies made representations:

- Keston Action Group (objection)
- Friends of Downhills Park (objection)
- West Green Play Group (support)
- Goan Community Centre (support)

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

Objections:

Impact on Park/MOL (addressed in section 6.2 of this report):

- Land swap contrary to MOL policy
- Change to boundary impacting on history/heritage of the park
- Impact on character of the park
- Overshadowing of park
- Visually intrusive to park
- Development encroaches on park, against MOL regulations
- Overlooking of park
- Loss of green space from park
- Views from park of development when trees lose leaves or trees are removed
- Loss of MOL
- Loss of fence/boundary treatment to park
- Impact on wildlife
- If access is too small, development is too large

Housing (addressed in sections 6.6, 6.7, and 6.8 of this report):

- Development does not address housing need
- Haringey needs more family housing
- Housing is not really 'affordable' housing
- Pocket flats are small and substandard
- Cramped and overcrowded units once occupants outgrow them
- Scheme prioritises single middle earners rather than young families
- Unsuitable location for this type of housing
- Social mix
- Density exceeds 70 units indicated for site in the Site Allocations DPD
- Required income levels for prospective purchasers
- Affordability of 80% of market value
- No mix of affordable tenures – not policy compliant

Design/Scale/Appearance (addressed in section 6.3 of this report):

- Design/scale of flatted blocks is out of context
- Terrace houses do not complement houses on Keston Road
- Excessive density
- Impact on character of the area
- Terrace houses too tall
- Layout, scale and siting unsympathetic to character of area
- Design is modern and does not fit in with the area
- Height not compliant with Urban Character study

Amenity impacts (addressed in section 6.5 of this report):

- Loss of privacy
- Overbearing and intrusive development on residents
- Enclosure to residents on Keston Road
- Increased noise and disturbance
- Overshadowing / loss of light
- Screening or planting required to protect school privacy

Highways/Parking (addressed in section 6.9 of this report):

- Insufficient parking provided for the new development will impact on existing on-street parking capacity
- Too much parking proposed on site, contrary to the 'Pocket' model
- Car parking should not be provided on this site
- Increased traffic and associated safety risks
- Insufficient waiting/parking for the nursery
- PTAL contradicts applicant's Transport Assessment, and therefore too much parking is provided
- Construction methods and nuisance

Heritage/Conservation (addressed in section 6.4 of this report):

- Potential to convert the former school building not explored
- Heritage value of existing building
- Existing building should be retained
- Impact on heritage of park
- Existing building worthy of local listing

Other:

- Security issues from opening up access to the park (*Response: this can be dealt with via condition*)
- Impact on infrastructure/resources (*Response: this is dealt with via the Council's CIL contribution requirements*)
- Impacts on air quality from increased traffic (*addressed in section 6.15 of this report*)
- Lack of outdoor space for new nursery (*addressed in section 6.3 of this report*)

- Loss of trees (*addressed in section 6.10 of this report*)
- Potential issues with waste collection (*addressed in section 6.13 of this report*)
- Scheme contravenes a number of Council policies and guidelines (*this is addressed throughout the report*)
- No consultation with neighbouring authorities (*this is not required, as the site does not sit near to any borough boundary*)

Support reasons:

- Provision of a new and improved nursery
- Provision of a new up-to-date community centre
- Provision of affordable housing within Haringey
- Can afford to buy a house without leaving the borough
- Creation of legible link from Keston Road to Downhills Park improving permeability, overlooked and safe
- Scale and massing well conceived, appropriate scale for an edge of park location
- Modest scale for a city
- Design attractive and good choice of materials
- Good mix of unit sizes and tenures including family units
- Assistance to people to get on the housing ladder
- Other parks have housing overlooking them to no detrimental effect
- Welcome provision of housing for younger generations
- Good use of a mostly derelict site

5.5 The following issues raised are not material planning considerations:

- Cleaning costs for the nursery
- Compliance with building regulations
- Property values
- Profit levels for developers
- Wider improvements to streets should be considered
- Issues with Pocket housing model and marketing
- Loss of views
- Reputation of local authority
- Precedent
- Structural impacts
- Accuracy of plans/visuals

5.6 As part of the proposed land swap, the Council was required (under separate legislation) to advertise the disposal of the portion of Downhills Park that would be given over to the development. 146 objections on the disposal of this portion of land were received from this advertisement.

6.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. The impact on Downhills Park MOL
3. Design and appearance
4. Heritage impacts
5. The impact on the amenity of adjoining occupiers
6. Affordable housing
7. Residential mix and quality of accommodation
8. Density
9. Transportation
10. Trees
11. Sustainability
12. Land contamination
13. Waste
14. Accessibility
15. Air quality
16. Drainage
17. Planning obligations

6.1 Principle of the development

6.1.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

6.1.2 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The proposal is for the creation of 126 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, albeit all other material planning considerations are to be met.

6.1.3 The site is designated as SA60 in the Site Allocations DPD pre-submission version 2016, which has been to Examination in Public (EIP) and has completed public consultation on the proposed modifications. The DPD states the following for the site:

Subject to re-provision of the existing nursery & day centre uses, redevelopment for residential.

6.1.4 The DPD then sets out the following 'Site Requirements', which have been modified following the examination in public:

- *The Keston Centre has some heritage merit, and retention of this building should be considered prior to any development taking place. A community use should be provided on this site.*
- *If access to the site requires the use of, or impacts on MOL, it will need to justify how the benefits of the development justify and mitigate any impacts by consideration against relevant policies.*
- *Pedestrian and cycle access from the south west corner of the site into Downhills Park and towards the West Green Rd local centre should be provided.*

6.1.5 These requirements are all complied with in the proposed development. These aspects of the proposal are further assessed in the following sections.

6.1.6 The DPD also sets out the following 'Development Guidelines':

- *Heights should be reduced in the east of the site to respect the amenity of the properties on Keston Rd.*
- *Development should respect the neighbouring Downhills Park and not have a detrimental effect on it.*
- *The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.*
- *A piling statement will be required prior to any piling taking place.*
- *The Keston Centre has some heritage significance, and retention of this building as part of a wider development could be considered.*

6.1.7 These aspects of the scheme have been considered, and are covered in more details in the following sections of the report.

6.1.8 The residential-led redevelopment of the site with the provision of a new community centre/nursery facility together with residential units would accord with the Council's aspirations for the site and provide a new community facility as well as providing much needed housing in the borough, therefore contributing to the council major policy objectives.

6.2 The impact on Downhills Park MOL

6.2.1 In line with London Plan policies 7.16-7.22, Strategic Policy SP13 (Open Space and Biodiversity), states '*new development shall protect and improve Haringey's parks and open spaces. All new development shall:*

- *Protect and enhance, and when and where possible, extend the existing boundaries of the borough's Green Belt, designated Metropolitan Open Land, designated Open Spaces, Green Chains, allotments, river corridors and other open spaces from inappropriate development;*

- *Manage the impact of such new developments in areas adjacent to designated open space;*
- *Secure improvements, enhancement and management in both quality and access to existing green spaces'*

6.2.2 This is further supported by Policy DM20 (Open Space and Green Grid) Development Management DPD pre-submission version 2016, which states:

A. Open Space is protected from inappropriate development by Policy SP13. The Council will not grant planning permission for proposals for development that would result in the loss of open space, unless an assessment has been undertaken which shows that the open space is surplus to requirement for use as an open space.

B. The reconfiguration of open space will be supported where:

- a. It is part of a comprehensive, deliverable scheme;*
- b. There would be no net loss of open space;*
- c. It would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space, and it would secure a viable future for the open space; and*
- d. It would not be detrimental to any environmental function performed by the existing open space.*

C. The Council will require all development providing new or replacement open space, wherever possible, to connect to the All London Green Grid. Protection and enhancement of this network will make a positive contribution to Haringey and its communities, in addition to providing social, recreational and ecological benefits.

D. Proposals for ancillary development on open space will be supported where they:

- a. Are necessary for, or would facilitate, the proper functioning of the open space;*
- b. Would not be detrimental to any other functions of the open space;*
- c. Are ancillary to the use(s) of the open space;*
- d. Are of an appropriate scale;*
- e. Do not detract from the open character of the site or surroundings; and*
- f. Contribute positively to the setting and quality of the open space.*

E. The Council supports the provision and improvement of outdoor leisure facilities. Ancillary developments which enhance the park and open space offer (such as refreshment facilities, market and event spaces, public conveniences, public art installations or outdoor play and fitness equipment), or those which meet the special needs of education, will be permitted, provided that they:

- a. Are of a high standard of design and quality, safe and accessible to all;*
- b. Do not detrimentally impact on nature conservation and biodiversity;*

c. Do not adversely detract from the overall function, amenity, character and appearance of the park or open space.

F. Development adjacent to open space should seek to protect and enhance the value and visual character of the open land.

G. Sites over 1Ha in size which are located in identified areas of open space deficiency should seek to create new publically accessible open space on the site, subject to viability.

H. Consideration will be given to designating Local Green Spaces in line with national planning guidance.

6.2.3 With regard to this application, parts A, B and F of this policy are specifically relevant.

6.2.4 In regard to part A of this policy, the proposal does not result in the loss of any open space. In fact the land swap proposed would result in a net gain to the MOL in Downhills Park by 50sqm.

6.2.5 Part B of this policy is more relevant, and the proposal includes a land swap with a portion of Downhills Park to allow for the access to the site to be widened. Part B states *the reconfiguration of open space will be supported where:*

a. It is part of a comprehensive, deliverable scheme;

The proposal is for a comprehensive development of the site, and included the exchange of two portions of land. The scheme is considered to be deliverable, as the swap is required to improve the access to the site, and without this the site would be constrained by the current access provision. The open space has been considered, and the loss of an underutilised portion of land would be replaced by a more highly visible and improved landscaped area, that benefits the site and the MoL generally.

b. There would be no net loss of open space;

As mentioned above, there would be a net gain of approximately 50sqm to the Downhills Park open space.

c. It would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space, and it would secure a viable future for the open space; and

The supporting text for this policy states that the Council will give consideration to proposals that provide demonstrable improvements in the functional value, accessibility to and public use of open space through its reconfiguration. The redevelopment of the site that would come forward with the provision of the

widened access to the site would include improved and more legible links through to Downhills Park from Keston Road. At present the link to the park through the site is unclear, and not particularly pleasant, and the proposal would improve this with a visible link through from Keston Road, together with a welcoming entrance way to the site from Downhills Park.

d. It would not be detrimental to any environmental function performed by the existing open space.

The portion of existing open space to be given over to this development is a small poor quality strip of landscaping adjacent to a concrete panel fence. This does not currently serve any open space function.

6.2.6 Part F states that *'development adjacent to open space should seek to protect and enhance the value and visual character of the open land.'* This is reflected in the site allocation for this site sets out the following 'Development Guideline' in relation to Downhills Park, which states that *'Development should respect the neighbouring Downhills Park and not have a detrimental effect on it.'*

6.2.7 The three 'mansion blocks' that front Downhills Park will have an appearance of being a consistent four storeys, with graded elevational treatment of a type found typically and widely in London. It is considered that these will be of an appropriate height to mark the edge of the park, forming some sense of enclosure to its wide open spaces and sitting in proportion to the mature trees of the park. The mansion blocks length and width gives them an appropriate proportion, when seen in long views across the park and up and down the street, narrower from the squares at either end of the site and from the tight passageways between the blocks.

6.2.8 The submitted landscaping plan supports the overall layout and concept of the built form of the development. It also provides transition and bounding of the park to the residential neighbourhood, with landscaping to the west of the site adjacent to the park, and a more green and verdant feel to the east which is a more hard and paved in nature. In addition to this, the green-grey slightly translucent cladding of the proposed nursery will contrast with the brickwork housing and reference the park, pavilions and open space. As such, it is considered that the relationship of the proposed development to the park context will be positive and would not adversely impact on the openness and visual amenity of the MoL.

6.3 Design and appearance

6.3.1 The NPPF should be considered alongside London Plan 2015 Policies 3.5, 7.4 and 7.6, Local Plan 2013 Policy SP11, and Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016, which identifies that all development proposals, should respect their surroundings, by being sympathetic to their form, scale, materials and architectural detail.

6.3.2 As discussed in section 6.1, the site allocation for this site sets out the following 'Development Guideline' in relation to the design and layout of the scheme, and this is addressed below:

- *Heights should be reduced in the east of the site to respect the amenity of the properties on Keston Rd.*

The proposed dwellings to the east of the site have been limited in height, and designed in such a way to respect the amenity of the neighbours on Keston Road. The dwellings are positioned a minimum of 14 metres from the rear most projections of the houses in Keston Road, and the roofs of the proposed dwellings then slope up and away from these properties to reduce the enclosure. Rooflights in this sloping roof angle upwards to angle views away from the rear of neighbouring properties to avoid any overlooking impacts.

6.3.3 As such, the proposal is considered to respond to the guideline for the design and layout of the scheme set out in the Site Allocations DPD pre-submission version 2016.

6.3.4 The proposed scheme has been presented to the Quality Review Panel (QRP) on two separate occasions. Following the first presentation to the QRP and further pre-application meetings, the scheme was significantly re-designed. With regard to the presentation of the revised scheme to the QRP, the panel stated that they could offer warm support for the proposals, and highlights some detailed aspects of the scheme with scope for improvement and refinement, rather than major layout or design changes. They feel that the site represents a good opportunity for development, and would provide a significant amount of affordable housing. They welcomed the improvements that have been made to the scheme following the previous QRP meeting. The panel supports the scale of the proposals fronting onto the park, and feels that the central mews is generally proceeding well. They would encourage the design team to reconsider the roofscape of the houses backing onto the existing residential properties on Keston Road to ensure that it avoids an oppressive, industrial aesthetic. They would also welcome some further consideration of both the soft and hard landscaping within the scheme, in terms of the location and nature of pedestrian routes, parking areas and amenity space, and how the boundary between public and private areas are defined.

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

QRP Comment	Applicant's Response
The panel welcomes the way that the external spaces have progressed, and feels that potential remains to refine the	We have redesigned the central avenue dividing it into three zones and redistributing the temporary planters to

<p>external environment further; in terms of circulation, parking areas, and the design of hard and soft landscape. They would encourage the design team to break up the parking areas into smaller zones which have a greater level of landscaping enclosing them, to avoid the central area feeling car dominated.</p>	<p>increase the landscaped areas around the parking.</p>
<p>They would welcome exploration of whether it would be possible to locate an additional square in the middle of the site, enabled through alternative distributions of parking areas across the site.</p>	<p>The hard landscape treatment of the area in front of Block B, at the centre of the site, has been upgraded by matching high quality aggregate exposed paving of the surrounding paths. There are many competing factors on space caused mostly by the bend in the road not allowing parking on both sides due to road width or redistribution of parking across the site. More greenery introduced to this area, with the timber tree frame visually linking those in the north and south squares and generating an extra feel of differentiation which helps to create a central square.</p>
<p>The proposed individual allotment areas covering the future possible parking spaces look too temporary; potential exists to re-distribute the parking and allotment areas so that the allotments are grouped into a zone across the full width of the street, rather than in a line as currently shown.</p>	<p>The temporary allotment spaces have been distributed along the road. This visually subdivides the length of the avenue, minimises the visual impact of the parking spaces and distribute green spaces along the avenue. The size and shapes of planters have also been revisited allowing easy access from all sides and increasing the number of available allotments.</p>
<p>Further consideration of the nature and orientation of the landscape 'buffers' adjacent to the blocks would be encouraged; in addition, they should be at least a metre tall.</p>	<p>Proposed Buffers to be 1m tall. Proposed hedge to boundary to be 1.5m. This change is reflected in all visuals and Landscape report re-submitted for planning.</p>
<p>Paths are important (especially for people with visual impairments), but they do not necessarily need to be very</p>	<p>The same number of paths have been maintained but their visual impact has been reduced by upgrading the paving</p>

<p>dominant; careful design and detailing of the pedestrian pathways could avoid creation of an implied 'carriageway.' In this regard, the panel questions the value of a pathway crossing the mews street.</p>	<p>in the central square to match the pavement. The footpaths are delineated by a flush kerb of a different material. Haringey's Highways Officer has specifically requested crossings to be provided as they act as a speed reduction mechanism.</p>
<p>They would encourage creativity within the design and specification of the hard landscape; selection of a higher quality material for the areas that are currently identified as tarmac would be strongly supported.</p>	<p>North square paving upgraded from resin bound gravel to high quality flag paving to simplify the detailing and materials along the length of the road. Central square material upgraded to High Quality Exposed Aggregate Concrete Paving. Smaller unit concrete paving along the length of the eastern edge of the road omitted.</p>
<p>Reliance on single materials should be avoided; potential exists to break down the hard landscape into areas of different material/texture that cover the full width.</p>	<p>Central square created by change of paving material. This creates a subsequent alternation of materials in front of each block.</p>
<p>There may be benefit in locating the Sheffield stands for bicycles in a more visible, central part of the site.</p>	<p>Visitors Sheffield stands have been located in the north, central and south squares. Sheffield stands at the rear of residential blocks have been allocated for residential use and will not be accessible to public.</p>
<p>The panel feels that the careful design and detailing of the elevation of the rear of the proposed mews houses at the east of the site will be critically important in establishing a positive relationship with the existing residential properties on Keston Road.</p> <p>The panel would support further exploration of different, richer materials and greater articulation for the roofscape, as they feel that current proposals use a significant amount of metal cladding, lending a potentially oppressive and almost industrial feel to</p>	<p>Roofs of terrace houses have been redesigned. The ridge line of the terrace has been broken by introducing a set down over the stair. The standing seam metal roof has been shown in two different variations of zinc, or similar approved material, that vary according to the main elevation brick</p>

<p>this face of the development.</p>	
<p>Additional roof lights/windows at the top of the stairs could help to articulate the roof, whilst also enhancing the quality of the internal accommodation.</p>	<p>Roof light at the top of the stair has been maintained, while a window at the end of the first floor flight of stair has been introduced.</p> <p>Due to the orientation and position of the rooflights in the rear elevations of the proposed townhouses there will be no direct views towards the existing properties in Keston Road.</p>
<p>The panel notes that the rear gardens to the terrace of houses are shorter than those that they adjoin along Keston Road; they question what potential exists for planting within these garden spaces.</p> <p>The side and rear boundary treatments to these gardens will be very important; the provision of trellis may allow vertical greening of the small gardens. Planting to replace and repair existing landscape features would be encouraged.</p>	<p>The proposed layout of the gardens has been included in revised landscape drawings and an indicative plant list added to the D&A to go with the tree species already specified.</p> <p>Revised landscape site plan drawing shows note of trellis to be added to rear of gardens. Big tree specimens have been added in the proximity of the tree lost near east boundary line.</p> <p>The depth of the rear gardens is reflective of the established character of the area.</p>
<p>The panel questions the spacing between the terraces of housing on the eastern side of the site as shown on 3D images of the site.</p>	<p>This was an inaccuracy in the way that the site model was positioned, which has been updated and corrected. Revised views show correct spacing between houses as per site plan.</p>
<p>They note that the communal space to the rear of blocks B and C is very narrow, and would support the subdivision of this land into private gardens for the ground floor units.</p>	<p>We believe the QRP are in fact referring to the space behind Block A which is narrower than that behind Blocks B and C. The space behind Block A has now been converted into private gardens for the ground floor flats as suggested. Gardens at back of Blocks B and C have been separated from common areas with hedges, dividing the recreational spaces from the service spaces.</p>

<p>The panel welcome the improvements to the layout of the north of the site, including the link to the park adjacent to the nursery; they would like more information on the nature and configuration of the link, and the boundary treatments. The panel notes that the boundary to the nursery garden adjacent will be enclosed and visually impermeable.</p>	<p>The paving of the square has been redesigned to encourage a visual connection to the link to the park. The wall dividing the private to the public space in the nursery entrance has been relocated to increase the public amenity. Visual homogeneity in the square has been created by matching the square element of Block D to the colour of the brick of Block A.</p> <p>The boundary treatment is proposed as fencing with 1.5 hedges along the park boundary.</p>
<p>Careful consideration of the design of the link and of the entrance to the park is required, in addition to further thought about how the link relates to the community centre, and the canopy adjacent. This may involve changing the alignment of the entrance to the link, and adjusting and refining the design of the canopy.</p>	<p>The link has been enhanced with the following measures:</p> <ul style="list-style-type: none"> - Shortening of the boundary wall between the residential block and the nursery to reduce the length of the enclosed space which creates the link. This involves the relocation of the wall separating the private to the public space in the nursery. - Change in landscape treatment to the nursery wall, which results in an increase of the width of the link. - Addition of uplighters to the nursery wall, which would create a pleasant environment at dark. - Insetting the entrance to the development from Downhills Park creating a welcoming entrance from the park and a location for the signage to the nursery. - Introduction of a solid wall to the residential side to mirror the wall on the nursery side and create an inviting entrance. - The wall to the nursery has the same materiality of the flat blocks but has been painted in white to better reflect light. - The ground floor recesses in the

	<p>brick panels of all blocks have been painted white across the site to maintain a connection and to link the materiality and finish.</p> <p>- The elevations to the park side have been revisited omitting the central subdivision along the facade in order to reflect the functions inside the building.</p>
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- 6.3.6 The site is well located and suitable for residential development. It immediately adjoins residential streets and is very close to amenities, with a park immediately adjacent and shops and services within a short walking distance. The proposals are predominantly residential but also include a substantial new-build community use building, in accordance with the Site Allocation and Policy requirement to replace existing community uses. The mix of uses proposed is therefore appropriate for the site and in context with the surrounding and predominantly residential land use.
- 6.3.7 The key decision in site layout and form of blocks is the proposal to create a new north-south street parallel to Keston Road. This allows a series of short terraces of townhouses between the new road and the back gardens of the neighbouring existing houses, of a similar scale and form to those neighbouring houses, with back gardens facing onto those back gardens. These are counterpoised on the west side of the new street with the row of mansion blocks of a scale more commensurate with the wide open spaces of Downhills Park. This is considered to be a clear and legible form of development. The street network is as noted above a simple diagram; an entrance square, a street, and a termination square (accessing the park). Further distinction is created by paving the entrance square in consistent, quality paving across vehicle and pedestrian areas. Further definition is created by running 5 notional crossings across the street, at the entrance and lining up with the mansion block entrances and paths between the blocks. Further richness is created by varying the roadway paving in line with the mansion blocks, with bound gravel in front of the northern and southern blocks (A & C) and paving to match the square in front of the middle block (B). Finally the southern square is a more landscaped, green and softly treated paved space.
- 6.3.8 The three mansion blocks form the boldest, bulkiest, highest and most visible part of the development, but in comparison with many similar developments in parkside locations they are modest. Two blocks are of four storeys, with a small 5th storey roof access stair element, the third block has a full, albeit setback, 5th floor. Their appearance will be of a consistent four storeys, with graded elevational treatment (see below) of a type found typically and widely in London. This will be of an appropriate height to mark the edge of the park, forming some sense of enclosure to its wide open spaces and sitting in proportion to the mature

trees of the park. The mansion blocks length and width gives them an appropriate proportion, wider seen in long views across the park and up and down the street, narrower from the squares at either end of the site and from the tight passageways between the blocks.

- 6.3.9 The height of the townhouses steps down from 2 storeys plus a 3rd floor 'attic' mansard roof with dormer windows, along the new street frontage to one storey onto their back gardens, with a mono-pitched roof. This mediates between the height of the existing neighbouring terraced houses and the proposed mansion blocks in the development, on the other, western side of the new street. The townhouses are grouped into short terraces of four, with small gaps between, giving those short terraces a sense of proportion similar to the mansion blocks, scaling the view of them down the street and across the park-square at the southern end of the site and allowing glimpses through to the houses and garden trees beyond.
- 6.3.10 Block D, the smaller flatted block mediates between the scale and massing of the mansion blocks and townhouses, as well as helps defining the northern, entrance square and defining a gateway into the street. At three storeys it steps up from the 2 ½ storey elevation height (2 storeys plus a 3rd storey in the roof) of the townhouses, but like the mansion blocks with a flat roof, albeit with no set back additional floor. Divided into two different materials, its longer elevation responds to the longer proportions of the street facing elevations of the mansion blocks and townhouses, whilst it turns the corner in a squarer proportioned block responding to the proportions of the end elevation of the mansion blocks and to the more static nature of the entrance square.
- 6.3.11 Elevations to all blocks are notably carefully composed with regular spacing of similar sized windows giving a basic sense of order, within which variation and gradation mark individuality and distinguish height. Townhouses are grouped into short terraces of four but are nonetheless clearly distinguishable as individual units, their elevations simple orderly and with a vertical emphasis of proportion. The mansard roof provides a capping to the two storey main elevation and a familiar sense of proportion of the classic London terraced house, found in many surrounding streets.
- 6.3.12 The three mansion blocks are the most strikingly composed, with a clearly distinguished base (ground floor), middle (1st & 2nd) with two storey recessed bays, top (3rd floor) with single storey recesses and where present (Block C only except for roof access) set back attic. Vertically, windows are paired to distinguish the flats, and alternation of the presence or not of Juliette balconies. The entrances and stair cores are expressed on the street facing elevations as a central recessed element, marking their entrance and breaking in two their longer elevation, with a matching bay on the opposing, park side, subtly also marked with a slight recess and no window recess. Fenestration to ground floor flats is of larger, full width floor to ceiling windows between heavier looking brick piers.

- 6.3.13 The materials palette to all the housing blocks, whether mansion blocks or townhouses, is predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. Two complimentary bricks are proposed, to reinforce the architectural concept, with the three mansion blocks in a lighter, tan coloured London Stock brick, and the townhouses and Block D alternating between that brick and a redder brick. Contrasting elements such as horizontal bands and recessed entrance / stair panels are in GRC reconstituted stone. The contrasting Community Use / Nursery Building is proposed to be in a lightweight fibreglass rainscreen cladding system, with a steel clad wall and fibreglass canopy marking the nursery entrance. The green-grey slightly translucent cladding will contrast with the brickwork housing and reference the park, pavilions and open space. Conditions will be required to secure quality materials and that their detailing is robust, particularly of choice of brick, cladding, balustrades, rainwater goods and other materials, and detailing of parapets, window reveals and around recessed balconies, including their soffits.
- 6.3.14 The separate, stand-alone, purpose built community building to house the proposed community uses includes a nursery on the ground floor and community centre, with rooms for hire on the 1st floor. It presents a formal entrance facade to the square, reinforcing its entrance status and it would successfully accommodate its community uses. Of these, the ground floor nursery use is especially reinforced with the provision of private open space to the side (covered) and rear, associated with the park, and with the canopy to the covered outdoor area on its side extending to form a partially secluded and covered nursery entrance area. The more modest height, bulk and massing of the nursery / community block responds to its more intimate functions and the intimate space of the entrance square. In its plan form it continues and terminates the line of mansion blocks, whilst its stepped down height gives it a more relaxed, pavilion like massing. The Nursery / Community Building, is in a contrasting architectural style (and by different architects) and yet clearly of the same family of buildings, with its two storeys fenestrated in a regular pattern of square windows or recesses, yet finished in contrasting, monolithic materials.
- 6.3.15 Officers are satisfied that a high standard of design quality has been achieved allows the proposed mansion block form, height and visibility to compliment this striking but sensitive, park-side location, and that the terraced townhouses and corner block will mediate in scale between the larger mansion blocks and existing neighbouring streets. Furthermore the community building/nursery will be of exceptional architectural quality; striking, bold and yet appropriate provision of modern social infrastructure. The design of the entrance square, street, and 'garden square' is imaginative, which will provide a clear and attractive gateway and entrance to the community use/nursery building and the existing park, enhance the development's integration into its neighbourhood and provide a clear, legible approach to the proposed housing. The quality of residential

accommodation will be high, and that the relationship of the proposed development to the residential streets and public park contexts will be positive. Overall, the Design Officer considers the proposal to be of good to great architecture set in urban design and landscaping of exceptionally high quality and in general accordance with London Plan 2015 Policies 3.5, 7.4 and 7.6 and Local Plan 2013 Policy SP11.

6.4 Heritage impacts

- 6.4.1 Section 12 of the NPPF deals with conserving and enhancing the historic environment, in paragraphs 126 to 141. The NPPF places much emphasis on heritage 'significance', which it defines in '*the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.*' Paragraph 126 of the NPPF encourages local planning authorities to recognise that heritage assets are an irreplaceable resource and conserve them in a manner *appropriate to their significance*. On the other hand, the same paragraph recognises the fact that new development can make a positive contribution to local character and distinctiveness, which is one of the factors to be taken into account, and that, is reiterated again in paragraph 131.
- 6.4.2 Paragraph 131 indicates that a number of considerations should be taken into account, first of which is the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. It also requires taking into account sustainable communities, including economic vitality, as well as local character and distinctiveness. Paragraph 135 relates to non-designated heritage asset, such as the existing building. It states that any harm caused to significance needs to be carefully considered and weighed up against the benefits of a proposed development.
- 6.4.3 This is reflected in the site allocation for this site, which sets out the following 'Development Guideline' in relation to the heritage of the site:
- *The Keston Centre has some heritage significance, and retention of this building as part of a wider development could be considered.*
- 6.4.4 The applicant has submitted a Heritage Statement in support of the application, and this has been reviewed by the Council's Conservation Officer. The Conservation Officer agrees with the Heritage Statement's assessments in that it considers Keston Centre to have some historic and aesthetic value. The Conservation Officer considers the significance of the building is as follows:

- Historic value: The historic value is derived from the building's architect, G.E.T Laurence, who worked on a number of projects for the London School Board in the Tottenham area. This value is limited as it is not one of his more influential works.
- Architectural value: It's architectural value is derived from its layout and detailing such as the courtyard style plan form and the gabled brick elevations. This is also limited as the building's low scale and much simpler detailing do not impart enough quality to the building so it could be considered eligible for statutory or local listing.
- Communal value: The building is also considered to have some communal value derived from its use and function. Again, this use is historic to an extent as the building has been vacant for nearly two years. Additionally, the condition of the building is such that it would be difficult to convert it to adaptable modern uses without large scale works internally and externally which would also lead to loss of architectural integrity.

6.4.5 Overall, whilst it is recognised that the building has some architectural and historic interest, this is limited due to the low scale of the building and the simpler architectural detailing. The building is neither listed, locally listed or within a conservation area where it makes a positive contribution. However, its historic association with G.E.T Laurence and communal value does warrant its recognition as a non-designated heritage asset. Demolition of such a building will therefore be considered to cause some harm.

6.4.6 This harm has been considered as per NPPF 135, and it is felt that the design, form and layout of the proposed scheme is of a quality that will result in significant public benefit that would outweigh the harm. However, it would be advisable that if works for demolition are being permitted, a Level 3 historic building recording is secured by condition.

6.5 The impact on the amenity of adjoining occupiers

6.5.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no material adverse impacts on the amenity of surrounding residents or other surrounding uses in terms of loss of daylight or sunlight, loss of privacy, overlooking or enclosure. Similarly London Plan Policy 7.6 requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. This is reflected in Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016.

6.5.2 The applicant has provided a Daylight Sunlight and Overshadowing Assessment, prepared in accordance with council policy following the methods explained in the Building Research Establishment's (BRE) publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011). The reports show that no part of the proposed development would have a

significant, noticeable effect on existing neighbouring dwellings. Regarding daylight, all the existing windows to neighbouring residential dwellings pass the first test recommended by the BRE Guide; the 25 degree section line. Some windows in the existing neighbouring school building close to the southern boundary of the site fail this test but pass the second test recommended in the BRE Guide, the Vertical Sky Component (VSC). All existing neighbouring windows with an expectation of receiving sunlight (as defined by the BRE Guide) are amongst those that pass the section line test, which shows they would also continue to receive adequate sunlight. Existing neighbouring amenity spaces that could be overshadowed by the proposal (all gardens of neighbouring houses) are also shown to receive sufficient sunlight.

- 6.5.3 The nature of the site along with the design of the proposal minimises the potential for concern from loss of privacy due to overlooking into windows to neighbouring residential habitable rooms or private amenity spaces. The site is bounded on 2 sides by Downhills Park, and on one by a school where overlooking and loss of privacy is unlikely to be a concern due to the orientation of the new buildings. An existing school building flanks the central part of the boundary with the application site. Either side of this the flank wall of Block 'H' does not possess any facing windows, and the flank wall of Block 'C' is orientated away so to limit any adverse overlooking between uses.
- 6.5.4 The adjacent properties that stand to be affected by the proposal in terms of amenity are those that back onto the site along Keston Road (19-65 odd numbers). Where the proposal sits adjacent to these properties is the terrace of 16 x 3-bed dwellings houses. These proposed dwellings have been limited in height, and designed in such a way to respect the amenity of the neighbours on Keston Road. The dwellings are positioned a minimum of 14 metres from the rear most projections of the houses in Keston Road at ground floor level, and the roofs of the proposed dwellings then slope up and away from these properties to reduce the enclosure. The roof lines have been revised since submission to be broken up to provide a more interesting appearance, and additional rooflights have been added to provide a less solid appearance. Rooflights in this sloping roof angle upwards to angle views away from the rear of neighbouring properties, and they are positioned above floor level as to avoid any overlooking impacts to the Keston Road properties.
- 6.5.5 To the north of this terrace is Block D, which is a 3-storey flat block. This has been orientated to face the internal street of the site, and to the eastern side of these properties is an access terrace, what would not give rise to overlooking as it is not designed as an amenity space and is purely for access. There are two kitchen windows to the northern most flats that face Keston Road, however, it is recommended that they are fitted with obscure glazing, to be secured by condition, to limit any overlooking impacts. At its closest point, this building is located of 16.5 – 17.8 metres from the rear of three houses on Keston Road, which would serve to limit any overbearing on the outlook of these properties.

- 6.5.6 Noise pollution is dealt with under saved UDP Policy UD3 which resists developments which would involve an unacceptable level of noise beyond the boundary of the site. This stance is in line with the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan. Given the scale of the proposal and the nature of noise from residential uses, the proposal would not cause a significant degree of noise and disturbance upon nearby residents in meeting the above policy framework.
- 6.5.7 Conditions are recommended on any grant of planning permission requiring adequate dust control to protect the amenities of neighbours during the build phase of the development. Hours of construction are controlled by separate legislation.
- 6.5.8 The proposal would not materially harm the amenity of neighbours and is in general accordance with saved UDP 2006 Policy UD3 and concurrent London Plan 2015 Policy 7.6.

6.6 Affordable housing

- 6.6.1 London Plan Policies 3.11 and 3.12 require the maximum reasonable amount of affordable housing to be delivered in all residential developments above ten units. At the local level, Haringey Council's adopted affordable housing policy seeks to achieve a borough-wide target of 50% affordable housing in new development, although the emerging draft local plan policy seeks a minimum of 40% affordable housing. Pocket units, are by definition affordable housing, as opposed to 'discounted' market housing, as the units meet three of the key criteria outline within the definition of affordable housing found in Annex 2 of the NPPF.
- 6.6.2 Of the 126 proposed units on the site, 98 units would be affordable 'Pocket' homes, equating to 78% of the total provision by unit and 67% by habitable room. The proposal is the equivalent of 16.3% of Haringey Council's annual affordable housing target (601 units i.e. 40% of 1,502 units), and thus makes a significant contribution to the affordable housing needs of the Borough.
- 6.6.3 Pocket units are sold at a minimum of 20% below market value. Purchasers must earn below the GLA intermediate affordability household income threshold levels (currently £90,000), not own another property and must live or work in the Borough in question. These restrictions also apply to re-sales and are secured by way of a S106 agreement.⁹³ of the 98 intermediate flats will be 1 bedroom dwellings, and for these homes a reduced household income threshold of £60,000 will apply, to maximise the opportunity for local people to get onto the property ladder who otherwise would be unable to afford to purchase. Unlike shared ownership, where an owner can 'staircase' out and ultimately sell their property on the open market (at which point the property no longer constitutes affordable housing), Pocket flats remain affordable in perpetuity as future

purchasers are also bound by the eligibility criteria to market to local people within the above (indexed) income thresholds. Pocket builds principally one bedroom apartments that are designed specifically for single occupiers who want to own their home outright. Pocket has provided evidence showing that the average income of a purchaser within the last 3 years is £42,326 and when marketing these flats, Pocket will prioritise purchasers with the lowest incomes first.

6.6.4 The proposed affordable housing component within the scheme would be 100% intermediate housing. It is noted, however, that this lack of mix does not accord with the London-wide target within London Plan Policy 3.11 which seeks a split of 60% social/affordable rent and 40% intermediate. This is also reflected in the Council's housing strategy targets, which also seek a higher percentage of 2-bed and 3-bed units than that proposed. However, Pocket Living is a company which specifically provides affordable homes for outright ownership and its model is predicated on this basis, and this is an approach that is supported by the GLA in support of the wider provision of housing across London. The provision of intermediate affordable dwellings supports the borough strategic objective of increasing the supply of sale dwellings in the East of the borough where the balance of existing accommodation is predominantly rented. In view of the exceptionally high percentage of affordable homes that would be provided within the scheme (78% of the dwellings), combined with the GLA's support of this approach, the tenure mix is supported in this instance.

6.6.5 In addition, the proposal will support the Councils strategic housing objectives by:-

- Contributing to a step change in the number of new homes built by increasing the supply of affordable homes on this site;
- Providing new affordable home ownership in the East of the Borough where the current tenure balance is predominantly rented;
- Using the Councils land assets to enable the development to increase housing supply and maximise the delivery of affordable homes for local people

6.6.6 A further review mechanism will be included in the section 106 agreement and which require a further review if the scheme has not been implemented within 12 months of the date of planning consent.

6.7 Residential mix and quality of accommodation

6.7.1 The Council's policy SP2 states that the Council will provide homes to meet Haringey's housing needs and provide a range of unit sizes. The proposed scheme would rely heavily of the provision of 1-bed units; however, the Pocket Living model is to address the needs of single young professionals in particular. As such, the affordable housing within this scheme is predicated on cumulative cost savings associated with duplication of a standardised unit typology.

Accordingly, it is recognised that the heavy weighting towards one-bedroom Pocket Living units is fundamental to the overall affordable housing offer. In light of the overall affordable housing offer, the mix, being 93 x 1-bed flats (74%), 17 x 2-bed flats (13%), and 16 x 3-bed houses (13%) is supported in this case. This development is considered to contribute towards the housing need in the borough. A good number of market family-sized units are also provided.

- 6.7.2 London Plan Policy 3.5 and the accompanying London Housing SPG set out the space standards for all new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.7.3 The predominant 'Pocket' flat type is a 1-bedroom, 1 person unit of 38sqm, which meets the London Plan's minimum space standards of 37sqm. Five 2-bedroom 'Pocket' homes would also be provided within the scheme, with an internal floor area of 56-58sqm. This is below the minimum floor area (61sqm) for a 2-bedroom, 3-person flat within the London Plan. However, Pocket Living defines these units as '2-bedroom, 2-person units' which have no definition in the nationally described space standards (DCLG Technical housing standards 2015) or the London Plan. The provision of these smaller two bedroom units meets a specific need which offers more choice for occupiers who would normally be limited to a one bedroom affordable flat. Given the high quality of the internal design offered within Pocket homes, these unit sizes are acceptable. The market 2-bed and 3-bed units provided would all meet the nationally described space standards.
- 6.7.4 It is noted that the scheme does not provide private balconies for the 'Pocket' units. However they do provide good quality communal amenity space with 'Juliet balconies' with additional accessible amenity space, and this is considered acceptable in the round given the affordability and model of the Pocket housing. In this case, there would be a landscaped, south facing garden at the southern end of the site, and the scheme will also have direct access to Downhills Park, resulting in excellent provision of communal amenity space for residents. The market units will be provided with private amenity spaces to meet the Mayor's standards.
- 6.7.5 The Pocket Living apartment blocks would typically have nine units per floor. This is a departure from standard 12 of the Mayor's Housing SPG which suggests a maximum of 8 units, however given the predominantly one-bedroom, one person unit mix, the number of habitable rooms and occupants per floor would be similar or lower to a typical floor with eight or fewer units. No single-aspect north-facing units would be included within the development. The number of units per core together with the layout of the units is therefore acceptable and would still provide good quality living accommodation.
- 6.7.6 The proposals show that most of the habitable rooms in the proposal receive adequate daylight, with 98% of the units achieving the required standards. The

remaining units fail because of trees close to the windows. Because the trees along the west boundary are deciduous, daylight levels will vary throughout the year. The failures during winter are all marginal meaning that during the cold season, when more daylight is also beneficial, all the units will achieve acceptable daylight levels. Sunlight was also assessed, and the all the windows required to be assessed and the proposed community amenity space met the required standards for sunlight.

6.7.7 Based on the proposed housing mix, the development is expected to produce a child yield of 8 children, and as the child yield would be under ten children, there is no formal requirement to provide on-site children's playspace within the development. However the proposed development would provide ample communal amenity space, and furthermore, the site would also have direct access to Downhills Park which could provide play facilities for children living within this development.

6.7.8 Therefore, the proposal would provide an acceptable level of amenity for future occupiers of the proposed development.

6.8 Density

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

6.8.2 The red line site area is 0.797 hectares, the surrounding area is considered to be urban and has a PTAL of 2. The density proposed is 158 units per hectare and 378 habitable rooms per hectare, which falls within the guidelines of 70-170 u/ha and 200-450 hr/ha set out in the London Plan.

6.9 Transportation

6.9.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies Policy 6.3 'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', 6.13 'Parking' and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'.

6.9.2 The site is located to the north of Phillip Lane and is bounded by Keston Road to the east, Downhills Park to the north, Keston Road to the west and the Harris Primary School to the south. The site currently has one vehicular access point on

Keston Road and pedestrian and cycle access points from Downhills Park. Keston Road is a residential road and is heavily parked, the southern end of Keston Road has been stopped-up with cycle and pedestrian access only, hence vehicular access to Keston Road is only possible from the northern end via Downhills Park Road or Kirkstall Avenue via Downhills Park Road. The site is located in an area with a low public transport accessibility level (PTAL 2), however the site is within walking distance of 5 bus routes, which offers some 57 buses per hour and provides good connectivity to Seven Sister Underground / rail station and Turnpike Lane bus and underground station. The site is currently not located in a controlled parking zone, however the parking management team has recently conducted consultation of the area surrounding the site, residents are in favour of some form of parking control mechanism to restrict parking in the area surrounding the site.

- 6.9.3 The applicant has submitted car parking surveys as part of the Transport Assessment, and the results of the car parking surveys concluded that the area surrounding the site is suffering from high car parking pressures. The applicant is proposing to provide 16 car parking spaces for the 16 town-houses and 11 car parking spaces for the 11 (non-wheelchair) private apartments. The 13 wheelchair accessible units will each have 1 allocated car parking space. The remainder of the pocket units (98 units), will have a car parking provision of 0.15 car parking space per unit (14 car parking spaces). 9 car parking spaces, including 2 drop off car parking spaces, will be provided for the nursery and community centre element of the development, and 2 car club spaces are proposed.
- 6.9.4 In summary on average the residential aspect of the development will have a car parking provision of 0.42 car parking space per unit. The Council's Highways Officers have considered that as the Council's parking standard for this area is maximum and the parking provision is in line with the 2011 census data, (56.6% of households not owning a car and an average car ownership of 0.53 per household for the West Green Ward), and considering that 78% of the total number of units proposed are 1 bed units, the car parking provision is considered appropriate. The applicant will need to provide a parking management plan by-way of imposition of a condition on any grant of planning consent which must include details on the allocation of car parking to the residential aspect of the development. The plan would also include details on how parking will be controlled on site to ensure that residents and visitors do not park in car parking spaces allocated to the nursery and community centre.
- 6.9.5 With regard to car parking, the GLA stated that 'the application proposes 54 residential car parking spaces including 26 spaces for the Pocket units and 28 spaces for the 28 private units. The applicant has indicated that the provision of parking spaces for the Pocket units would be staggered based on demand. However, given that Pocket occupiers typically do not own cars, and in the interest of sustainable transport, the parking provision should be reduced. As

noted above, however, the number of M4(3) units should be increased to 12 and each of those units would need a parking space. This additional parking could be reallocated from the private unit and the Pocket unit parking. Two spaces for car clubs are proposed near the entrance to the site and each resident will be given free 3 year membership, which is strongly supported as a further means of reducing the need for on-site parking.'

- 6.9.6 Following revisions, the number of wheelchair accessible units has increased to 13, which has also resulted in the number of accessible parking spaces increasing to match this number. The additional parking spaces have been reallocated from Pocket units, which reduce the parking for Pocket units as per the GLA's guidance.
- 6.9.7 With regard to cycle parking, the GLA commented that 'the 159 long stay cycle spaces proposed for the residential element and 4 spaces for the nursery/community use are in compliance with London Plan Policy. The applicant should clarify the security of the cycle parking.' The applicant has confirmed that the private cycle parking allocated to the blocks of flats and houses are in a secured bike store located behind a locked fence or in private gardens. The cycle parking provided for the general public and visitors is located along the avenue and it is in the form of Sheffield stands.
- 6.9.8 The main vehicular access to the development will be via the enhanced vehicular access from Keston Road, the access will be widened by 1 metre to allow for two-way vehicular movements, the access to the site will require reconstruction, and will be secured by way of a S.278 agreement.
- 6.9.9 The development proposal will increase the permeability to Downhills Park, which links into West Green Road. The vehicular and pedestrian access from the site on Keston Road will be improved to a wider carriageway and improved site lines to improve pedestrian safety. The units within the development will be accessed via the central landscaped accessed road, the community facility will be accessed via the new community square will also provide parking and collection and drop off spaces for the nursery. The applicant has provided vehicle swept path analysis to demonstrate that large service vehicles can manoeuvre through the proposed landscaping whilst maintaining pedestrian safety.
- 6.9.10 The applicant will be required to submit a draft travel plan before the development is occupied and the full travel plan no later than 6 months after the development has been occupied. The travel plan must include measures to maximum the use of public transport to and from the site include car clubs, public transport information. The travel plan must be prepared in line with the TfL Travel Plan Best Practice Guidance and must be assessed using TfL attribute.
- 6.9.11 The Council's Transportation team has assessed the application, and has concluded that overall, the development is unlikely to generate any significant

increase in traffic and parking demand which would have any adverse impact on the local highways network in the area surrounding the site, subject to conditions and S106 obligations. Conditions are also recommended on any grant of planning permission regarding the imposition of a construction management and logistics plan to ensure construction disruption is minimised, and for the construction of the access to the site. The proposal is therefore acceptable and would promote sustainable modes of travel over the private motor vehicles in accordance with London Plan Policy 6.9 and Local Plan Policy SP7.

6.10 Trees

6.10.1 London Plan Policy 7.21 and Saved Policy OS17 of the Unitary Development Plan 2006 seeks to protect and improve the contribution of trees, tree masses and spines to local landscape character.

6.10.2 The scheme has been designed to minimise the impact on trees and to avoid their root protection areas as much as possible. A tree survey and report was submitted with the application to ensure the trees are considered in the development of the proposals.

6.10.3 The majority of trees around the boundary of the site will be retained. However some trees around the centre of the site are proposed to be removed to enable the development to proceed. However, these trees to be removed are not subject to TPOs and their loss will be mitigated with landscaping and replacement planting across the site.

6.10.4 Concerns were raised regarding the removal of two Category A Beech trees on the eastern boundary of the site. Following further discussions with the applicant, it has been agreed that these trees do not need to be removed and can be included within the overall landscaping of the site and the gardens of the terraced houses along this site of the development. As such, it is recommended that these trees are included in a tree protection plan for the site.

6.10.5 Landscaping of the site and the management of the landscaping would be secured via condition. A Tree Protection Plan, including the two trees mentioned above, will need to be prepared prior to commencement of development on the site, and this will be secured via the imposition of a condition on any grant of planning permission.

6.11 Sustainability

6.11.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change. The Council requires new residential development proposals to meet the carbon reduction requirements of the London Plan.

- 6.11.2 With regard to energy, the GLA has stated that ‘the carbon dioxide savings meet the target set within Policy 5.2 of the London Plan. Whilst this is strongly supported, before these saving can be verified further information is required regarding the use of mechanical ventilation, as well as further justification for the proposal not to link the townhouses and community centre to the site heat network. The application should also show that the use of CHP has been optimized before considering renewable technologies in line with the London Plan energy hierarchy. The applicant should also provide a commitment to ensuring the development is designed to allow future connection to a district heating network, should one become available. The implementation of the final energy strategy should be secured via condition.’ Officers have taken a pragmatic approach, accepting that the town houses are not connected to the site-wide network.
- 6.11.3 Details have been provided with the application to demonstrate that the scheme would achieve a minimum 35.8% reduction in carbon emission from Part L of the 2013 Building Regulations. This would be achieved through the use of high quality insulation, high quality windows, efficient lighting, ventilation and heat recovery, PV panels, energy efficient boilers for the houses and the provision of a CHP unit for the flats.
- 6.11.4 A condition is recommended to be imposed on any grant of planning permission in order to ensure the units are constructed to meet a minimum of 35.8% carbon reduction is recommended, and would ensure the proposal accords with the NPPF and to London Plan Policies, as well as Policy SP4 of Haringey’s Local Plan, which require all residential development proposals to incorporate energy technologies to reduce carbon emissions. A condition is also recommended to be imposed on any grant of planning permission in order to ensure the installation of the CHP unit is to the correct standard.
- 6.11.5 It is noted that the overall approach followed to achieve the energy compliance is not strictly in compliance with the London Plan Energy Hierarchy, however, the scheme does achieve a reduction of a further 0.8% over the 35% required by policy, which is positive.
- 6.11.6 The use of PV panels has been established as a method to assist in the required carbon reduction, however the amount proposed falls short of supplying the 20% of on-site renewable energy provision required by local plan policy. It is considered, however, that there is sufficient roof space within the development to increase the amount of PV panels to ensure that this 20% is achieved. The Council would prefer the use of PV’s instead of ASHP, and further investigation is recommended including a revised energy strategy (if necessary). This is recommended to be secured via planning condition.

6.11.7 The application also states that the scheme will achieve a level 3 outcome in the Home Quality Mark assessment. This is policy compliant and supported, and would be secured via a condition. Conditions are also recommended to secure an overheating assessment and electric vehicle charging points.

6.11.8 Subject to the above conditions, the scheme will achieve compliance with local and London Plan policies on climate change and carbon reduction.

6.12 Land contamination

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

6.12.2 Therefore, the proposal, subject to a thorough site investigation and appropriate remediation, where required, is considered to be acceptable and appropriate for a residential development and is in general accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

6.13 Waste

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

6.14 Accessibility

6.14.1 The GLA commented on the proposal as it was submitted, stating:

'Whilst the applicant has confirmed that all units would meet the M4(2) standard, the proposals does not currently achieve the minimum 10% provision of wheelchair accessible/adaptable units required by London Plan Policy 3.8. Nine M4(3) units (8x Pocket units and 1x Private two bedroom units) are currently proposed, equating to 7% of the scheme.'

The Mayor's Housing SPG makes it clear that the Mayor expects disabled people to have the same housing choice and opportunity as people who are not disabled. The aim of Policy 3.8 is to increase the accessible housing stock which exist in London. The scheme should therefore provide at least 12 M4(3) units to comply with London Plan policies on inclusive design.'

6.14.2 Following this, the applicant has revised the internal layouts of Blocks A, B and C have been by converting four large one bedroom Pocket units into four wheelchair one-bedroom Pocket units and increasing the total of wheelchair units to 13 (12 Pocket units and 1 private unit) providing over the minimum required of 10% wheelchair units. This provision will be ensured by a condition on any grant of permission.

6.14.3 Policy 3.8 of the London Plan requires that all units are built to Building Regulations Part M4(2) standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. All of the proposed units have been designed in accordance with these standards and this will be secured by condition.

6.15 Air quality

6.15.1 London Plan Policy 7.14, 'Improving Air Quality', addresses the spatial implications of the Mayor's Air Quality Strategy and how development and land use can help achieve its objectives. It recognises that Boroughs should have policies in place to reduce pollutant concentrations, having regard to the Mayor's Air Quality Strategy.

6.15.2 An air quality assessment was submitted with the application, however concerns were raised with this as it shows the development emissions are higher than benchmark levels, and therefore the proposal is not Air Quality Neutral. Mitigation must therefore be provided on site, which should include car club spaces, electric vehicle charging points, a service and delivery plan, and the use of boilers and CHP with low emissions. It is considered that these issues can be dealt with via conditions or S106 obligations, and it is recommended that such condition should be imposed on any grant of permission. Subject to these, it is considered that the application will result in a negligible impact on air quality.

6.16 Drainage and Biodiversity

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

1. Store rainwater for later use
2. Use infiltration techniques, such as porous surfaces in non-clay areas
3. Attenuate rainwater in ponds or open water features for gradual release
4. Attenuate rainwater by storing in tanks or sealed water features for gradual release
5. Discharge rainwater direct to a watercourse

6. Discharge rainwater to a surface water sewer/drain
7. Discharge rainwater to the combined sewer.

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

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

6.16.4 The proposal will therefore provide sustainable drainage and will not increase flood risk in accordance with London Plan Policy 5.13 'Sustainable drainage' and Local Plan Policy SP5 'Water Management and Flooding'. Conditions are recommended in relation to SUDS, green roofs and bird and bat boxes the latter of which to enhance the biodiversity value of the site.

6.17 Planning obligations

6.17.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority to seek planning obligations to mitigate the impacts of a development. These are listed in section 2 of this report, and are all considered necessary, directly related to the development and reasonably related in scale and kind.

6.18 Conclusion

6.18.1 The principle of a pocket-led residential development on the site is supported, and the proposal meets a housing need, according with the Council's Site Allocation for this site. The proposal does not impact negatively on Downhills Park MOL, and the design and appearance of the development is of high quality and would provide a pleasant feature within the locality and safeguard the visual amenity of the area. The proposal would not unduly impact on the amenity currently enjoyed by surrounding residents and subject to the imposition of

appropriate conditions and section 106 measures, would not have an adverse impact on the surrounding highway network and parking.

6.18.2 The proposal is a suitable and complementary development to the surrounding townscape, utilising a currently underutilised piece of land to provide 126 new residential units that are well proportioned and will add to the borough's housing stock and provide much needed affordable housing.

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

6.19 CIL

6.19.1 Based on the information given on the plans, the Mayoral CIL charge will be £197,438.85 (4,590sqm x £35 as uprated for inflation) and the Haringey CIL charge will be £72,567.90 (4,590sqm x £15 as uprated for inflation). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

7.0 RECOMMENDATIONS

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

Applicant's drawing No.(s) 0001; 0050; 0051; 0100 Rev A; 0150 Rev A; 0151 Rev A; 0160 Rev A; 0181 Rev A; 0182 Rev A; 0183 Rev A; 0184 Rev A; 0185 Rev A; 0186 Rev A; 0187 Rev A; 0188; 0189; 0190 Rev B; 0191 Rev B; 0192 Rev A; 0193 Rev A; 0194 Rev A; 0195 Rev A; 0196; 0200 Rev B; 0201; 0203 Rev A; 0204; 0210 Rev B; 0211 Rev A; 0212 Rev B; 0213 Rev A; 0220 Rev A; 0221 Rev A; 0223 Rev B; 0224; 0230 Rev A; 0231 Rev A; 0232 Rev A; 0233 Rev A; 0240 Rev B; 0241 Rev A; 0242 Rev A; 0244 Rev A; 0245; 0250 Rev A; 0251 Rev A; 0252 Rev A; 0253 Rev A; 0260 Rev B; 0261 Rev A; 0263; 0270 Rev B; 0271 Rev B; 0272 Rev A; 0273 Rev A; 0300 Rev A; 0310 Rev A; 0311; 0312 Rev A; BD-0147-SD-001-R00; BD-0147-SD-800-R00; BD-0147-SD-801-R00; D90-L11 Rev P01; D90-L12-00 Rev P01; D90-L12-01 Rev P01; D90-L12-02 Rev P01; D90-L14-01 Rev P01; D90-L14-02 Rev P01; D90-L15-01 Rev P01; D90-L15-02 Rev P01; D90-L15-03 Rev P01; D90-L15-04 Rev P01

Air Quality Assessment (September 2016); Arboricultural Impact Assessment and Method Statement (20/09/2016); Bat Survey Report (21/09/2016); Daylight, Sunlight and Overshadowing Assessment (September 2016); Design and Access Statement (13/01/2017 – Rev B); DAS Addendum (January 2017); Draft Site Waste Management Plan (DOC-SWMP-001-B); Below Ground Drainage Strategy (26/09/2016); Energy Statement (September 2016); Environmental Noise and Impact Assessment

(September 2016); Flood Risk Assessment (26/09/2016); Heritage Assessment (January 2017); Interim Travel Plan (September 2016); Landscape Report (September 2016); Planning Statement (27/09/2016); Preliminary Ecological Appraisal (12/08/2016); Preliminary Risk Assessment (325021-R01(01), September 2016); Refuse, cars and cycles Schedule; Statement of Community Involvement (September 2016); Sustainability Statement (September 2016); Transport Assessment (September 2016); Tree Report (31/03/2016); Visual Impact Assessment (January 2017)

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of s91 Town and Country Planning Act 1990 (as amended) and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

0001; 0050; 0051; 0100 Rev A; 0150 Rev A; 0151 Rev A; 0160 Rev A; 0181 Rev A; 0182 Rev A; 0183 Rev A; 0184 Rev A; 0185 Rev A; 0186 Rev A; 0187 Rev A; 0188; 0189; 0190 Rev B; 0191 Rev B; 0192 Rev A; 0193 Rev A; 0194 Rev A; 0195 Rev A; 0196; 0200 Rev B; 0201; 0203 Rev A; 0204; 0210 Rev B; 0211 Rev A; 0212 Rev B; 0213 Rev A; 0220 Rev A; 0221 Rev A; 0223 Rev B; 0224; 0230 Rev A; 0231 Rev A; 0232 Rev A; 0233 Rev A; 0240 Rev B; 0241 Rev A; 0242 Rev A; 0244 Rev A; 0245; 0250 Rev A; 0251 Rev A; 0252 Rev A; 0253 Rev A; 0260 Rev B; 0261 Rev A; 0263; 0270 Rev B; 0271 Rev B; 0272 Rev A; 0273 Rev A; 0300 Rev A; 0310 Rev A; 0311; 0312 Rev A; BD-0147-SD-001-R00; BD-0147-SD-800-R00; BD-0147-SD-801-R00; D90-L11 Rev P01; D90-L12-00 Rev P01; D90-L12-01 Rev P01; D90-L12-02 Rev P01; D90-L14-01 Rev P01; D90-L14-02 Rev P01; D90-L15-01 Rev P01; D90-L15-02 Rev P01; D90-L15-03 Rev P01; D90-L15-04 Rev P01

Air Quality Assessment (September 2016); Arboricultural Impact Assessment and Method Statement (20/09/2016); Bat Survey Report (21/09/2016); Daylight, Sunlight and Overshadowing Assessment (September 2016); Design and Access Statement (13/01/2017 – Rev B); DAS Addendum (January 2017); Draft Site Waste Management Plan (DOC-SWMP-001-B); Below Ground Drainage Strategy (26/09/2016); Energy Statement (September 2016); Environmental Noise and Impact Assessment (September 2016); Flood Risk Assessment (26/09/2016); Heritage Assessment (January 2017); Interim Travel Plan (September 2016); Landscape Report (September 2016); Planning Statement (27/09/2016); Preliminary Ecological Appraisal (12/08/2016); Preliminary Risk Assessment (325021-R01(01), September 2016); Refuse, cars and cycles

Schedule; Statement of Community Involvement (September 2016); Sustainability Statement (September 2016); Transport Assessment (September 2016); Tree Report (31/03/2016); Visual Impact Assessment (January 2017)

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

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

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

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

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

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

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

Reason: To ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

6. No development shall take place until details of all enclosures around the site boundary (fencing, walling, openings etc) at a scale of 1:20, have been submitted to and approved in writing by the Local Planning Authority. Details shall include the proposed design, height and materials. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: In the interest of public safety and security and to protect the visual of the locality.

7. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, a Tree Protection method statement incorporating a solid barrier protecting the stem of the trees, including the two Beech trees on the eastern boundary of the site, and hand dug excavations shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved and the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

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

8. No development shall commence until details of a scheme for a "vegetated" or "green" roofs for the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The details shall include its (their) type, vegetation, location and maintenance schedule. The development shall be implemented in accordance with the approved scheme prior to its first occupation and the vegetated or green roof shall be retained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Reason: To ensure a sustainable development.

9. Prior to the commencement of demolition, a Level 3 recording based on Historic Building's guidance given in 'Understanding Historic Buildings: A Guide to Good

Recording Practice' (May 2016), shall be undertaken, and be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the building's historic and communal value can be illustrated for future generations.

10. Before the first occupation of the development hereby permitted, the kitchen windows within the north-east flank of Block D shall be fitted with obscured glazing and any part of the window that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening and fixed shut. The window shall be permanently retained in that condition thereafter.

Reason: To avoid overlooking into the adjoining properties.

11. A minimum of 10% of all dwellings shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) unless otherwise agreed in writing with the Local Planning Authority.

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

12. The car parking spaces shown on the approved drawings, including a minimum of 13 accessible car parking spaces shall be provided and marked out on the site prior to the occupation of the development. These spaces shall thereafter be kept continuously available for car parking and shall not be used for any other purpose without the prior permission in writing of the Local Planning Authority.

Reason: In order to ensure that adequate provision for car parking is made within the site.

13. Prior to the occupation of the development, a parking management plan shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. This plan must include details on the allocation of car parking to the residential aspect of the development, and the plan must also include details on how parking will be controlled on site to ensure that residents and visitors do not park in car parking spaces allocated to the nursery and community centre. The plan must also ensure that allocated residents car parking spaces are kept free for allocated residents only.

Reason: To ensure that car parking spaces area allocated to various units as required, and to ensure that on site car parking is managed to ensure that residents do not park in the car parking spaces allocated for the community centre.

14. The development shall not be occupied until a minimum of 163 (159 for the residential element and 4 for the community centre/nursery) cycle parking spaces for users of the development, have been installed in accordance with the details hereby approved. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport.

15. Prior to the commencement of development, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on Green Lanes, Colina Road, Colina Mews, and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the Transportation network.

16. Prior to the occupation of the development, a Delivery and Service Plan (DSP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. Details of which must include the servicing of the commercial/healthcare unit, the servicing of the residential units, including a facility to collect deliveries for residents (a concierge or parcel drop, for example), and a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service and must ensure that bins are provide within the required carrying distances on a waste collection day.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation.

17. No development shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust has been submitted to and approved in writing by the Local Planning Authority (the plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment), and that the site contractor company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on site. The scheme shall be carried out in accordance with the approved plans.

Reasons: To safeguard the amenities of the area.

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

a) Using information obtained from the Phase1 Desk Study Report (CGL June 2016 Revision 1) additional site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

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

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

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

19. Where remediation of contamination on the site is required, completion of the remediation detailed in the approved 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.

20. Prior to commencement of the relevant part of the development, details of the CHP demonstrating that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B, shall be submitted to and approved in writing by the Local Planning Authority. This shall include detailed dispersion modelling, of all combustion plant, as recommended in Air Quality Assessment XCO₂ energy dated September 2016. The scheme shall be carried out in accordance with the approved plans.

Reason: To protect local air quality and ensure effective dispersal of emissions.

21. The development hereby approved shall achieve a reduction in carbon (CO₂) emissions of at least 35.8% against Part L of the Building Regulations 2013, as

per the details hereby approved. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted and approved in writing by the local authority within 3 months of completion on site. Such a submission shall show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.

If the targets are not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.

Reason: To ensure that the development achieves a high level of sustainability.

22. Prior to the commencement of the development, full details of the site CHP and boiler facility and associated infrastructure, which will serve heat and hot water loads for all the flatted units on the site, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:
- a) location of the single energy centre which is sized for all required plant;
 - b) specification of equipment (including thermal storage, number of boilers and floor plan of the plant room);
 - c) flue arrangement;
 - d) operation/management strategy;
 - e) the route and connections from the energy centre into all the dwellings and the community centre; and
 - f) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

The CHP and boiler facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system.

23. Prior to installation, details of the Ultra Low NO_x boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NO_x emissions not exceeding 20mg/kWh. All combination gas boilers that are to be installed across the development are to have a minimum SEDBUK rating of 91%. The applicant shall demonstrate compliance by supplying installation

specifications within 3 months of completion. Once installed they shall be operated and maintained as such thereafter.

Reason: To ensure that the development achieves a high level of sustainability and to protect local air quality.

24. Notwithstanding the details hereby approved in the Energy Strategy, by CalfordSeaden, no less than 460sqm of solar PV panels shall be provided on the site to achieve an on site renewable energy provision of 20%. The applicant shall demonstrate compliance by supplying installation specifications, confirmation of the area of PV, location and kWp output at within 3 months of completion. Once installed they shall be operated and maintained as such thereafter. The applicant must allow for site access if required to verify measures have been installed.

Any alterations to any of the measures and standards set out in the submitted strategy (as referenced above) shall be submitted to and approved in writing by the Local Planning Authority prior to installation, and be presented together with justification and new standards.

Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.

Reason: To ensure that the development achieves a high level of sustainability.

25. The development shall be constructed accordance with the details so approved, and shall achieve the rating of Home Quality mark level 3 for all units on the site, and shall be maintained as such thereafter. A post construction certificate shall be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to and approved in writing by the Local Planning Authority within 3 months of completion.

In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development.

26. To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modelling (under London's future temperature projections) for all internal

spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The strategy shall be operational prior to the first occupation of the development hereby approved.

Details in this strategy will include measures that address the following:

- the standard and the impact of the solar control glazing;
- that the overheating units pipe work space is designed in to the building allow the retrofitting of cooling and ventilation.
- that the community centre is designed to passively cool and not have an overheating risk. And that it is not reliant on mechanical cooling and ventilation.

This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given.

Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

Reason: In the interest of adapting to climate change and to secure sustainable development.

27. Prior to the occupation of the development, details and location of the parking spaces equipped with Active (20% of spaces) and Passive (20% of spaces) Electric Vehicle Charging Points (ECVPS) and the passive electric provision shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- Location of active and passive charge points
- Specification of charging equipment
- Operation/management strategy

Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

Reason: In the interest of adapting to climate change and to secure sustainable development.

28. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the

occupation of the development. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality.

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

Reason: In order to ensure that a sustainable drainage system has been incorporated as part of the scheme in the interests of sustainability.

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

Reason: To ensure that any piling has no impact on local underground sewerage utility infrastructure.

31. Prior to the occupation of the development, the applicant shall provide certification that the scheme complies with the requirements of Secured by Design, and this shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the safety and security of the development.

32. Notwithstanding the Provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created, and this shall be installed prior to the occupation of the property, and the scheme shall be implemented and permanently retained thereafter.

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

33. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 or any Order revoking or re-enacting that Order, no extensions to the dwellings hereby approved shall be carried out

without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations.

34. No development shall commence until details of a scheme for bird and bat boxes for the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority.

The development shall then be constructed in strict accordance with these approved details, and the developer shall provide evidence of these measures being installed to the local planning authority no later than 3 month after construction works have completed. Once installed these measures shall be maintained in perpetuity and if necessary replaced as approved.

In the event that these measures are not installed a full schedule and costings of remedial works required to achieve a similar level of biodiversity improvements on site shall be submitted for the written approval of the local planning authority within 4 months of the completion of works on site. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.

Informatives:

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE: Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £197,438.85 (4,590sqm x £35 as uprated for inflation) and the Haringey CIL charge will be £72,567.90 (4,590sqm x £15 as uprated for inflation). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Hours of Construction Work

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

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

INFORMATIVE: Street 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: Fire Safety

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

INFORMATIVE: 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: Thames Water – Surface Water

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE: Thames Water – Fat Trap

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor,

particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

INFORMATIVE: Thames Water – Sewers

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover

INFORMATIVE: Thames Water – Groundwater Risk Permit

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team.

INFORMATIVE: Thames Water – Pressure

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

Appendix 1: Consultation Responses

Stakeholder	Question/Comment	Response
INTERNAL		
Design	<p><u>Location, Description of the site, Policy context</u></p> <p>The site location is in the centre of the borough, to the south-east of Wood Green, north-east of Green Lanes and west of Tottenham. It is a Designated site in the council’s emerging Site Allocations DPD (pre-submission 2016), as SA60. The allocation reads:</p> <p><i>“Subject to reprovision of the existing nursery & day centre uses, redevelopment for residential”.</i></p> <p>Requirements are that no buildings need be retained, but existing uses be reprovided, justify and mitigate any use of or impact on Metropolitan Open Land (MOL) and provide cycle and pedestrian access from the park to the south-west of the site, as well as guidelines that heights should be reduced in the east of the site to respect the amenity of the properties on Keston Road, the neighbouring Downhills Park should be respected and not have on it a detrimental effect, groundwater should be protected, piling should be with care and given that the present Keston Centre building is considered to have some heritage significance, retention of this building as part of a wider development could be considered.</p> <p>The site is roughly rectangular in shape, with Downhills Park, a 12hectare Green Flag award winning public park, adjoining to its north and west; boundaries of the site with the park are a mixture of different forms inducing wrought iron, concrete plank, close board timber and</p>	

Stakeholder	Question/Comment	Response
	<p>chain link fencing, with undergrowth and trees. The short southern boundary backs onto a primary school, the Harris Primary Academy Philip Lane (formerly Downhills Primary), including an emergency access gate and a 2 storey 1950s classroom block right on the boundary (with windows looking onto the site). However, all the school's public access is from its south, where it fronts West Green, the historic triangular shaped public open space at the junction of West Green Road and Philip Lane.</p> <p>The eastern boundary of the site is onto the back gardens of 2 storey terraced houses fronting Keston Road, a quiet residential street running north south. The only existing and only possible access into the application site (apart from the potential for pedestrian and cycle access from the park) is from the northern end of this terrace, via a narrow lane off the corner where Keston Road turns east. Keston Road then joins Downhills Park Road, a wider and busier local distributor street, which connects with Philip Lane southbound and continues northwards around two sides of the park to connect with Downhills Way. However Downhills Park Road is also a residential street lined with 2 storey terraced houses, as are all the streets between and for a considerable distance beyond, in an east, north-east and south-easterly direction.</p> <p>The location of the site is in a residential area, but as noted, it is a short distance from both West Green Road and Philip Lane, both busier roads with a mixture of residential and local amenities including shops. They</p>	

Stakeholder	Question/Comment	Response
	<p>also form the main east-west connection between the central north-south “spine” of the borough, along Green Lanes / Wood Green High Road & related Piccadilly Line, and the eastern “spine” along Tottenham High Road and parallel Overground line. These are also the nearest Town / District Centres; Seven Sisters and Bruce Grove in Tottenham and Green Lanes and Wood Green (the latter a Metropolitan Centre) in the centre of the borough. West Green, the public open space at the point on West Green Road closest to the application site, forms a local centre and “breathing point” at approximately the midpoint between these spines, the point Phillip Lane splits off from West Green Road and continues east parallel and to the north of West Green Road. A more significant local centre stretches along West Green Road west of the green, and a notional and planned stronger north–south “green-chain” will cross West Green Road here.</p> <p>The Green Chain is an ambitious plan to eventually form a coherent, longer distance, pleasant, largely traffic free, pedestrian and cycle route north-south across the borough, mid way between those busy spines mentioned above. However it is very clearly present now within Downhills Park, which is most strongly characterised by the strong tree lined north-south avenue. This divides the park into a more hilly, enclosed, eastern half landscaped with different “rooms” for ornamental landscaping or enclosed sport pitches (such as tennis and basketball), whereas the western half is much more open, containing extensive sports pitches and mown and natural grassland. The avenue between these forms the</p>	

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	<p>main gateway to the park of West Green at its southern end and links northwards, across Downhills Park Road, to Lordship Rec., another large public park further north.</p> <p>Apart from the Site Allocation, the site itself does not have any planning designations, but the adjacent Downhills Park has the following planning designations in the London Plan (2015) and Haringey's adopted (2013) and emerging revised (pre-submission 2016) Local Plan Strategic Policies and emerging Development Management Policies (pre-submission 2016):</p> <ul style="list-style-type: none"> a) It is Metropolitan Open Land (MOL); London Plan Policy 7.17 & Haringey's SP13 (SP=Strategic Policies); b) Historic Park; SP13; c) A Site of Importance for Nature Conservation (SINC), albeit at the lowest level of importance, Local Importance; also SP13; and d) Proposed Green Grid; DM20 (Development Management Policies) and in the emerging revised SP13. <p>There is also a designated Area of Archaeological Importance; SP12; nearby, covering West Green itself and some adjacent sites including parts of the school to the south of this site and the park to the south-west. There are designated Local Shopping Centres on West Green Road and Philip Lane about 200m south-west & south-east of the site.</p> <p><u>Use, Form & Development Pattern</u> The site is well located and suitable for residential</p>	

Stakeholder	Question/Comment	Response
	<p>development. It immediately adjoins residential streets and is very close to amenities, with a park immediately adjacent and shops and services within a short walking distance. The proposals are predominantly residential but also include a substantial new-build community use building, in accordance with the Site Allocation and Policy requirement to replace existing community uses. The mix of uses proposed is therefore appropriate.</p> <p>The key formal move is the creation of a new north-south street parallel to Keston Road. This allows a series of short terraces of townhouses between the new road and the back gardens of the neighbouring existing houses, of a similar scale and form to those neighbouring houses, with back gardens facing onto those back gardens. These are counterpoised on the west side of the new street with the row of mansion blocks of a scale more commensurate with the wide open spaces of Downhills Park. This is in my view an excellent clear and legible form of development.</p> <p>The success of this clear and robust, formal layout will partly depend on being well connected into existing networks of streets and public spaces, and on having well designed, robust and clearly laid out destinations, of sufficient interest at either end. In this, the proposals inevitably struggle to cope with having to connect to the existing street network solely via the existing narrow and convoluted lane access. However the proposals, with a modest widening of the lane leading into a distinct and elegant “entrance square”, forming a coherent transition to the new street, and populated, overlooked and</p>	

Stakeholder	Question/Comment	Response
	<p>addressed by the main entrance facades of the community building and Block D. This latter is a 3 storey flatted block that forms a transition in scale and form between the townhouses and mansion blocks as well as “closing” the end of the terrace of townhouses and turning the corner from the new street into the entrance square.</p> <p>The separate, stand-alone, purpose built community building to house the proposed community uses includes a nursery on the ground floor and community centre, with rooms for hire on the 1st floor. It presents a formal entrance facade to the square, reinforcing its entrance status and I am confident would successfully accommodate its community uses. Of these, the ground floor nursery use is especially reinforced with the provision of private open space to the side (covered) and rear, associated with the park, and with the canopy to the covered outdoor area on its side extending to form a partially secluded and covered nursery entrance area.</p> <p>The destination at the other end of the street is expected to be the more park-like space where this opens out and connects to Downhills Park itself. This expands out of the landscaped “wedge” that gradually appears along the new street, which is wedge shaped in plan, widening out as it descends the hill southwards, into the “garden square” at the southern end. Crucially the garden square contains a gateway into Downhills Park, although a second gateway has been added off the entrance square, in response to comments that neighbouring local residents would be more likely to be attracted to use this</p>	

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	<p>as an entrance to the park if it were at the northern end. However I am hopeful that residents of this new development will use the southern park gate regularly as it will provide the best, most direct route from their homes, via the park, to the amenities and public transport connections of West Green Road.</p> <p><u>Height, Bulk & Massing</u></p> <p>The three mansion blocks form the boldest, bulkiest, most massive, highest and most visible part of the development, but in comparison with many similar developments in parkside locations they are modest. Two blocks are of four storeys, with a small 5th storey roof access stair element, the third block has a full, albeit setback, 5th floor. Their appearance will be of a consistent four storeys, with graded elevational treatment (see below) of a type found typically and widely in London; it will also be of an appropriate height to mark the edge of the park, forming some sense of enclosure to its wide open spaces and sitting in proportion to the mature trees of the park. The mansion blocks length and width gives them an appropriate proportion, wider seen in long views across the park and up and down the street, narrower from the squares at either end of the site and from the tight passageways between the blocks.</p> <p>The height of the townhouses steps down from 2 storeys plus a 3rd floor “attic” mansard roof with dormer windows, along the new street frontage to one storey onto their back gardens, with a mono-pitched roof. This mediates between the height of the existing neighbouring terraced houses and the proposed mansion blocks in the</p>	

Stakeholder	Question/Comment	Response
	<p>development, on the other, western side of the new street. The townhouses are grouped into short terraces of four, with small gaps between, giving those short terraces a sense of proportion similar to the mansion blocks, scaling the view of them down the street and across the park-square at the southern end of the site and allowing glimpses through to the houses and garden trees beyond.</p> <p>Block D, the smaller flatted block mediates between the scale and massing of the mansion blocks and townhouses, as well as helps defining the northern, entrance square and defining a gateway into the street. At three storeys it steps up from the 2 ½ storey elevation height (2 storeys plus a 3rd storey in the roof) of the townhouses, but like the mansion blocks with a flat roof, albeit with no set back additional floor. Divided into two different materials, its longer elevation responds to the longer proportions of the street facing elevations of the mansion blocks and townhouses, whilst it turns the corner in a squarer proportioned block responding to the proportions of the end elevation of the mansion blocks and to the more static nature of the entrance square.</p> <p>The more modest height, bulk and massing of the nursery / community block responds to its more intimate functions and the intimate space of the entrance square. In its plan form it continues and terminates the line of mansion blocks, whilst its stepped down height gives it a more relaxed, pavilion like massing.</p> <p>Legibility of the street layout, Approach to the front</p>	

Stakeholder	Question/Comment	Response
	<p><u>door(s) & Accessibility</u></p> <p>The street network is as noted above a simple diagram; an entrance square, a street, and a termination square (accessing the park). Further distinction is created by paving the entrance square in consistent, quality pavements across vehicle and pedestrian areas. Further definition is created by running 5no. notional crossings across the street, at the entrance and lining up with the mansion block entrances and paths between the blocks. Further richness is created by varying the roadway paving in line with the mansion blocks, with bound gravel in front of the northern and southern blocks (A & C) and paving to match the square in front of the middle block (B). Finally the southern square is a more landscaped, green and vegetated paved space.</p> <p>The new street forms the main organising approach for entrances to the new homes. All the new townhouses have a front door opening directly off this street, via a small margin of landscaped defensible space. All the mansion blocks have a single, grander, identifiable front door, also with defensible landscaped space between it and the road, and identifiably similar to, if scaled up from, the townhouses. Block D and the Community Centre / Nursery, are accessed off the entrance square.</p> <p>As much as possible, the street spaces and squares are treated as a uniform, shared surface, but notional vehicular and pedestrian zones are clearly demarcated with paving patterns and flush kerbs, and with obstacles to protect pedestrian safety. Near flush kerbs to pavements and flush thresholds to buildings provide</p>	

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	<p>access throughout for wheelchair users as well as visual and tactile clues for the visually impaired.</p> <p><u>Dwelling Mix and Block(s) Layout</u> Inevitably the dwelling mix amongst the apartments is all of 1 and 2 bedroom units, with a strong bias to 1 bed units, as that is the developer's primary product. However the townhouses are all of 3 bedrooms, which significantly redress the balance. The Pocket product is of smaller flats to permit affordability. That the development is not <i>all</i> Pocket homes ensures a sustainable mix.</p> <p>All the flatted blocks and townhouses are essentially laid out east to west, to optimise aspect. There are no north or south facing single aspect units, although as the mansion blocks are laid out in a simple but efficient layout with a central corridor and 7, 8 or 9 flats per floor (in blocks C, B & A respectively, & on the upper floors; some flats are replaced with services on the ground floors), there are inevitably three, four or five flats per floor (42 in total) that are east and west facing single aspect, but that is an acceptable direction to have single aspect, and they all get a good, interesting outlook, either onto the lively street or bucolic park. In addition there are two ground floor single aspect flats per mansion block one in Block C) facing onto the street, but these are protected with generous defensive landscaping.</p> <p>Block D has a better flatted layout in terms of avoiding single aspect flats; there are none. There are however</p>	

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	<p>ground floor flats directly beside the street, with less defensible landscaping. Their only window facing the other way, onto the entrance court and beneath the access decks to the upper floor flats, is a kitchen window. However as they benefit from this alternate view, the potential of cross ventilation and use of a private outdoor courtyard space.</p> <p><u>Residential Design Standards & Internal Layout(s)</u> All flat layouts meet Mayors Housing SPG space and layout standards. The Pocket Homes one bedroom flats meet the special dispensation for one bedroom, one person homes with a shower room.</p> <p>Pocket Homes flats do not have their own private outdoor amenity space, but do benefit from “Juliette” balconies as well as private communal roof terraces in each block (courtyard in Block D), as well as the huge existing public park and additional public amenity spaces provided as part of this development on their very doorstep. However two bedroom Pocket Home flats do have their own private balcony; inset into the elevations to give residents some privacy, yet benefiting from southerly aspect (in Block C), or a view into the entrance square (in Block D).</p> <p>Servicing of houses and flats, for refuse, is simply arranged from the street through the site, which is suitable for a refuse lorry, including turning. However it is notable and impressive that refuse storage, along with cycle storage, is located unobtrusively around the backs of blocks, accessed via the paths between the mansion</p>	

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	<p>blocks and short terraces of townhouses, the latter being gated and lockable. The locations of cycle stores for the mansion blocks mask the refuse stores from adjacent flats and from the park.</p> <p><u>Daylight, Sunlight, Overshadowing, Privacy & Overlooking</u></p> <p>The applicants have both provided Daylight Sunlight and Overshadowing Reports on their respective sites, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011)¹.</p> <p>The reports show that no part of the proposed development would have a significant, noticeable effect on existing neighbouring dwellings. Regarding daylight, for all the existing windows to neighbouring residential dwellings pass the first test recommended by the BRE Guide; the 25° section line. Some windows in the existing neighbouring school building close to the southern boundary of the site fail this test but pass the second test recommended in the BRE Guide, the Vertical Sky Component (VSC). All existing neighbouring windows with an expectation of receiving sunlight (as defined by the BRE Guide) are amongst those that pass the section line test, which shows they would also continue to receive adequate sunlight. Existing neighbouring amenity spaces that could be</p>	

¹ Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011)

Stakeholder	Question/Comment	Response
	<p>overshadowed by the proposal (all gardens of neighbouring houses) are also shown to receive sufficient sunlight.</p> <p>The report shows that an overwhelming majority of habitable rooms in the proposed development would receive sufficient daylight, and of those that have a reasonable expectation of sunlight (that face within 90° due south), sufficient sunlight. Some rooms in the ground and first floor of the mansion blocks where they face the park would not receive sufficient daylight (but would receive sufficient sunlight). The applicants' consultants assess that this is due to the presence of existing trees in the park, and note that in winter months when they are not in leaf the daylight levels would nearly (but not quite) pass. Their comment is that as the neighbouring trees are deciduous daylight levels will vary and by best in winter when better daylight is most values. I would comment that a fail is still a fail, but that it is unreasonable to expect full compliance with the Guide (which states it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations) in London, as the Mayor of London's Housing SPG acknowledges. But to me the key mitigation is that these rooms benefit from an outlook directly onto a park, with mature trees, that may restrict daylight but surely benefit outlook. Finally the applicants' consultants assessed sunlight to proposed public and private amenity space within the proposed development and found that all such spaces would receive adequate sunlight as defined by the BRE Guide. I have checked the applicants' consultants report</p>	

Stakeholder	Question/Comment	Response
	<p>and agree their methods are correct and the results appear sound.</p> <p>The proposals are designed to carefully avoid overlooking of neighbouring properties and loss of their privacy, or of privacy of residents of the proposals from existing neighbouring properties. In particular, along the majority of the eastern boundary, where the site backs onto the short back gardens of existing terraced houses on Keston Road, many of which have large 1st floor bay windows looking directly at the site, the proposal is for nearly continuous terraces of townhouses that only have ground floor windows to their rear; these will be below garden wall level and therefore not cause any overlooking, and their upper floors is a mono-pitched roof to their rear, with only occasional rooflights set above eye level providing only views of the sky from within the proposed houses. However I am concerned there may be some overlooking <i>of the proposed houses from the existing neighbours.</i></p> <p>Towards the northern end of the eastern boundary of the site, the neighbouring houses on Keston Road strep further away from the boundary and have longer back gardens. Here the proposal includes the small, 3 storey flatted block. Although further away from existing neighbouring dwellings than further south, it is designed nevertheless to minimise its impact on those houses, with only kitchen windows and access decks on that side of the block, the rest of these flats' windows facing west over the street. Nevertheless the distance of this access decks of this block from the windows of the nearest</p>	

Stakeholder	Question/Comment	Response
	<p>neighbouring houses is an acceptable distance of about 25m.</p> <p>Between dwellings in the development, the blocks look at each other across the street. This would not normally be a concern, as people have less expectation of privacy from rooms facing a street, but many of these flats are single aspect, and the townhouses' bedrooms all look onto the street. However the street width is a reasonably generous 15m at its northern end, widening out to 26m at the southern end, so that in the majority of the site they will be more than the 18m apart where research shows faces cannot be recognised, the normal benchmark for minimum privacy distance.</p> <p><u>Elevational Treatment & Fenestration</u> Elevations to all blocks are notably carefully composed with regular spacing of similar sized windows giving a basic sense of order, within which variation and gradation mark individuality and distinguish height. Townhouses are grouped into short terraces of four but are nonetheless clearly distinguishable as individual units, their elevations simple orderly and with a vertical emphasis of proportion. The mansard roof provides a capping to the two storey main elevation and a familiar sense of proportion of the classic London terraced house, found in many surrounding streets.</p> <p>The corner block, Block D, forms a termination to the townhouses and a step up in scale whilst maintaining a regularity and sense of order part of the piece with the rest of the developments; in particular the ground floor is</p>	

Stakeholder	Question/Comment	Response
	<p>treated as a base with a separating brick and stone band, upper floor windows sitting in slightly recessed two storey brick bays and the long side of the block is split vertically into two elevations, in different colour brick, matching the alternating brick used elsewhere, and responding to the different nature of the street and square.</p> <p>The three mansion blocks are the most strikingly composed, with a clearly distinguished base (ground floor), middle (1st & 2nd) with two storey recessed bays, top (3rd floor) with single storey recesses and where present (Block C only except for roof access) set back attic. Vertically, windows are paired to distinguish the flats, and alternation of the presence or not of Juliette balconies. The entrances and stair cores are expressed on the street facing elevations as a central recessed element, marking their entrance and breaking in two their longer elevation, with a matching bay on the opposing, park side, subtly also marked with a slight recess and no window recess. Fenestration to ground floor flats is of larger, full width floor to ceiling windows between heavier looking brick piers.</p> <p>Finally the Nursery / Community Building, is in a contrasting architectural style (and by different architects) and yet clearly of the same family of buildings; its two storeys fenestrated in a regular pattern of square windows or recesses, yet finished in contrasting, monolithic materials.</p> <p>Landscaping</p>	

Stakeholder	Question/Comment	Response
	<p>The landscaping plan supports the overall layout and concept of the development, the transition and bounding of the park to the residential neighbourhood, with landscaping to the west of the site, adjacent to the park, more lush, green and verdant, to the east, a more hard paved street.</p> <p>Hard landscaping is described above in the section on the legibility of the street layout. Careful thought has been given to paving materials, to be durable and compliment the proposed housing, community building and context, although these will have to be secured by condition.</p> <p>Street trees are proposed to be used carefully to frame parking areas, entrances to blocks and animate the two squares, whilst subtly screening pedestrians from motorists. Planting beds to provide defensible space are of consistent depth in front of the townhouses and Block D; they start at the same depth in front of the mansion blocks but exploiting the splay in the site, expand out giving the flats greater and greater defensible space, becoming wide enough for a swale for rainwater control and verdant landscaping eventually opening our into the garden square at the southern end where fruit trees provide a landscaped leisure area. Some of the parking spaces are proposed to be filled with planting beds; these could be removed if parking demand increases, or if as the developer and architects expect, parking demand is low, further planting beds could be provided.</p> <p>Materials & Details</p>	

Stakeholder	Question/Comment	Response
	<p>The materials palette to all the housing blocks, whether mansion blocks or townhouses, is predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. Two complimentary bricks are proposed, to reinforce the architectural concept, with the three mansion blocks in a lighter, tan coloured London Stock brick, and the townhouses and Block D alternating between that brick and a redder brick. Contrasting elements such as horizontal bands and recessed entrance / stair panels are in GRC reconstituted stone.</p> <p>The contrasting Community Use / Nursery Building is proposed to be in a lightweight fibreglass rainscreen cladding system, with a steel clad wall and fibreglass canopy marking the nursery entrance. The green-grey slightly translucent cladding will contrast with the brickwork housing and reference the park, pavilions and open space.</p> <p>Conditions will be required to secure quality materials and that their detailing is robust, particularly of choice of brick, cladding, balustrades, rainwater goods and other materials, and detailing of parapets, window reveals and around recessed balconies, including their soffits.</p> <p><u>Conclusions</u> As design officer I am satisfied that the necessary design quality has been achieved to permit the proposed mansion block form, height and visibility in this striking but sensitive, park-side location, and that the terraced townhouses and corner block will mediate in scale</p>	

Stakeholder	Question/Comment	Response
	<p>between the larger mansion blocks and existing neighbouring streets. Furthermore the community building/nursery will be a striking, bold and yet appropriate provision of modern social infrastructure. I am excited at the design of the entrance square, street, and garden square, which I am confident will provide a clear and attractive gateway and entrance to the community use/nursery building and the existing park, enhance the development's integration into its neighbourhood and provide a clear, legible approach to the proposed housing. I am also happy that the quality of residential accommodation will be high, and that the relationship of the proposed development to the residential streets and public park contexts will be positive.</p>	
<p>Transportation</p>	<p>The site is located to the north of Phillip Lane and is bounded by Keston Road to the east, Downhills Park to the north, Keston Road to the west and the Harris Primary School to the south. The site currently has one vehicular access point on Keston Road and pedestrian and cycle access points from Downhills Park. Keston Road is a residential road and is heavily parked, the southern end of Keston Road has been stopped-up with cycle and pedestrian access only, hence vehicular access to Keston Road is only possible from the northern end via Downhills Park Road or Kirkstall Avenue via Downhills Park Road. The site is located in an area with a low public transport accessibility level (PTAL2), however the site is within walking distance of 5 bus routes 67, 41, 230, 341 and W4 bus routes, which offers some 57 buses per hour and provides good connectivity</p>	<p>Conditions and informatives are recommended as advised.</p>

Stakeholder	Question/Comment	Response
	<p>to Seven Sister Underground / rail station and Turnpike Lane bus and underground station. The site is currently not located in control parking zone, however the parking management team have recently conducted consultation of the area surrounding the site, resident's area in favour of some form on parking control mechanism to restrict parking in the area surrounding the site</p> <p><u>Description of Development:</u> The site which includes the Keston Centre which is currently unoccupied, the Goan Community Centre, Haringey contact centre, and the West Green playgroup nursery, the applicant is proposing to demolish the existing building and redevelop the site to re-provide the D1 (nursery), C3 (residential units) containing 126 units (93x1 bed pocket apartment, 5x2 pocket apartments, 12x2 bed private apartments and 16x3 bed town house and 65); car parking spaces, landscaping and widening of the existing vehicular access to allow two cars to park.</p> <p><u>Trip Generation:</u> The applicants transportation planning consultant Transport Planning Practice has conducted surveys of the existing site to measures the number of vehicular trips generated by the development between 7am and 7pm, the surveys identified that the nursery element of the development generated some 12 in/out trips during the PM peak period and 10 in/out trips during the PM peak period. The existing community centre did not generate any vehicular trips during the AM peak period and only 1 out vehicular trip during the AM peak period. The survey identified that a number of the vehicular trips</p>	

Stakeholder	Question/Comment	Response
	<p>generated by the existing site is as a result of vehicular movements generated by staff from the nearby Harris Primary Academy, with 10 in movements during the AM Peak hour and 9 vehicles out during the PM Peak hour. The parking by the school which has a maximum parking accumulation of some 23 cars at 15:45 is informal parking which has not been agreed by the land owner, in addition the school has a travel plan which seeks to promote travel by sustainable modes of transport to and from the site, which is in line with the Council's Local Plan Policy SP7 and the Council's Development Management DMP Policy DM32.</p> <p>The applicant has provided trip generation information based on the following sites (Stanley Close, Watson House and Havilland House, Sewarstone House and Swainson Road) from the TRICS/TRAVL trip forecast database, which predicted that the proposed residential development would generate 93 in/out person's trips during the AM peak hour and 85 in/out trips during the PM peak hours. This translates to 12 in/out vehicular trips during the AM peak hour and 19 in/out vehicular trips during the PM peak hour. The applicant transport consultant have used method of travel to work modal split data from the 2011 census data for the super output area (Haringey 013B) in which the site is located. The sustainable transport modal split target based on the travel to work modal split data forecast that the majority of the trips will be by sustainable modes of transport (87%), with only some 13% of trips to work by car drivers.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Pedestrian Access:</u> The proposed development will have some 70 in/out walking trips during the AM peak hour and 57 In/out pedestrian trips during the PM peak hour, the development proposal will increase the permeability, to Downhills Park, which links into West Green Road. The vehicular and pedestrian access from the site Keston Road will be improved to a wider carriageway and improved site lines to improve pedestrian safety. The units within the development will be access via the central landscaped accessed road, the community facility will be accessed via the new community square will also provide parking and collection and drop off spaces for the nursery. The applicant has provided vehicle swept path analysis to demonstrate that large service vehicles can manoeuvre through the proposed landscaping whilst maintaining pedestrian safety.</p> <p><u>Parking Provision:</u> The applicant has submitted car parking surveys as part of the Transport Assessment, the surveys were conducted on Wednesday 6th July 2016, and 9th July 2016, the surveys included an overnight survey which is when the majority of residents are at home and the parking pressures are at the highest. The results of the car parking surveys using 6 metres as a car length concluded that the area surrounding the site is suffering from high car parking pressures. The applicant is proposing to provide 16 car parking spaces for the 16 town house and 12 car parking space for the 12 private apartments; the remainder of the pocket units (98 units) excluding the 8 wheel car accessible unit which will each</p>	

Stakeholder	Question/Comment	Response
	<p>have 1 allocated car parking will have a car parking provision of 0.2 car parking space per unit (18 car parking space); 9 car parking spaces including 2 drop off car parking spaces will be provided for the nursery and community centre element of the development and 2 car club spaces. In summary the residential aspect of the development will have a car parking provision of 0.42 car parking space per unit. We have considered that as the Council's parking standard for this area is maximum and the parking provision is in line with the 2011 census data, 56.6% of households not owning a car and an average car ownership of 0.53 per household for the West Green Ward. Considering that a larger percentage of the total number of units proposed are 1 bed units, 98 of the 126 units (78%), the car parking provision is considered appropriate. We will require the applicant to provide parking management plan byway of condition which must include details on the allocation of car parking to the residential aspect of the development. The plan must also include details on how parking will be controlled on site to ensure that residents and visitors don't park in car parking spaces allocated to the nursery and community centre.</p> <p><u>Access and Servicing Arrangements:</u> The main vehicular access to the development will be via the enhanced vehicular access from Keston Road, the access will be widened by 1 metre to allow for two-way vehicular movements, the access to the site will require reconstruction, these works have been estimated at £20.708 and will be secured by way of a S.278 agreement, as per Drawing KR/GA/001.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Travel Plan:</u> The applicant will be required to submit a draft travel plan before the development is occupied and the full travel plan no later than 6 months after the development has been occupied. The travel plan must include measures to maximum the use of public transport to and from the site include car clubs, public transport information. The travel plan must be prepared in line with the TfL Travel Plan Best Practice Guidance and must be assessed using TfL attribute.</p> <p><u>Highways layout:</u> The proposed scheme will be require very limited alterations to the public highways with only alteration to the access on Keston Road in the form of a raised entry treatment, the cost of these works have been estimated at £20,708 the applicant will be required to pay the cost of these works byway of a S.278 agreement in line with the Drawings.</p> <p>On reviewing the application and supporting documentation the transportation and highways authority would not object this application subject the following S.106 obligations and conditions:</p> <p>S106 Obligations: 1. The applicant will be required to enter into a Section 278 Agreement to secure a sum of £20,708 (twenty thousand seven hundred and eight pounds) for works related to the removal of the existing vehicular access point and the re-creation of a new vehicular access point</p>	

Stakeholder	Question/Comment	Response
	<p>into the site, construction of a raised tables and resurfacing of the footways sites side.</p> <p>Reason: To improve pedestrian/cycle road safety in the immediate vicinity of this development,</p> <p>2. The applicant enters into a S.106 agreement including provision that no residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.</p> <p>Reason: To mitigate the parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increase travel by sustainable modes of transport hence reducing the congestion on the local highways network.</p> <p>3. The applicant shall be required to enter into a Section 106 Agreement securing a £40,000 (forty thousand pounds) contributions towards investigations for the feasibility of a new controlled parking zone.</p> <p>Reason: To encourage the use of sustainable modes of transport and to minimise the impact of the development upon on-street parking within the vicinity of the site.</p> <p>4. A residential and commercial travel plan must be secured by the S.106 agreement. As part of the detailed travel plan the flowing measures must be included in</p>	

Stakeholder	Question/Comment	Response
	<p>order to maximise the use of public transport:</p> <p>a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents.</p> <p>c) Establishment or operation of a car club scheme, which includes at least 3 cars spaces. The developer must offer two years free membership and £50 credit to all new residents.</p> <p>d) The applicant's are required to pay a sum of, £3,000 (three thousand pounds) per travel plan for monitoring of the travel plan initiatives.</p> <p>Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>Conditions:</p> <p>1. The applicant will be required to provide a parking management plan which must include details on the allocation of car parking to the residential aspect of the development the plan must also include details on how parking will be controlled on site to ensure that residents and visitors don't park in car parking spaces allocated to the nursery and community centre.</p> <p>Reason: To ensure that car parking spaces area allocated to various units as required, and to ensure that</p>	

Stakeholder	Question/Comment	Response
	<p>on site car parking is managed to ensure that residents do not park in the car parking spaces allocated for the community centre. The plan must also ensure that allocated residents car parking spaces are kept free for allocated residents only.</p> <p>2. The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work (including demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Keston Road and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.</p> <p>3. The applicant/operator is required to submit a Service and Delivery Plan (SDP) for the local authority's approval prior to occupancy of the proposed development. The Plans should provide details on how servicing and deliveries will take place. It is also requested that servicing and deliveries should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce traffic and congestion on the transportation and highways network.</p>	

Stakeholder	Question/Comment	Response
	<p>Informative: The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p>	
Pollution Control	<p>Air Quality</p> <p>The proposals for the development include 65 parking spaces for a total of 126 residential units.</p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • Be at least ‘air quality neutral’ and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas 	Conditions recommended as advised.

Stakeholder	Question/Comment	Response
	<p>(AQMAs)).</p> <ul style="list-style-type: none"> • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made onsite. <p>An Air Quality Assessment by XCO2 energy dated September 2016 has been submitted. This shows that the ‘development emissions for NO2 and PM10 are higher than the benchmarks, therefore the proposed development is not Air Quality Neutral with respect to transport-related emissions.’ Therefore mitigation on site must be provided. This should include:</p> <ul style="list-style-type: none"> • Low emission car club spaces; • electric vehicle charging points; • a service delivery plan; • minimising emissions from combustion plant by selecting boilers and CHP with low emissions as possible. <p>The energy statement proposes a centralised system incorporating CHP and backup gas boilers that will supply both space heating and domestic hot water for the main residential blocks. However no information on the provision of heat and hot water for the D1 uses is included. The AQ assessment states that the technical specification of the proposed units has not yet been finalised and that detailed dispersion modelling will be undertaken at developed design stage to determine the potential impact of the energy centre emissions on future occupants of the proposed development and existing</p>	

Stakeholder	Question/Comment	Response
	<p>sensitive receptors in the area.</p> <p>Contaminated Land</p> <p>A Preliminary Risk Assessment (RSK project 325021 R01 (01)) dated September 2016 has been submitted. This presents amongst other issues a preliminary conceptual site model of contamination, identifying possible pollutant linkages. The conceptual model indicates potential pollutant linkages with a risk of low to medium from the potential historical use of heating oil, made ground and off- site former railway land.</p> <p>The report recommends that that an intrusive investigation should be conducted including:</p> <ul style="list-style-type: none"> • Excavation of trial pits, focused on proposed garden areas and areas surrounding the former school and confirming thickness of made ground; • Laboratory testing of soil samples (groundwater is not expect to be encountered); • Interpretative report in relation to a proposed residential redevelopment. <p>Recommended conditions:</p> <p><u>Combustion and Energy Plant:</u></p> <p>Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh.</p>	

Stakeholder	Question/Comment	Response
	<p>Reason: To protect local air quality</p> <p>Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form must be submitted to and approved by the LPA. This shall include detailed dispersion modelling, of all combustion plant, as recommended in Air Quality Assessment XCO2 energy dated September 2016.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p><u>Contaminated land: (CON1 & CON2)</u></p> <p>1. Before development commences other than for investigative work:</p> <p>a) Using information obtained from the RSK Preliminary Risk Assessment an additional site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable:</p> <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. 	

Stakeholder	Question/Comment	Response
	<p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>2. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p><u>Management and Control of Dust:</u></p> <p>1. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.</p> <p>2. Prior to the commencement of any works the site or</p>	

Stakeholder	Question/Comment	Response
	<p>Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.</p> <p>3. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>4. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p><u>As an informative:</u></p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in</p>	

Stakeholder	Question/Comment	Response
	accordance with the correct procedure prior to any demolition or construction works carried out.	
Waste Management	<p>The proposal will require the following:</p> <ul style="list-style-type: none"> 21 x 1100L Euro bin for refuse 13 x 1100L Euro bin for recycling 126 x Kitchen Caddy 9 x 140L Food waste bin <p>The commercial premise must ensure that they have a separate waste collection service in place and that it is not mixed with the residential waste. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times.</p> <p>Commercial Businesses must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>At present the information provided does not state how far the pulling distance is from the storage points to the pickup point. (A management plan can be put in place by the managing agent if needed to ensure receptacles are placed within pulling distance and returned to storage</p>	Concerns raised can be addressed via the imposition of conditions.

Stakeholder	Question/Comment	Response
	<p>area after collection if needed)</p> <p>Vehicle tracking information will need to be supplied to ensure that waste vehicle can enter site and must have a point in which to turn.</p> <p>All guidelines above and below should be followed and confirmation be provided.</p>	
Sustainability	<p><u>Energy – Overall</u> The scheme delivers a 35.8% improvement beyond Building Regulations 2013. The policy requirement is 35% improvement beyond Building Regulations 2013. However, the overall approach is not policy compliant because the London Plan energy hierarchy has not been followed.</p> <p><u>Energy – Lean</u> The applicant has proposed an improvement of beyond Building Regulations by 35.8% through improved energy efficiency standards in key elements of the build. While this is not best practice it is policy compliant and a positive.</p> <p>This should be conditioned to be delivered on site:</p> <p><u>Suggested Condition:</u></p> <p>You must deliver the energy efficiency standards (the Lean) as set out in the Energy Strategy, by XC02 Energy, Issue 02, dated 26 September 2016.</p>	<p>Concerns are noted, but can be overcome by conditions recommended as detailed.</p>

Stakeholder	Question/Comment	Response
	<p>The development shall then be constructed and deliver the U-values set out in this document. Achieving the agreed carbon reduction of 35.8% beyond BR 2013. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.</p> <p>If the targets are not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP04</p> <p><u>Energy – Clean</u></p> <p>The scheme proposes a single energy centre serving all flatted units, and stand alone boilers for the houses and the community centre.</p> <p>There are no details of how the single energy centre proposed will interlink to all flatted units, houses or the community centre. There are no details of how this single energy centre will be designed (through reserved space and basement wall plugs) to connect to a local network at a later date.</p>	

Stakeholder	Question/Comment	Response
	<p>Therefore based on these issues, at this stage the clean energy proposals are not policy compliant. We recommend that these are addressed through the following condition:</p> <p><u>Suggested Condition for CHP and boiler facility:</u></p> <p>You shall submit details of the site CHP and boiler facility and associated infrastructure, which will serve heat and hot water loads for all the flatted units, houses and community centre on the site.</p> <p>This shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> a) location of the single energy centre which is sized for all required plant; b) specification of equipment (including thermal storage, number of boilers and floor plan of the plant room); c) flue arrangement; d) operation/management strategy; e) the route and connections from the energy centre into all the dwellings and the community centre; and f) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) <p>The CHP and boiler facility and infrastructure shall be</p>	

Stakeholder	Question/Comment	Response
	<p>carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP04 and DM 22.</p> <p><u>Suggested Condition for individual boilers:</u></p> <p>That all combination gas boilers that are to be installed across the development are to have a minimum SEDBUK rating of 91%. The applicant will demonstrate compliance by supplying installation specification at least 3 months post construction. Once installed they shall be operated and maintained as such thereafter.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP04</p> <p><u>Energy – Green</u></p> <p>That application has reviewed the installation of various renewable technologies:</p> <p><i>PV Panels</i> - They have concluded that approximately 420m² PV panels with 63kWp would produce regulated CO₂ savings of approximately 18.0%. These are fitted onto roof space on the blocks, but not all roof space has been used for energy generation as the applicant wants</p>	

Stakeholder	Question/Comment	Response
	<p>roof terraces for the private flats.</p> <p>Air Source Heat Pumps - Air source heat pumps (ASHPs) are being suggested to provide space heating and cooling in the Community Centre. This will generate a 1% carbon reduction across the site. There are no details on the cooling loads on the scheme. ASHP will be visually intrusive on the edge of the park.</p> <p>The policy requirement is to achieve a 20% carbon reduction through the use of renewable, the scheme proposes 19%. The ASHP can be removed if the building is designed passively and removes the requirement for cooling. Please refer to the London Plan Cooling Hierarchy.</p> <p>We do not support the use of the ASHP. We believe that the Community Centre should be connected to the site wide heating network, and that the building is designed to passively cool.</p> <p><u>Suggested condition:</u></p> <p>You will install the renewable energy technology (PV Solar Panels) as set out in the document Energy Strategy, by CalfordSeaden, dated September 2016.</p> <p>The applicant will deliver no less than 460m² of solar PV panels.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore</p>	

Stakeholder	Question/Comment	Response
	<p>mentioned strategy, then any shortfall should be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.</p> <p>The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>The equipment shall be maintained as such thereafter. Confirmation of the area of PV, location and kWp output must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.</p> <p>Reason: To comply with London Plan Policy 5.7 and local plan policy SP04</p> <p><u>Sustainability Assessment</u></p> <p>The applicant has submitted a Sustainability Assessment within their Energy Strategy. They have proposed that the scheme undertakes a Home Quality Mark and achieves a level 3 outcome.</p> <p>This approach is policy compliant and supported, it should be conditioned.</p> <p><u>Suggested condition:</u></p> <p>You must deliver the sustainability assessment as set out in the Energy Strategy, by CalfordSeaden, dated</p>	

Stakeholder	Question/Comment	Response
	<p>September 2016.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the rating of Home Quality mark level 3 for all units on the site, and shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p>In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2, 5.3 and 5.9 and policy SP04 of the Local Plan.</p> <p><u>Overheating Risk</u> The thermal model submitted shows that two units, the living room in the Town Houses, and the community centre are at risk from overheating in future weather</p>	

Stakeholder	Question/Comment	Response
	<p>patterns.</p> <p>To overcome this, the applicant has recommended the use of mechanical cooling and ventilation (air conditioning) and solar glazing. No further details are provided.</p> <p>While the risk to the dwellings may be acceptable, the overheating risk for the community centre and its future uses is not. This is therefore not policy compliant.</p> <p><u>Suggested Condition:</u></p> <p>To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modelling (under London's future temperature projections) for all internal spaces will be given to the Council for approval. This should be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site and shall be operational prior to the first occupation of the development hereby approved.</p> <p>Details in this strategy will include measures that address the following :</p> <ul style="list-style-type: none"> - the standard and the impact of the solar control glazing; - that the overheating units pipe work space is designed in to the building allow the retrofitting of cooling and ventilation. - that the community centre is designed to passively cool and not have an overheating risk. And that it is not reliant on mechanical cooling and ventilation. 	

Stakeholder	Question/Comment	Response
	<p>This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given.</p> <p>Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>Reason: London Plan Policy 5.9 and local policy SP04 and in the interest of adapting to climate change and to secure sustainable development.</p> <p><u>EV charge points</u> The Applicant has advised the 20% of spaces will be fitted with Active electric Vehicle Charging Points (ECVPS) with a further 20% passive provision as required by the London Plan.</p> <p><u>Suggested condition:</u></p> <p>Details and location of the parking spaces equipped with Active (20% of spaces) and Passive (20% of spaces) Electric Vehicle Charging Points (ECVPS) and the passive electric provision must be submitted 3 months prior to works commencing on site. The details shall</p>	

Stakeholder	Question/Comment	Response
	<p>include:</p> <ul style="list-style-type: none"> - Location of active and passive charge points - Specification of charging equipment - Operation/management strategy <p>Once these details are approved the Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>Reason: To comply with London Plan Policy 6.13.</p>	
Conservation	<p>I have read the additional information submitted with the application: Heritage Statement and the Visual Impact assessment. My conclusions are as follows:</p> <p>I agree with the Heritage Statement's assessments in that it considers Keston Centre to have some historic and aesthetic value. This assessment, however, has not assessed the building's communal value derived from its use and function. In my opinion, the significance of the building is as follows:</p> <ul style="list-style-type: none"> • Historic value: The historic value is derived from the building's architect G.E.T Laurence who worked on a number of projects for the London School Board in the Tottenham area. This value is limited as it is not one of his more influential works. • Architectural value: Its architectural value is derived from its layout and detailing such as the courtyard 	<p>A heritage recording condition is recommended as advised.</p>

Stakeholder	Question/Comment	Response
	<p>style plan form and the gabled brick elevations. This is limited too as the building's low scale and much simpler detailing do not impart enough quality to the building so it could be considered eligible for statutory or local listing.</p> <ul style="list-style-type: none"> Communal value: The building is also considered to have some communal value derived from its use and function. Again, this use is historic to an extent as the building has been vacant for nearly two years. Additionally, the condition of the building is such that it would be difficult to convert it to adaptable modern uses without large scale works internally and externally which would also lead to loss of architectural integrity. <p>Overall, whilst it is recognised that the building has some architectural and historic interest, it is limited due to the low scale of the building and the simpler architectural detailing. The building is neither listed, locally listed or within a conservation area where it makes a positive contribution. However, its historic association with G.E.T Laurence and communal value does warrant its recognition as a non-designated heritage asset. Demolition of such a building will therefore be considered to cause some harm. This harm has been considered as per NPPF 135 and it is felt that the design, form and layout of the proposed scheme is of a quality that will result in significant public benefit that would outweigh the harm. However, it would be advisable that if works for demolition are being permitted, a Level 3 recording based on Historic Building's guidance given in 'Understanding Historic Buildings: A Guide to Good</p>	

Stakeholder	Question/Comment	Response
	Recording Practice' (May 2016) is secured by condition so that the building's historic and communal value could be illustrated for future generations.	
EXTERNAL		
Thames Water	<p>Waste Comments</p> <p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties</p>	Conditions and informatives are recommended as suggested.

Stakeholder	Question/Comment	Response
	<p>suffering blocked drains, sewage flooding and pollution to local watercourses.</p> <p>There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p>	

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

Stakeholder	Question/Comment	Response
	<p>would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
Designing Out Crime	<p>I have previously been consulted on this scheme by the Architect and main Stakeholders and my comments and recommendations regarding layout have been included within the revised design. I maintain some concerns regarding the proposed access into Downhills Park from the new scheme. My opinion is that the site works better and is more secure as a cul-de-sac with one single entrance and exit via Keston Road. Introducing the extra route will increase permeability and could give anonymity to an offender, who can simply walk through the estate. The key issue will be managing this new route and who will actually be responsible for doing so.</p> <p>Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October 2015, it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards; I would encourage the planning authority to note the experience gained by</p>	<p>A condition is recommended to ensure the scheme achieves Secured by Design accreditation.</p>

Stakeholder	Question/Comment	Response
	<p>the UK police service over the past 26 years in this specific subject area.</p> <p>That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with specific aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product.</p> <p>I would therefore request that the benefits of certified products be pointed out to applicants and that the Local Authority encourages assessment for this application. For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website www.securedbydesign.com</p> <p>Having reviewed the application and available documentation we have taken into account Approved document Q and the design and layout there is no reason why, with continued consultation with a DOCO and the correct tested, accredited and third party certificated products that this development would not be able to achieve Secured by Design Gold award. I would</p>	

Stakeholder	Question/Comment	Response
	therefore seek to have a planning condition submitted where this development must achieve Secured by Design accreditation.	
Natural England	<p>Natural England's comments in relation to this application are provided in the following sections.</p> <p><i>Statutory nature conservation sites — no objection</i> Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.</p> <p><i>Protected species</i> We have not assessed this application and associated documents for impacts on protected species. Natural England has published <u>Standing Advice</u> on protected species.</p> <p>You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.</p> <p>The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.</p>	Noted.

Stakeholder	Question/Comment	Response
	<p>If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at consultationsnaturalengland.orq.uk.</p> <p>We would, in any event, expect the LPA to assess and consider the possible impacts resulting from this proposal on the following issues when determining this application:</p> <p><i>Green Infrastructure</i> The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. Natural England would encourage the incorporation of GI into this development.</p> <p><i>Local sites</i> If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.</p> <p><i>Biodiversity enhancements</i> This application may provide opportunities to incorporate</p>	

Stakeholder	Question/Comment	Response
	<p>features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.</p> <p><i>Sites of Special Scientific Interest Impact Risk Zones</i> The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website</p> <p><i>Follow-up comments:</i></p>	

Stakeholder	Question/Comment	Response
	<p>Natural England has previously commented on this proposal and made comments to the authority in our letter dated 18 October 2016 (Our Ref: 198111).</p> <p>The advice provided in our previous response applies equally to this amendment although we made no objection to the original proposal.</p>	
London Fire Brigade	<p>The Brigade is not satisfied with the proposal for fire fighting as compliance with Part B% of the Building Regulations is not shown.</p>	<p>The applicant has supplied revised plans demonstrating compliance with Building Regulations.</p>
Greater London Archaeological Advisory Service	<p>Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p> <p>No further assessment or conditions are therefore necessary.</p>	<p>Noted.</p>
TfL	<p>Having reviewed the submitted documents, TfL have the following comments:</p> <ul style="list-style-type: none"> - TfL understands that the development proposes: <ul style="list-style-type: none"> - 126 residential units, - 63 car parking spaces - 159 cycle spaces. - Re-provision of a nursery and community centre. 	<p>Conditions are recommended as requested.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - The site registers a Public Transport Accessibility Level (PTAL) of 2 on a scale of 1 to 6b which indicates a poor level of accessibility. - The applicant proposes 44 car parking spaces for the residential element but this could increase to 54. This would give a ratio of 0.34 to 0.42 which is acceptable given the low PTAL of the site. TfL do note that parking for private accommodation would be 1:1 and TfL suggest that this is lowered to promote some use of sustainable transport. 7 parking spaces are proposed for the nursery element which TfL have no objection to. TfL request a car parking management plan, secured by condition to regulate car parking activity on site. - The applicant proposes 9 Blue badge spaces which complies with London Plan standards and welcomed by TfL. In addition 20% of spaces should be fitted with Active electric Vehicle Charging Points (ECVPS) with a further 20% passive provision. Full details of car parking should be secured by condition. - 159 long stay cycle spaces are proposed for the residential element which complies with London Plan standards. 4 spaces are proposed for the nursery/community uses which TfL have no objection to. - In addition to assessing the suitability of cycle parking, TfL assess the design of cycle parking in line with London Cycling design Standards (LCDS). Cycle parking will be located in several stores around the site which TfL support. The applicant should clarify the security of cycle 	

Stakeholder	Question/Comment	Response
	<p>parking. Furthermore the applicant should ensure 5% of cycle spaces can accommodate larger cycles. Full details of cycle parking should be secured by condition in consultation with TfL.</p> <p>- The applicant has provided a multi modal trip generation, forecasting 25 two way bus trips and 38 two way underground trips in the AM peak. TfL is content that this will have no material impact on the transport network.</p> <p>- Servicing will take place on site, which TfL have no objection to. The applicant has provided swept path, but TfL request the applicant clarify how the vehicles can manoeuvre in and out of the site in forward gear as it is unclear from the swept path. The applicant should also ensure that servicing and refuse does not occur wherever possible, during nursery drop off and pick up.</p> <p>- TfL is also concerned with potential impact on the TLRN during construction. The London Plan sets out policies regarding the management of freight movements. TfL therefore requires a Construction Logistics Plan for the whole development, be secured by condition to manage freight impact.</p> <p>Based on the above request being met, TfL have no further comments.</p> <p><i>Further comments:</i> Based on the revised plans, TfL welcome the changes made to the provision of Blue Badge parking and details</p>	

Stakeholder	Question/Comment	Response
	regarding the security of cycle parking.	
GLA	<p>Strategic issues summary: Land use: Redevelopment for residential-led development and community centre is supported; development would not have further impact on openness of Metropolitan Open Land. (paras. 13-15).</p> <p>Housing and affordable housing: 126 units proposed. 67% affordable by habitable room (78% by unit), intermediate Pocket Living homes proposed, which is strongly supported. Some variances from residential standards are accepted in light of the high affordable housing offer and overall high design quality (paras. 16-27).</p> <p>Design: Design is high quality and proposals are supported. (paras. 28-31).</p> <p>Inclusive design: Proposals do not currently provide 10% M4(3) units and the number should be increased accordingly. (paras. 32-33)</p> <p>Climate change: Carbon reduction target met and proposals comply with London Plan climate change policy; however further information is required to verify carbon savings. (paras. 34-35)</p> <p>Transport: Proposals broadly acceptable, applicant should reduce parking provision where possible, further information on cycling, servicing and construction should be submitted. (paras. 36-40).</p>	The applicant's response to the issues raised are contained within the Officer's assessment above.

Stakeholder	Question/Comment	Response
	<p>Recommendation That Haringey Council be advised that whilst the principle of the development is strongly supported, the application does not yet fully comply with the London Plan for the reasons set out in paragraph 45 of this report. Possible remedies are set out in that paragraph to ensure full compliance with the London Plan.</p> <p>(The full Stage 1 Report is included at Appendix 5)</p>	
<p>London Parks and Gardens Trust</p>	<p>We write as Co-Chairs of the Planning & Conservation Working Group of the London Parks & Gardens Trust (LPGT). The LPGT is affiliated to The Gardens Trust (TGT, formerly the Garden History Society and the Association of Gardens Trusts), which is a statutory consultee in respect of planning proposals affecting sites included in the Historic England (English Heritage) Register of Parks and Gardens of Special Historic Interest. Inclusion of a site in the HE Register is a material consideration in determining a planning application. The LPGT is the gardens trust for Greater London and makes observations on behalf of TGT in respect of registered sites, and may also comment on planning matters affecting other parks, gardens and green open spaces, especially when included in the LPGT's Inventory of Historic Green Spaces (see www.londongardensonline.org.uk) and/or when included in the Greater London Historic Environment Register (GLHER).</p> <p>Downhills Park (OS Grid ref TQ324896) is an early 20th</p>	<p>The impact of the application on Downhills Park is assessed in the report above.</p>

Stakeholder	Question/Comment	Response
	<p>century public park laid out on the former 18th and 19th century landscaped grounds of Downhills House by Tottenham Urban District Council in 1902-03 retaining earlier 19th century features and planting; it opened to the public on 6 August 1903. Downhills Park is included in the LPGT Inventory, which is in the process of being added to the GLHER maintained by Historic England. It is also included in Haringey's register of Public Parks, Gardens, Squares, Cemeteries and Churchyards of Local Historic Interest compiled by the LPGT in 1996. The Park should therefore be considered a non-designated historic asset and should be protected accordingly as required by the provisions of the National Planning Policy Framework.</p> <p>We acknowledge the well-presented and comprehensive landscape design proposals that would appear to provide high-quality public realm and a 'parkland' setting for the proposed development; however, the LPGT has the following observations:</p> <p><i>Alterations to boundaries and Metropolitan Open Land:</i> The proposed development includes a widened access off of Keston Road that encroaches into Downhills Park, altering an historic boundary that has existed since at least 1902-03 when the park was originally laid out (illustrated in the 1913-1914 OS Map) and may in fact be considerably older. Moreover, this encroachment will result in the loss of 15sqm of public park which is also designated as Metropolitan Open Land. In exchange, 65sqm of land within the south west corner of the applicant's demise will be given over to Downhills Park.</p>	

Stakeholder	Question/Comment	Response
	<p>While this increases the overall size of Downhills Park, it would appear to be in contradiction to Policy 7.17 of the London Plan, which states in paragraph 7.56 that <i>“Development that involves the loss of MOL in return for the creation of new open space elsewhere will not be considered appropriate”</i>.</p> <p><i>Building Heights and affects on character and setting:</i> The proposed 5-storey blocks of flatted accommodation in the west of the proposed development are out of keeping with the scale of existing surrounding development, which is characterised by mostly 2-3 storey residential housing. While the proposed boundary comprising a native hedge within 2m high vertical bar railings fronting Downhills Park will be an improvement to the existing boundary treatment, there are likely to be glimpsed views above the proposed hedge and between the existing mature trees towards the proposed 5-storey blocks, which will introduce taller built forms just beyond the eastern boundary of Downhills Park, affecting views, character and setting. Indeed, HTA’s Design and Access Statement mentions views of the park from upper levels of the proposed development, meaning users and visitors of the park are likely to be able to see the upper levels of the 5-storey blocks. This is in contradiction to Local Haringey’s Local Plan and February 2015 Urban Character Study (Seven Sisters area, p124), which set out guidance to limit building heights of 1-3 storeys for the area immediately to the east of Downhills Park.</p> <p><i>Proposed access – new entrances:</i> The two new entrances from the proposed development directly into</p>	

Stakeholder	Question/Comment	Response
	<p>Downhills Park will provide safe and efficient routes for the new residents and for those visiting the re-housed Nursery and Community Centre; however, these new entrances do not appear to offer any more direct or convenient access to the Park for the wider community than that already provided by the existing park entrance on Keston Road. These new (private) entrances may place additional burdens on local authority and police resources, and we note and agree with the comments made by the Designing Out Crime Officer in his consultation response.</p> <p>For these reasons, the LPGT objects to this application, on the basis that the harm to Downhills Park (a heritage asset) outweighs the public benefit from the proposed development. We would suggest that more be done to upgrade the Park for the benefit of all the surrounding residents to outweigh the harm caused by the proposed development, in accordance with NPPF.</p>	
NEIGHBOURING PROPERTIES	<i>244 letters of objection; 1 petition in objection; 18 letters of support</i>	
Objections		
<i>Keston Action Group</i>	<p><i>The Keston Action Group has submitted a full objection report on the application which is available at Appendix 6. The summary and conclusion is below:</i></p> <p>1. To summarise, the Applicant (Pocket Living) propose to redevelop an emerging Allocated Site (SA60) at Keston Road in Tottenham. The proposed scheme is for residential and community uses, but at a quantum of units and associated height, bulk and massing that far exceeds the relevant Local Plan guidance.</p>	

Stakeholder	Question/Comment	Response
	<p>2. These representations have been prepared on behalf of KAG who are strongly opposed to the scheme on the grounds that it is contrary to a whole range of national; strategic and local planning policies as identified within this report.</p> <p>3. In particular, serious harm will flow from the proposals in respect of their damaging impact upon:-</p> <ul style="list-style-type: none"> - MOL and Downhills Park; - residential amenities; - highways and car parking; - the local character and townscape of the area; and - a flawed approach to meeting local housing needs. <p>In respect of the latter, approval of the proposals would signal a significant departure from key affordable housing policies which would seriously undermine the Council's housing strategy and inhibit the future delivery of genuine affordable accommodation that is desperately needed in the Borough and throughout London.</p> <p>4. For all of these reasons, it is considered that the application proposals fail the Section 38 test of the Act and that the Council should therefore refuse planning permission accordingly.</p>	
<i>Friends of Downhills Park</i>	<p>I write on behalf of the Friends of Downhills Park, who have just been shown the Keston Action Group's formal objection to Planning Application HGY/ 2016/3309. We have not had time to hold a meeting to discuss their text, but following discussion of the building scheme in earlier meetings, I can state that the Friends fully support what is said in their objection about the damage that the proposal will do to the park, which is designated Metropolitan Open Land, by reason of the proposed detrimental and irregular land swap on the northern boundary of the site , and to the visually intrusive development on its western boundary, which would permanently and detrimentally change the character of the Park.</p> <p>I should add that 146 people objected to the proposed disposal of land forming part of the park by Haringey Borough Council in August 2016.</p>	
<i>Neighbours:</i>	<p>We would like to object to the proposed development on the following grounds:</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - The blocks of flats are not in keeping with the local area, neither in style or the number of storeys. - The loss of privacy to local residents, particularly those on Keston Road. - The added burden that will be placed on local parking facilities, due to the limited number of spaces provided by the development versus the number of new residents in the area. The on-street parking is already at the maximum capacity, especially in evenings and at weekends. This will be accentuated by additional visitors. 	
	<p>I am writing to object this proposal as it stands. I do so for three reasons: the proposed land swap; the provision of car parking spaces; and the design of the terrace housing on the east of the site.</p> <p>1. The Design and Access Statement indicates that the existing boundary with Downhills Park along the northwest edge of the site is to be removed, and the boundary resited to the west to allow for a wider entrance to the site and the construction of a five-storey block at the northern end. Nowhere in the Statement (that I could find) was there any clear indication of the extent of the land to be appropriated for this purpose, although the developer does say that the southern part of the site is to be opened to the west so that the land in effect becomes part of the public park. However, the London Plan expressly rules against land swaps of this nature, and although this guidance does not have legal force there would have to be very strong grounds indeed for ignoring it. None are provided, other than the developer's desire for a wider entrance and a five-storey block at the northern end. Even were this not the case, the opening of the southern part of the site to the west to allow public access raises immediate security considerations in respect of the school to the south of the site and indeed of the occupants of the terrace housing along the eastern edge of the site. This is another reason for rejecting the proposed land swap.</p> <p>It should also be noted that the part of the boundary which the developer wishes to remove seems to pre-date the establishment of Downhills Park as a park, and was in place when the grounds were still part of the now demolished Downhills House. Removal of this boundary would therefore amount to destruction of part of the Park's history.</p> <p>2. The Development and Access Statement notes that the site is conveniently located for two underground stations and several bus routes. That being so, it is quite unnecessary for the developer to wish to provide so many car parking spaces, particularly in view of the rather cramped nature of the</p>	

Stakeholder	Question/Comment	Response
	<p>site. Additionally, the provision of car parking spaces would appear to conflict with the income demographic at which this development is aimed; it would ordinarily be thought that occupants on a low income who would otherwise be struggling to afford a home of their own would have difficulty acquiring and maintaining a private vehicle as well. That being so, it would be appropriate to eliminate all but a few car parking spaces, and reserve those which remain only for delivery vans and emergency vehicles. This would in turn would allow more space for the blocks along the western edge of the site, allowing them to be either moved back from the boundary with the park or for their footprint to be increased, the latter of which would allow either for an increase in the number of flats or (preferably) a reduction in height by at least one storey because of the number of additional flats per floor which would result.</p> <p>3. Although the terrace housing on the eastern side of the site is claimed as complementary to the houses on Keston Road, these dwellings would in fact be taller because of the need to allow space for a bedroom in what would otherwise be the attic – a tallness which is accentuated rather than masked by the steep slope of the roofs on the side backing onto the houses on the western side of Keston Road, simply because the slope (down to the ceiling level of the ground floor) is so out of keeping with the roofs on Keston Road. Additionally, there is no explanation why the northern end of the terraces of houses on the eastern side of the site should be given over to a three-storey block of a similar design to the blocks on the western side - if the aim is to provide terrace housing complementary to that on Keston Road, then it follows that the whole of the eastern side of the site should be lined with terrace housing, not suddenly and incongruously break into a slab-like block (or, if entering the site from the north suddenly and incongruously break from a slab-like block into terrace housing).</p> <p>I therefore request that - despite the work the developer has done to consult with local residents and revise the proposal in the lights of comments already made - this proposal be rejected as it stands, and the developer asked to return with a proposal which, firstly, retains the existing boundaries with Downhills Park; secondly, removes most of the car parking spaces and moves the blocks on the western side of the site further from the boundary with the Park; and thirdly, redesigns the housing on the eastern side of the site to ensure that the roofs are more in keeping with the those of the houses on Keston Road and replaces the block on the northern end of this terrace with similar dwellings.</p>	
	I am a member of the Friends of Downhills Park. These are my objections to the development of	

Stakeholder	Question/Comment	Response
	<p>Keston Centre by Pocket Living: <input type="checkbox"/></p> <p><input type="checkbox"/></p> <ul style="list-style-type: none"> - Development not in keeping with the surrounding 2/3 storey Victorian housing - Development poses a detrimental impact on local residents and family lives, local services, parking, with increased traffic and noise - Encroaches on the protected 100 year old Downhills Park and its historic boundary - in order to “improve access” – against Metropolitan Open Land regulations; - Development Inappropriate to Haringey’s needs – housing needed for families not single middle earners; and includes numerous substandard “tiny” Pocket flats – only 38 Sq Metres 	
	<p>In my view the proposed development does not address the housing needs in the area, it does not really provide affordable housing for local families and does not address the housing crisis locally or improve housing stock for those who need it the most.</p>	
	<p>I have four further concerns regarding the proposed development at Keston Road:</p> <p>The proposed development because of its scale and position would result in an unacceptable loss of privacy, adversely affecting the amenities enjoyed by the residents on Keston Road. The mass, bulk and proximity would also present an overbearing and intrusive element to other neighbours at the rear of the development on Kirkstall Avenue and Ripon Road.</p> <p>The scale and siting, both in itself and relation to adjoining buildings, spaces and views, is inappropriate and unsympathetic to the appearance and character of the local environment.</p> <p>The proposed development would be out of keeping with the design and character of the surrounding housing and would have an over bearing and adverse effect on the visual amenity of the area as a whole.</p> <p>The housing around Keston Road is something Haringey can be proud of - period, beautiful, low rise, aesthetically consistent. A large scale multi storey building interrupting this would damage this asset, whereas a building that is 2 storeys would not have this negative impact</p>	

Stakeholder	Question/Comment	Response
	<p>The site is located in a predominantly residential area with quiet roads next to a park. This setting has attracted existing residents, and they can reasonably expect the area to retain this character. This development will multiply the number of residents in this area many times over which will likely result in noise, disturbance, litter and nuisance to the detriment of residents.</p> <p>To mitigate some of the negative impact to the existing community a significantly reduced number of units should be considered. In addition can the council propose dedicating some of the profits from any development to improving the poor paving, road surface and planting on Kirkstall Avenue, Keston road and Ripon Road? They are currently uneven and ugly, a constant trip hazard (especially for my small kids) and don't encourage the public to treat this area with care and avoid littering.</p> <p>The proposal reduces the amount of legitimate car parking on the site and in the area to an unacceptable level. Insufficient parking space will adversely affect the amenity of surrounding properties through roadside parking. The large increase in population will likely create conflicts between pedestrians, cyclists and vehicular movements in the area thereby creating a safety hazard.</p> <p>As well as a reduced number of units and the introduction of parking permits are there any other steps that can be proposed to mitigate against the impact of the vastly increased traffic? Can we be reassured that the road-block between Keston road and Phillip lane will be maintained as part of the planning consent?</p> <p>If the development goes ahead there will be years of disruption to this community. If the consultation is genuine and the council and Pocket actively and publicly considers ways of addressing concerns and develops alternatives, it will gain good will that will be valuable as the development continues.</p>	
	<p>I believe that the development will have adverse effect on the residential amenity of neighbours and park users by reason of overlooking, loss of privacy and overshadowing. I am particularly concerned that this will have impact on families and children in Downhills Park.</p> <p>I also believe that the development is at an unacceptably high density for the site given that it intends to add the same number of houses/flats as Keston and Kirkham Rds combined. The Visual impact of the development will have a negative effect on the character of the neighbourhood as it is over-bearing,</p>	

Stakeholder	Question/Comment	Response
	<p>out-of-scale and out of character in terms of its appearance compared with the period properties in the area, and drastically alters the look and feel of Downhills Park.</p> <p>The proposed development also encroaches on the protected 100 year old Downhills Park and its historic boundary - in order to improve access. This goes against Metropolitan Open Land regulations and will have damaging impact on the local community.</p> <p>Finally it is clear that the development is wholly inappropriate to Haringey's housing needs, prioritising single middle earners rather than young families. The proposed development also prioritises quantity over quality of living units, with numerous substandard tiny 'pocket' flats.</p>	
	<p>My concerns are:</p> <ol style="list-style-type: none"> 1) strategic issues around travel infrastructure - that we will see over 100 young professionals placing extra burden on the 41 bus route at rush hour between Turnpike Lane and Seven Sisters, 2) strategic issues in that it is potentially creating slum dwellings. Pocket Living are confident that the young professionals who they anticipate buying these one-bed flats will "move out of London in 5 years or so", but if they cannot afford to move out (and in my view are unlikely to as the jobs are in London), the scheme will become hugely overcrowded with very cramped living conditions for families. 3) Loss of light for Keston Road neighbours - although this does not affect me directly. 4) This development will significantly damage the character of the area, with 5 storeys (at consultation they said they had reduced it to 4!) overshadowing the park with at least one floor above the tree line, and also that it is significantly towering over the existing Keston Road properties which are only 2 storeys. 5) I do not understand why Haringey Council is giving park land to car parking. This is hugely anachronistic, in an era when most if not all your young professionals are cyclists, not car owners, it is simply not necessary to provide car parking space. It is particularly wrong to give green space over to car parking space. I was told it was due to some quirk of not having a CPZ in the area that meant the council was 'obliged' to provide parking space. This is simply ethically wrong (regardless of whether it's technically or legally correct), and I am struggling to explain to my children why Haringey Council would tarmac green space for the provision of cars! 	
	I object to the planning application on the grounds of; negative effect on local amenities, including	

Stakeholder	Question/Comment	Response
	traffic, parking and road safety. Loss of light and privacy of neighbours. Noise and disturbance resulting from new uses. Effect of the proposal on the character and appearance of an area.	
	I object to this planning application for many reasons. The development is not in line with the surrounding area, with my main concern being its encroachment on Downhills Park. Downhills Park is such a valuable asset to our local community and I believe that this application contravenes the Metropolitan Open Land regulation. This housing development as the planning stands, would take away some of the park land, and also overlook the park and our children playing. Further, the proposed height of the development is not in line with existing houses. I believe that this development is totally inappropriate for the area.	
	This should be refused due to the height not being in line with nearby 2 storey housing also it would be detrimental to the enjoyment of the park and too imposing on local residents also it encroaches on the protected 100 year old Downhills Park and it's boundary and it is inappropriate for Haringey's housing needs for families.	
	<p>I am horrified at the plans to allow Pocket Living to build flats alongside Downhills Park. Not only are the proposed flats completely out of character with the houses in the area, they would be vastly taller, blocking out much-needed light to neighbours and those in the park, a giant eyesore looming over a beautiful section of the park where children play and should be able to enjoy the sunshine. The problems it would cause with the influx of traffic and cars is awful to think about. The air quality along West Green Road has already been recorded at dangerous levels - do you really think it is responsible to increase this?</p> <p>The noise and the over-population it would bring to this area would ruin what is a very special corner of Haringey. I am hugely upset thinking about it. I moved here to be near the park, to be near open space and feel like I had room to breathe. You are taking that away from me and countless other residents. Children in London already see such little open green space and breathe in such dirty air - you will be compounding this problem. These plans are highly irresponsible and I will join other residents in fighting them, all the way to court if needs be.</p>	
	I do not consider 5th floor (maybe even 4th floor) self contained property(s) should be built with only	

Stakeholder	Question/Comment	Response
	<p>stairwell access and no lifts. The cost of maintaining lifts would presumably fall on those living in the blocks this is presumably why lifts are not proposed. I consider the play group nursery roof/extensions exhibited at the public consultation unsuitable in an area with many trees - moss/leaf debris will be caught in their rounded shape and the council will have to pay for regular cleaning of the plastic/Perspex proposed roofs. I think there is inadequate provision for parents waiting /collecting children at the play group finishing time by car. I think if the scheme goes ahead there is a need for quite a large residential parking permit scheme in surrounding roads due to displacement of parked vehicles in the surrounding area (which can struggle with parking at the present time.)</p> <p>If the Harris Academy school is saying there has to be an adequate turning circle in the Keston road site for the fire brigade/emergency long laddered vehicles to evacuate from the higher levels of the school and higher levels of the proposed buildings on the Keston site this is essential the vehicles should not be expected to go backwards in smoke/emergencies</p> <p>The strong (mainly metal) existing Downhills Park Fence must be stipulated to be retained so that it is for Downhills Park to decide on plants and trees within the park and the screening of the park for privacy. The additional portion of ground seeded to the park from the Keston road site should be marked by boundary nodes at ground level only- the park fence should be retained there. Vehicular access needs to be made difficult for all but emergency and park vehicles - in past years there has been unauthorised traveller caravans and dumping in the park this needs to be prevented and all access points between the park and the Keston road site enabled to be strictly controlled for vehicles and the fence only removed at any new access paths into the park only. I do not favour soft park boundaries there needs to be clear boundaries so that the park may plant to enable privacy - the existing metal fence is very strong and must have cost the council a lot to put there- it should be maintained to aid privacy and prevent encroachment of either site.</p> <p>The London fire and emergency planning authority needs to be shown compliance with part B5 of the building regulations for fire fighting including an adequate turning circle given the need to access the higher levels of buildings in the Harris Academy occupied by children under 11 years of age.</p> <p>I object as the proposal is OVERLOOKING excessively a quiet walkway and part of the park. If townhouses were built with very narrow back windows/vents at ground floor this could accommodate a</p>	

Stakeholder	Question/Comment	Response
	<p>shower toilet and washing machine area and car parking space and stairwell to the upper floors. This would enable the strong park metal fence to continue with shrubbery in front. Smaller windows consistent with the townhouses like those in Wilmot road/Hastings road town houses would enable a view of the park without feeling overlooked by large windows and balconies- burglary from the park would be minimised by retaining the fence and shrubbery and back ground floor walls. Smaller Windows on upper floors would still enable crime in the park to be potentially observed without destroying privacy in this part of the park Townhouses throughout at the original 70 Odd people proposed for this site in the original plans for this area would not be OVERBEARING nor increase DISTURBANCE nor be OUT OF CHARACTER with the surrounding area nor have the OPPRESSIVE IMPACT all of which are found in the current scheme. It would lessen the OVERSHADOWING this lovely part of the Park.</p> <p>There may be a place for pocket living type flats elsewhere in the borough (which I am told need to be high inside to create the illusion of space inside. This very height is a problem in this location.) Surely family accommodation such as townhouses is best near a park and schools. Small pocket homes for key workers without families are better suited to more built up areas. There has been strong attendance at meetings to discuss these plans and even those not attending who I have spoken too have indicated opposition there is too much wrong with this.</p>	
	<p>The new blocks range from 3-5 storeys, which is totally out of keeping with the scale of houses in the vicinity; KR residence living on the west side of KR will be overlooked and lose privacy; this may also negatively effect house price values; the park will overlooked and the view from the park will be negatively impacted; the style of the houses is not in keeping with the area; 126 units is much too high density; KR will become much busier - traffic, noise, etc.; the addition of new housing without adequate parking for all units will cause massive problems to the already congested parking in KR; the development goes against the MOL regulations and sets a negative precedent.</p> <p>The units are billed as affordable to local first time buyers however, having been spoken in person to Pocket Living who were verbally evasive about actual unit pricing I have no trust whatsoever that this will be the case. Also the units are tiny - this is purely to the advantage of PL to generate extra revenue through sales.</p>	

Stakeholder	Question/Comment	Response
	<p>I strongly object to the proposed development of the Keston Road/ Downhills Park site for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed 4/5 storey flats will create a sense of enclosure on surrounding properties and park and cause a significant loss of visual amenity. 2. The development would overlook both the park and houses, adversely affecting public green space and ruining views. 3. The massing is disproportionate to the surroundings - the buildings proposed are too high and should be limited to 2 storeys to avoid such negative impact. 4. The development blocks sunlight and restricts views. 5. Car parking spaces should be replaced with cycle stores only, in keeping with sustainable values and insuring that there is no increase in vehicular traffic, as this would cause unacceptable levels of pollution (levels on West Green Road are already high) and noise in a green, quiet family area. In spite of the objections, I understand that some development could still happen on the site, albeit significantly reduced in size. In the event of any development, I feel that more should be done to improve the surrounding streets including: 6. Significant improvement of park - particularly playground facilities (much larger, high spec playground on par with facilities at Clissold Park/Finsbury Park, to provide for increased usage) 7. Repaving of surrounding pavements as an extension to and matching the hardscaping at the recent West Green refurbishment, including pavements all round the park and adjacent streets, and providing new trees planted along streets. 8. New mature trees planted to reinforce screen in the park along the development, so as to block views of the new reduced scheme. 9. Public cycle storage facilities for local residents around the development. 	
	<p>I have lived at the same address for 40 years and value our open park spaces and think the development poses a detrimental impact on local residents and families who live here and our local services. I also do not think the housing needs will be met as designed to suit single middle earners rather than families.</p>	
	<p>Downhills Park is an important green space for a large number of people - not only families with children - who live in the surrounding area. It would be wrong to remove green space from the park to make way for an unsightly development, especially one with housing units more suited to single</p>	

Stakeholder	Question/Comment	Response
	occupants and not families, which the borough desperately needs. I am not against development per se but the current proposal is the wrong one for the area and I, my wife and many other residents are strongly opposed to it.	
	A 4- or 5-story building project, overlooking both houses and Downhills Park, and appropriating part of the park, is totally unacceptable for the area. Not providing sufficient parking is also extremely short-sighted and will have a knock-on effect on the already crowded neighbourhood. The developers need to go back to the drawing board.	
	<p>I object your plans for Keston Centre. Not only is the proposed plan visually extremely unpleasing, but also its impact on the neighbourhood due to disturbance and increasing traffic and noise is concerning. Downhills Park is an extremely valuable resource for Haringey that brings an immense amount of joy to the local families and the current plan undermines that.</p> <p>I do agree that more housing is urgently needed for lower income families. However, this development is not sufficient. The flats are tiny and there have been no guarantees that they would be affordable, not only in name but also in actual price. Haringey needs to find a way to ensure the living standards of the local residents and this plan unfortunately does not do that.</p>	
	<p>I feel there will be an adverse effect on the residential amenity of neighbours, by noise and overshadowing of the park. The development has Unacceptably high density and overdevelopment of the site-this seems relevant as it's the same number of houses/flats as Keston and Kirkham Rd.</p> <p>There will also be a visual impact of the development. There will be a negative Effect of the character of the neighbourhood. The Design is modern and dose not fit in with the area Overall the proposed development is over-bearing and out of character in terms of its appearance compared with existing development in the vicinity.</p>	
	<p>I do not like this development for a number of reasons including: Development not in keeping with the surrounding 2/3 storey Victorian housing; Development poses a detrimental impact on local residents and family lives, local services, parking, with increased traffic and noise; Encroaches on the protected 100 year old Downhills Park and its historic boundary - in order to</p>	

Stakeholder	Question/Comment	Response
	improve access - against Metropolitan Open Land regulations; Development Inappropriate to Haringey's needs - housing needed for families not single middle earners; and Includes numerous substandard tiny Pocket flats - only 38 Sq Metres.	
	<p>As a regular park user and resident of the Downhills Park area I strongly oppose the current proposals for the Keston Centre as set out in the above planning application. My reasons are listed below:</p> <p>I believe that the development runs counter to Local and London Planning policy in numerous areas and on that basis I urge the Planning Sub Committee to refuse permission for this application.</p> <p>1. The proposed development is inappropriate and a threat to the open nature of Downhills Park. The visual impact of the development will have a negative effect on the character of the neighbourhood as it is overbearing and out of scale. It drastically alters the look and feel of Downhills Park. Views from the Metropolitan Park Land (MOL) will be drastically and adversely affected causing serious harm to this strategic designation. It is against the Saved Unitary Development Plan 2013 section OS 5 which states development is allowed if it protects and enhances the value and visual character of open land. The density and 5 Storey blocks dominating the Park will not do this. (Reference: Pocket Planning Document Sec 5.4.3).</p> <p>The Developers have stated that the blocks will be screened by the trees. Even if this were true when the trees are in full leaf, it is not the case when the deciduous trees are bare or in bud, i.e. for the majority of the year. At their consultation the developers also said that they want to bring the park right into the development which I take to mean that they will get rid of as much screening vegetation as necessary to open up the boundary between park and development.</p> <p>2. The development height of 5-storey blocks is out of character in terms of its appearance compared with the period properties in the area - the vast majority of the residential housing comprising 2-storey, mainly Victorian terraces.</p> <p>It is not compliant with the guideline height for developments outlined in the Haringey Local Plan (the Urban Character Study, Seven Sisters area, p124). This recommends the building heights for the area do not exceed 1-3 storeys and states that development should respect and reinforce the predominate</p>	

Stakeholder	Question/Comment	Response
	<p>2-3 storey townscape.</p> <p>3. The density of the development is too high for the site given that it intends to add the same number of houses and flats as Keston Road and Kirkham Avenue combined but in a smaller area.</p> <p>Again this is not compliant with the Local Plan. The 126 homes proposed far exceed the 70 residential units as stated in Haringey's Site Allocations DPD, Jan 2016 Site ref. SA60.</p> <p>4. It encroaches on Downhills Park counter to MOL Regulations. The development proposes swapping part of the protected 100-year old Downhills Park and its historic boundary in order to improve access. This is counter to Metropolitan Open Land regulations in that, firstly there has been no consultation with neighbouring local authorities and secondly that land swap is not equivalent or appropriate. The bit of land Pocket Living propose to give back to the park is a strip of tarmac behind the current park boundary. To integrate this strip of land into the park would mean taking down more vegetation and exposing the development behind.</p> <p>This development runs counter to London Plan Policy 7.17 and Site Allocation SA60 (above) as it has a detrimental effect on and does not respect the Park Please note that 146 people have already objected to this in August 2016 when a Disposal of Land Notice was issued.</p> <p>5. Conservation Objection: The applicant has not explored the potential to convert the former school building, which has value as a heritage asset, as required by the Council's relevant criteria associated with the Council's emerging site allocation in the Local Plan (SA60) that retention could be considered in Development Guidelines . This was further reinforced at the Planning Inspectors EIP on 31/8/16 when educational or community usage was agreed by LB Haringey to be considered.</p> <p>6. Adverse Effect on Amenity. This development will have an adverse effect on the residential amenity of neighbours and park users by reason of overlooking, loss of privacy, overshadowing and an unacceptable sense of enclosure. I am particularly concerned that this will have a negative impact on families and children using Downhills Park.</p> <p>7. The development is wholly inappropriate to Haringey's housing needs, prioritising single middle-</p>	

Stakeholder	Question/Comment	Response
	<p>earners rather than young families. The proposed development also prioritises quantity over quality of living units, with numerous substandard single person flats that are no more than bedsits. Pocket Living say 78 % of the Keston site housing will be affordable. At their consultation they also said that a prospective owner of one of their studio flats would have to be earning at least £40000 per year to be able to afford their mortgage. In their promotional material, Pocket Living have called their target buyers city makers. It remains to be seen how many of these would be local residents.</p> <p>In light of the numerous planning objections outlined above and the detrimental impact on the neighbourhood and Downhills Park, I urge that this planning application be refused.</p>	
<p><i>(159 objections with same/similar content)</i></p>	<p>I am writing to state my strong opposition to the current proposals for the Keston Centre in the above planning application. I understand that the development runs counter to Local and London Planning policy in numerous areas and on that basis I urge the Planning Sub Committee to refuse permission for this application. It would impact negatively on the local area in ways I have stated below:</p> <ol style="list-style-type: none"> 1. Five storey blocks. These are not in keeping with the period properties in the area, the vast majority of the residential housing comprising two floor Victorian and Edwardian terraces. The proposed development is not compliant with the guideline height for developments outlined in the Haringey Local Plan (the Urban Character Study, Seven Sisters area, p124). This recommends the building heights for the area do not exceed one to three storeys and states that ‘development should respect and reinforce the predominant two to three storey townscape’. It also contradicts the London Plan Policy 7.4 on Local Character. 2. Density. This is too high for the site given that it intends to add the same number of houses / flats as Keston Road and Kirkham Avenue combined but in a much smaller area. Again this is not compliant to the Local Plan. The 126 homes proposed far exceed the 70 residential units as stated in Haringey’s Site Allocations DPD, Jan 2016 Site ref. SA60. 3. Visual impact. This will have a negative effect on the character of the neighbourhood as it is overbearing and out of scale. It drastically alters the look and feel of Downhills Park. Views from the Metropolitan Open Land (MOL) will be drastically and adversely affected causing serious harm to this strategic designation. It is against the Saved Unitary Development Plan 2013 section OS 5 which states 	

Stakeholder	Question/Comment	Response
	<p>development is allowed if it protects and enhances the value and visual character of open land. Then density and five storey blocks dominating the Park will not do this. (Reference Pocket Planning Document Sec 5.4.3). The Developers have stated that the blocks will be screened by the trees. Even if this were true when the trees are in full leaf, it is not the case when the deciduous trees are bare or in bud which is for the majority of the year.</p> <p>4. Counter to MOL Regulations. The impact on Downhills Park will be negative and is counter to MOL regulations. The development proposes swapping part of the protected 100-year old Downhills Park and its historic boundary in order to improve access. This is counter to Metropolitan Open Land regulations in that, firstly there has been no consultation with neighbouring local authorities and secondly that land swap is not equivalent or appropriate. This development runs counter to London Plan Policy 7.17 and Site Allocation SA60 (above) as it has a detrimental effect on and does not respect the Park.</p> <p>You will be aware that 146 people have already objected to this in August 2016 when a Disposal of Land Notice was issued.</p> <p>5. Conservation Objection. The applicant has not explored the potential to convert the former school building, which has value as a heritage asset, as required by the Council's relevant criteria associated with the Council's emerging site allocation in the Local Plan (SA60) that retention could be considered in Development Guidelines . This was further reinforced at the Planning Inspectors EIP on 31/8/16 when educational or community usage was agreed by LB Haringey to be considered.</p> <p>6. Adverse Effect on Amenity. This development will have an adverse effect on the residential amenity of neighbours and park users by reason of overlooking, loss of privacy, overshadowing and an unacceptable sense of enclosure. I am particularly concerned that this will have a negative impact on families and children using Downhills Park.</p> <p>7. Need for 65 Car Parking Spaces in Development. I do not agree with the proposed provision for car parking. This is based on poor transport accessibility as calculated in the PTAL test (score 2). This contradicts the Interim TPP's Transport Assessment attached to Pockets planning application HGY/2016/3309 which states on page 4 that in reality the site is located within a walking distance of</p>	

Stakeholder	Question/Comment	Response
	<p>five bus routes and 1.2km from Turnpike Lane Underground Station, 1.4km from Seven Sisters Underground Station and 1.5km from Seven Sisters National Rail Station.</p> <p>Additionally, page 115 of Haringey's Urban Character study, states that Seven Sisters benefits from good to excellent PTAL.</p> <p>8. Traffic and Parking Impact on Keston Road and surrounding roads. I am concerned about the huge transport impact from 126 dwellings and the traffic that will pass through the quiet residential streets. Traffic calming measures have already been introduced on Keston Road and Kirkstall Avenue due to the previous high volume of traffic. This development threatens to reverse this and will also have a negative impact on the already scarce parking in the area. The level of traffic generation and proposed car parking will have a serious adverse impact on highways safety and is not compatible with the capacity of the local highways network.</p> <p>9. The development is wholly inappropriate to Haringey's housing needs, prioritising single middle earners rather than young families. The proposed development also prioritises quantity over quality of living units, with numerous substandard single person flats that are no more than bedsits.</p> <p>I urge that this planning application be refused. There are so many planning objections and the subsequent detriment to the neighbourhood and Downhills Park would be considerable.</p>	
	<p>This will have a detrimental impact to the area. Why don't you think about building houses with gardens and introducing families back to the area. Not flats that will bring antisocial behaviour, and problems with parking.</p> <p>I have grown up on the streets around Keston Road and Downhills Park since 1977. I have seen the area change throughout the 35 plus years and people come and go, and recently the area has been improving. The area does need funding but this is the wrong sort of development given its size and it the in the wrong place. Parking is a problem currently, and you should not be aiming to change usage of parts of the park. By building these flats you will be doing what you do in other parts of Haringey and ruining Downhills. I just have to look at parts of Tottenham and wood green to see the recent developments - flats do not bring a neighbourly spirit, cramp people into areas, and you are looking at</p>	

Stakeholder	Question/Comment	Response
	introducing way too many flats here on what would be a prime location. I am also worried about the people that you will move into the area. Money should be invested in the local school and existing facilities. I feel this is the nicest part of Tottenham, and it doesn't need another estate to be built. Try fixing the estates we have like broadwater farm.	
	<p>I have been using Downhills Park for 33 years and I have lived in Tottenham for that time also. This is an entirely inappropriate plan and will ruin the park, which is for the public to enjoy and not for greedy property speculators to get rich and fat on. It is obscene that our public parks are being raped by these anti-social thugs and the council is allowing these planning applications to be even considered.</p> <p>This sort of obscene behaviour by these fat bloated property developers is a sad reflection on our politicians and the time we live in, where money and greed is considered more important than the well being of children and adults who desperately need the parks, the clean air they provide, and the haven they offer from the grim streets of Haringey and greater London, and the diesel fumed polluted air that the corrupt politicians have given us.</p>	
	<p>As a resident and a Park user I strongly oppose current proposals for the Keston Centre. The development is in breach of the Local Plan and of London Planning policy. Permission for Pocket Living's aggressive development should be refused because:</p> <ul style="list-style-type: none"> - 5 storey buildings will overshadow and overlook the Park and will be overbearing. This will destroy the tranquillity of the Park. - The proposed density of the development is far too high and runs counter to the Local Plan and will over burden local services. - The visual impact of the development will have a negative effect on the character of the neighbourhood. - The development is predicated on taking away Metropolitan Open Land. This will set an appalling precedent. All residents need Parks and MOL, we must defend all designated MOL from development. - My children all attended West Green Playgroup, they loved and benefitted greatly from the large grassy outdoor play space. Pocket's proposed playgroup new build has only a minuscule outdoor play space. Children need outdoor play, especially those who live in small flats/studios like those proposed in this development. 	

Stakeholder	Question/Comment	Response
		Please do not grant planning permission for this highly inappropriate development.
		I am objecting to this application because I think Downhills Park should not be developed on, not even in a small way. I think the buildings are too tall and not in keeping with the other Victorian housing in the area. I think the proposed development is ugly to look at and I do not like the idea of housing overlooking a children's playground in the park. Many people living in flats depend on the park, as a place to walk and sit and I think this proposal will spoil the park for local residents. We need more affordable family homes in Tottenham not pocket sized flats, that very few local people will be able to afford. I think if this proposal was about Alexandra Palace and a development being proposed on the edge of Alexandra Palace, Muswell Hill residents would be in uproar. Many Tottenham residents are opposed to this.
		<p>The plans bear no relation to the properties in the surrounding area ie two storey 3 bedroom houses but are mainly very small 1 bedroom flats on, we understand, 5 floors. Therefore they are out with planning regulations which state that the projected development should be in keeping with the surrounding area.</p> <p>The flats as shown in the plans will be unsightly as compared to the present aspect of the area. The flats at 5 storeys will be an eyesore from the park. From your website I can see that all the trees have been removed from the edge of the park, and once the site has been sold to Pocket I suspect there will be little control over what they are able to do on what will become their property.</p> <p>Chopping away part of the Park, to enable the pre-offsite built flats to be bought onto the site on the back of lorries, is also totally unacceptable.</p> <p>There is also social issue here. 110 one person flats with a tiny amount of space provided in each (38sq metres) will soon become unfit for purpose. The flats clearly aimed at single young people would soon become occupied by two people and then have children living in them in overcrowded conditions.</p> <p>The fact that no social or affordable housing is to be provided is yet another reason to oppose this development.</p>

Stakeholder	Question/Comment	Response
	<p>I live in Keston Road N17 6PJ and strongly object to the planning application for the Keston Centre. The proposed development is not appropriate to Haringey's housing needs in that it prioritises single high earners rather than young families on low incomes. Most of the flats are in reality bedsits. The proposal focuses on providing a large number of inadequate tiny flats rather than social housing for young families.</p> <p>The proposed 5-storey blocks are too high. They are not in keeping with the housing in the neighbourhood which is typically 2-storey terraced housing. The high blocks will have a detrimental effect on the existing housing on the western edge of Keston Road, overshadowing, blocking light and transforming the area. The high blocks will have a serious effect on Downhills Park as they will visually dominate the eastern edge of the park and overlook the children's playground.</p> <p>The proposed plans appear to remove the boundary fence between the development and Downhills Park. It is hard to believe that such a proposal will be granted permission as the ground floor flats will open straight onto the park including the playground. The removal of the fence will lead to the removal of any trees and bushes in time. Where will the park end and the property of the blocks begin?</p> <p>The density of the development is too high. I understand that the Haringey Local Plan envisaged the potential creation of 70 residential units. The proposed development has 126 units, most of them designed for single people. Unless the flats are sold to nuns and monks it is inevitable that the single people will acquire partners and children. The density of housing is far too large.</p> <p>The proposed terrace of town houses is better than the proposed blocks but why is the design not in keeping with the neighbourhood? From the diagrams I have seen the top storey of the houses appear to look like an imposing institution with the effect of a large wall facing the existing back gardens on Keston Road. This will have a severe detrimental effect on the existing properties.</p> <p>Downhills Park is one of the prettiest parks in Haringey. Proposed developments would dramatically alter the character of the park. Besides the proposed 5-storey blocks there is also the possibility of a large structure being built on the park to accommodate Crossrail 2. Downhills Park as we know it would be destroyed.</p>	

Stakeholder	Question/Comment	Response
	<p>I object to London's internal green belt or Metropolitan Open Land being encroached on in any way.</p> <p>I object to the proposal to remove the large willow tree inside the demise of the development. The Tree Report produced by the developers is self-serving. Most of the trees at the edges of the development are not due for removal but all the trees in the centre of the development, including the large willow, are due to be removed for various spurious reasons. In my opinion the willow has a high ecological and aesthetic value and should not be removed. Any future development should be able to accommodate the willow and, indeed, make it a wonderful feature.</p> <p>I do not understand why alternative uses for the Keston Centre have not been explored. It is right next to a gorgeous park and a wonderful building which could be refurbished and altered for socially useful projects such as social housing or sheltered housing for the elderly or disabled or a new school or other community amenity. The proposed development has all the hallmarks of putting private profit above the public good.</p> <p>I am in favour of a development that provides social and genuinely affordable housing, preferably council housing. The existing property could be amended to make an ideal home for the elderly or disabled.</p>	
	<p>I object against the proposed planning application for the following reasons:</p> <ul style="list-style-type: none"> -the planned building is out of character for the area, particularly for housing around Downhills Park. We often use Downhills Park as a recreational area as it's situated directly next to our children's school. The proposed buildings would decrease the recreational value of the park, especially for children of the nearby school. -The planned building is not aiming on the primary housing needs of Haringey residents. More family friendly housing is required. -The impact on traffic of West Green Road and surrounding areas is already high – the proposed housing would increase the number of cars in the area and the impact on traffic and environment. 	
	<p>The scale of this development is out of character with the local area. There is no provision of improvements in infrastructure e.g. improved transport links, additional parking (it is already virtually</p>	

Stakeholder	Question/Comment	Response
	<p>impossible to park on the surrounding roads). It will cause additional strains on local school places and local childcare provision - which is already increasingly difficult to find.</p> <p>Whilst I do not object to some form of development on this site, the current proposal of 5 stories does not fit in with the local character and will cause maximum distress to local residents. A reduced number of stories would reduce the negative impact that this development will have on the local community both aesthetically but also during the piling methods that would be needed to support such a structure.</p> <p>I also have concerns over the environmental impact assessment that relates to this project. The impact on air quality and noise pollution during construction is going to be very negative for the local school children whose playground is within view of the proposed site. How does this combined with the negative impact on the park (which will reduce the number of users) contribute to any Haringey Health Agenda. It is presumed that children will have to remain indoors during key parts of the construction process.</p> <p>The building proposed for demolition is also a site of historic local interest and this type of building should surely be able to be retained in some form in a new development. It should not be development at all costs just to put up some blandly designed tower blocks.</p> <p>I also have concerns over pocket parks construction methods. Their chief executive at the Conservative Party Conference stated that they manage to carry out modular construction at their warehouse and they have little need for local support and construction work (how does this tie in with statements on local employment being provided during the construction phase?).</p>	
	<p>I have lived in Haringey for close on 35 years - initially on the Haringey ladder and for the past 29 years within a short walk of Downhills Park, and it was the proximity of the park and the pleasant views it afforded that persuaded me to move nearby. The advantages that proximity to the park offered - and fortunately at present still does offer - are in great danger of being severely compromised. As a resident who would be adversely affected should this proposed development proceed as planned, I strongly oppose the current proposals for the Keston Centre in the above planning application for the reasons set out below, and not only in its own terms, but also the precedent it sets for further encroachments on green spaces in the borough, whose social, cultural, invigorating and health-giving benefits far</p>	

Stakeholder	Question/Comment	Response
	<p>outweigh any imagined short-term financial benefits.</p> <p>Furthermore, it is surely an inescapable truth that such green havens, once infringed upon or taken away entirely, are most unlikely to be restored to the public that has been denuded of them.</p> <p>1. Need - If the proposal is intended to alleviate a housing shortage in Haringey, then a better plan would be to provide rented accommodation, especially for those with limited means rather than for people who can afford to purchase a new home. It should also make better provision for families rather than catering almost exclusively for single occupancy in what resembles nothing so much as a fairly shabby piece of Bedsitterland. It is also difficult to see why potential buyers, particularly of the studio flats, would choose to live in such a cramped space cheek by jowl with 100 plus other residents also effectively denied the freedom to swing the proverbial cat. As a plan to enhance the living conditions of prospective new residents or those already living in the area it more closely resembles a dog's dinner than a possible rescue plan for centrifugally disinclined cats.</p> <p>2. Deleterious impact on the local environment - The application proposes glooming the local environment by throwing up a nondescript lump of architecture that is both out of keeping with the height and reasonably elegant frontages of the terraced houses in the neighbouring streets and which exceeds by some distance the average density of the neighbouring dwellings. It is not even equivalent to squeezing a quart into a pint pot; what is proposed is tantamount to forcing a quart into a standard syringe and the consequences are likely to be every bit as messy.</p> <p>The terraced houses that adjoin Downhills Park are for the most part only two storeys and, consequently, do not obtrude above the height of the parkland trees, but the four/five storey buildings proposed will certainly overshadow many of the trees and would hardly represent an attractive blank canvas against which to view and enjoy that greenery.</p> <p>Downhills Park is a rare local haven of green quietude and its contours should be preserved as a key amenity not only for those who live nearby but also for visitors from other parts of the borough and beyond. Nor should the pleasant views of it from its perimeter and from within be compromised. Whatever else this development may offer, apart from easy profits for the developer, it will not be an enhancement of the park nor of the living conditions of those who currently live in the vicinity of park.</p>	

Stakeholder	Question/Comment	Response
	<p>3. Pollution - The air quality, which in London is already far from enviable, will be further diminished by the presence of all these new dwellings crammed into a small area - not only from waste gases from domestic appliances, but also (very probably more toxically) from vehicles belonging to those who will be housed in the new development.</p> <p>There is also the issue of domestic waste - currently, each household in the area is supplied with two large wheelie bins, so I am concerned about where 252 new bins will be accommodated in such a restricted area and the chaos likely to ensue when these are moved to and fro at refuse collection times. With non-recyclable waste only being collected fortnightly, many bins in the area are overflowing well before the next scheduled collection date, the result of which is a trail of uncollected detritus along the pavements after the bin lorry has passed. Consequently, I am less than sanguine about the implications of the waste-removal procedures of the development for the size of the rodent population in the area - not least given the probable paucity of neighbourhood cats (see point 1). Then there are the perennial problems associated with general littering of public spaces and more organised large-scale dumping and fly tipping, neither of which seems likely to be improved by a significant increase in the population adjoining the park and the provision of a new space open to the public at large, not all of whom can be guaranteed not to despoil rather than decorate the neighbourhood. These are aspects that not only carry the risk of lowering the morale of both existing and new residents but also the risk of hazarding health and safety.</p> <p>4. Traffic and parking - Aside from the pollution aspects of many more vehicles in a small area, there are likely to be issues, even unneighbourly conflicts, over parking, as well as problems with increased traffic flow in the streets closest to the development. Also, it is not only cars belonging to the new residents and bin lorries that will require access to the development, but also a range of delivery vehicles (especially given the increasing popularity of online ordering of food shopping) and emergency services vehicles. Pressure on available parking in such a confined area could also lead to parking in unauthorised areas, which could block access for emergency vehicles, a situation that could have dire consequences.</p> <p>This increased volume of traffic is likely not only to lead to greater congestion (with its attendant risks of increasing incidence of disputes between motorists) but also to damage the road infrastructure. It could also endanger the lives of pedestrians (particularly the elderly, the infirm and children) - for example,</p>	

Stakeholder	Question/Comment	Response
	<p>there is only one pedestrian crossing along the whole length of Downhills Park Road and not everyone is going to walk out of their way to reach that, particularly if they want to access the park through one of the other gates.</p> <p>5. Pressure on local resources - It would seem more than probable that the presence of so many additional residents would further stretch resources such as local GP surgeries.</p> <p>6. The social mix - It would seem that the proposed flats are largely targeted at middle-class professional individuals and couples, who are likely to be under 30 and mostly white British, thus disturbing the more heterogeneous population, both in terms of age and ethnicity, that currently live perfectly tranquilly in the area. This rich and satisfying social mix is characteristic of the borough at large and is an aspect of the borough's population in which the Council should take pride and also take pains in preserving rather than instead erecting a small ghetto of illusory privilege.</p> <p>7. Impact of building works - All building works cause some degree of disruption, but in this case, given the narrowness of the roads adjoining the proposed building site, it is difficult to see how site vehicles and equipment will not cause considerable disturbance as well as very likely infringing areas of the park itself and causing damage to grassed and planted areas.</p> <p>8. Impact on the reputation of the local authority - In summary, the current proposal is wrongheaded and likely to prove counterproductive, as well as fostering considerable opposition and likely to alienate many users of the park and those who live nearby. Those residents I have spoken to are not opposed in principle to the development of the land, or at least some of it, but what they would like to see is something more humane and realistic, with a focus on social housing and community amenities - for example, two-storey buildings aimed primarily at families and with a more generous provision of habitable space, including more provisions for children (such as nursery facilities, safe play areas), and certainly no diminution in all the benefits the park currently provides.</p> <p>At a time when the Council seems keen to promote its award of a Green Flag for Tottenham Green it is paradoxical, to say the least, that regarding Downhills Park it seems anxious to seek a different kind of award - a black flag for eroding a valued provision and thus puncturing one of borough's already barely adequate lungs.</p>	

Stakeholder	Question/Comment	Response
	<p>The developers, having completed this development, will presumably simply move on to the next project without a backward look at what it has done in this part of Tottenham. There is little evidence that they have any more longstanding concern for the new tenants than they have so far evinced for those who currently live close to the proposed development site. Pocket Living appears to be a singularly appropriate name for the developers since, apart from planning pocket-handkerchief-sized dwellings, they surely plan to pocket a handsome profit.</p> <p>I trust you will give these points proper consideration and reject the planning proposals as they currently stand in favour of something more fitting to the location and to the needs of the borough's current and future residents. The buzzword that planners like to bandy about these days is legacy, but what this proposal looks destined to be is an embarrassment that will leave the Council without a legacy to stand on.</p>	
	<p>This application should be refused on many grounds not necessarily on order of importance. i) It does not conform to the council's own guidelines. ii) The destruction of a fine Victorian building which could be converted in a manner sympathetic to the surrounding park and other buildings. iii) safety issues around access for fire engines to the site and to Downhills Primary Academy iv) the proposed 'rabbit hutch' dwellings are not what are needed in terms of housing in the area; yes, we need affordable housing, but not this 5 storey (or even 4 storey) monstrosity. v) no provision of desperately needed social housing element. vi) This, if it goes ahead, will have an appalling detrimental effect on the outlook from a much loved local park. vii) allowing the developers to take a section of MOL is a dangerous path, and should not go ahead. The existing access is fine as it is, they just want to widen it for lorries to bring in their ghastly prefab rabbit hutch units. viii) a number of fine trees would be cut down, some of which are protected.</p>	
	<p>I wish to inform the Council planning committee that I object to the Keston Centre development in Keston road on the grounds that:</p> <ol style="list-style-type: none"> 1. It is too high 5-storey blocks and even 4 storey blocks is out of character with the neighbourhood. Surrounding neighbourhood is two storeys. 2. Density it is too crowded and even contradicts the council own former plans for the area which was 70 flats on the land. See Haringey's Site Allocations DPD, Jan 2016. Site ref. SA60. 	

Stakeholder	Question/Comment	Response
	<p>3. Air pollution. There is no need for car allocation (parking bays) in the development as this would create more air pollution from traffic in the area. The cars would be passing a nursery and there are three schools nearby. Residents do not want more traffic in this area.</p> <p>4. It would wreck our park environment as light and noise from the flats would disturb bats, birdlife and animals like squirrels, hedgehogs and foxes in the park. Our green space is a haven for bats, woodpeckers and kestrels and we pride ourselves in protecting this wildlife. The aggressive development would tower over the park and overlook the children's' play area and the whole park giving it an ugly city feel.</p> <p>5. I also strongly object to the encroachment on the parkland (MOL) in a so called land swap. This is London's green belt and should not be meddled with. The development proposes taking away a 100-year-old border including trees and giving us a piece of land which would create a soft border and mean more break-ins for those living near the development.</p>	
	<p>I object to the proposals on the following grounds:</p> <p>1) The development of four and five storey buildings adjacent to the park will change its character. Their concealment depends entirely upon the maintenance of the screen of mature trees and shrubs within Downhills Park which is the responsibility of London Borough of Haringey and not the developers. The illustrations show the trees in full leaf; in view of the stress caused to trees by climate change and new pests and diseases, the view of the buildings without the vegetation should be shown.</p> <p>2) The description of the wider urban grain pattern does not appreciate that the taller buildings are sited along the main roads, Philip Lane and Downhills Park Road, and mark a hierarchy of scale from shops and main traffic routes down to the lower residential buildings, gardens and open space.</p> <p>3) The introduction of such a large number of dwellings will increase pressure on traffic and local services. The traffic survey has not picked up the use of Downhills Park Road and Clonmell Road as rat runs between Lordship Lane and Philip Lane in the mornings and evenings. The effect of the 'invisible' increase in density in the area due to the permitted development of loft extensions has not been considered.</p> <p>4) The interim travel plan has not included the extension of the St Ann's CPZ to the south of Philip Lane and its further extension, under consideration, to the streets to the north of Philip Lane.</p> <p>5) I note that the design and access statement for the nursery and community centre shows no provision for natural ventilation or window cleaning.</p> <p>6) Roof access of the residential blocks has not been addressed - roof edge protection will add extra</p>	

Stakeholder	Question/Comment	Response
	height.	
	<ul style="list-style-type: none"> - This proposed development is not in keeping with the surrounding 2/3 storey Victorian housing. 4 or 5 storeys are not needed or wanted. - This development will pose a detrimental impact on local residents and family lives, local services, parking, with increased traffic and noise. - It encroaches on the protected 100 year old Downhills Park and its historic boundary in order to improve access. This is unlawful and against Metropolitan Open Land regulations. - Pocket proposals are inappropriate to Haringey's needs - housing is needed for families not single middle earners. The price of the cheapest flat is way above the national average earnings. Haringey needs social housing not what Pocket proposes. - There will be a huge adverse effect on the residential amenity of neighbours. There will be noise and disturbance. Because of the 5 storey height there will be a loss of privacy, overshadowing the park and other housing. - The proposed density is unacceptably high for the area and an overdevelopment of the site. Add to this Pocket make no provision for extra doctors, dentists, transport or anything to benefit the local area. - The visual impact of the proposed development is aesthetically awful and certainly not in keeping with the low rise local area. The proposed development is over-bearing, out-of scale or out of character in terms of its appearance compared with existing development in the vicinity. 	
	I wish to object to application hgy/2016/3309 the proposed development of the old nurseries I am resident at no 5 Keston Road. Parking in the area is already a nightmare The park was dedicated to the people over 100 years ago and should not be stolen by developers in breach of Metropolitan open space regulations The proposed development is grossly out of character both in scale and design Local services are already stretched without another huge development The development does not meet local housing needs but caters for another influx of middle earners from outside the area.	
	I am strongly oppose to the current proposals for the following reasons: 1. The height of the 5 story block does not comply with guidelines outlined in the Haringey local plan,(The Urban character study, Seven Sisters area pg.124). It would dominate that area of the park! It won't enhance the character of the park. At the meeting the Pocket Living Developers said the blocks	

Stakeholder	Question/Comment	Response
	<p>would be screened by trees and we were shown images of this, the images we saw were of trees in full leaf. For the majority of the year the blocks will not be screened. Generally the notion of a park is not defined by there geographical boundaries but by the general vista, they are not walled spaces!</p> <p>2. The existing building, the former school, could be converted and developed into housing which would enhance the character of the whole.</p> <p>3. I am very confused as to why you are not prioritising homes for young families instead of the proposed tiny living units for single, middle earners. These single middle earners will be the future young families of Haringey with no where to live.</p> <p>4. During the meeting with the planners, they were proposing to take an area of the park in exchange for an area in the development. Surely this is counter to Metropolitan Open Land regulations?</p> <p>5. Both my children are of school age and they walked to the local secondary and primary schools, I am worried about the impact of traffic and parking that will pass through what is now a quiet street. Parking in that area is already scarce, it pushes over into my own street (Downhills Avenue).</p> <p>6. When I first heard about pocket living I was led to understand that the developers build "car free" developments but they are proposing car parking for 65 spaces due to poor transport accessibility! I live here, I don't work here or have a car so like the majority of residence I use Seven sisters or Turnpike Lane (both within easy walking distance) or one of the bus routes to get from place to place.</p> <p>7. Recently I received a letter from my local doctors informing me of tier closure in March. I was gutted by this news but now I am really worried about the impact the 126 homes will have on the local amenities in the area.</p> <p>I hope I have made my objections clear, I love my local park (I am sure you feel the same about your local park, if you are lucky enough to have one). Please protect Downhills from the planning application, I urge that this application be refused.</p>	
	<p>I am a concerned resident who is strongly opposed to the development and it's potential impact on the historic park and the infrastructure of the surrounding area. My main objections are in regard of the following:</p> <ul style="list-style-type: none"> - The proposed 5-storey blocks would dominate the view from the park by imposing a stark and brutalist backdrop against the existing natural tree lined border and also have the effect of overlooking the surrounding residential streets of 2 storey houses. This contradicts a clause in the local plan to respect and reinforce the existing low level townscape. 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - The density of the development is too high. This also contradicts the Local Plan. The 126 homes in the proposal, far exceed the 70 homes as stated in Haringey's Site Allocations DPD (Jan 2016. Site ref. SA60). - The proposed density and attributed complement of 65 car parking spaces will increase noise pollution and vehicle emissions accordingly and will have a negative impact on an already congested infrastructure; which would be further compromised by having a single narrow access point for traffic to the development, which can only be reached via existing narrow residential streets. - The area is well served by buses and within walking distance to 2 tube stations, so the inclusion of car parking is both unnecessary and incompatible with latter day policy initiatives to reduce vehicle emissions and car use in the local area. - The development encroaches onto Downhills Park, contrary to metropolitan open land policy and will involve breaching the historic boundary of the park without any consultation with relevant authorities. 	
	<p>I object to this development on the following grounds:</p> <ul style="list-style-type: none"> - Conflicts with local plan allocation - Does not ensure enough affordable housing for local families Impacts on Metropolitan Open - Land Substantially modifies the character of the area, particularly the local green space. 	
	<p>I object to this planning proposal because:</p> <ol style="list-style-type: none"> 1) it's way in excess of the height of the neighbouring houses (2 storeys) 2) it encroaches on the protected 100 year old Downhills Park and it's historic boundary - against Metropolitan Open Land regulations 3) the proposal would have a detrimental impact on local residents and services. 	
	<p>Please consider a more reasonable project as this will affect our lives and environment tremendously. This will create noise, light blockage, visual disfiguration of an old green quiet area and an afflux of people in an area not designed to have such a new influx of people and cars/traffic. Please reduce the scale of your project and don't create car spaces as the traffic in our small road will become unbearable as much as the noise (we are just near the proposed access which is a small passage at the moment and we don't want the car to be taken over). This is a quiet Victorian style area backing up onto a lovely Park and we are chocked, saddened and worried with the suggested horrendous plans.</p>	

Stakeholder	Question/Comment	Response
	<p>I'm against the knocking down of our lovely old buildings and public spaces to create yet another poorly thought out incongruous scheme which will greatly harm the local build environment. What about the pressure on the current local infrastructure? Are we building extra schools, hospitals and other services to keep up with the demand? And what average worker earning 23K a year could afford to buy it? They can't, so who really are these flats with roof terraces, over looking a lovely park, for? Haringey, go on end this app.</p>	
	<p>I believe the proposed buildings are too high. I am a mother of 3 children, 2 of whom attend Harris Academy which is next to Downhills Park. My children along with many others play almost every day in the park and it is a wonderfully green quiet space. From the small playground you cannot see any buildings unless you try really hard. On the swings the children see the tree branches and the sky.</p> <p>There are plenty of ugly underused and ungreen spaces in South Tottenham to develop where a tall building would not adversely affect the area, rather than this. How about the flats between Seven Sisters Road, Elizabeth Road and St Ann's Road which are low rise, have lots of garages full of rubbish and are strewn with broken furniture, glass and condoms.</p> <p>This is a really beautiful peaceful green space which gives so much to children, parents, dog walkers and the general public, including many people who do not get the chance to get out into open countryside. I believe it has a real benefit to peoples well being and that a tall building would spoil it significantly. The proposed car park would also encroach on our space and contribute to noise and pollution which we all have enough of as it is. It seems to me that people living in the flats are likely to be mobile enough to walk to the tube or bus stop and should be encouraged to do so.</p>	
	<p>I am writing to express my concern in relation to this proposed development at the Keston Centre, Keston Road, N17 6PW. Whilst I am not opposed to the development of the site for housing given the chronic need for adequate housing within and beyond the Borough. I am however concerned about aspects of the development that I would like to see considered more carefully as I am not convinced that the current proposal addresses the type of housing nor the local environment adequately. In no particular order but all of importance:</p> <ol style="list-style-type: none"> 1. I think the 'swapping' of land & use of MOL sets a worrying precedent for encroachment on parks and absolutely invaluable green spaces. Whilst it may be difficult to object to a 'swap' when there is a 	

Stakeholder	Question/Comment	Response
	<p>net gain to the green space overall, I think the value/quality of the swap has to be more thoroughly considered. The park will be a valuable resource to the development and I think our parks & green spaces must be protected at all costs.</p> <p>2. I find it astonishing that a development that is in walking distance of 5 bus routes, 2 tube stations, 1 overland and 1 mainline station can be considered to have poor transport links. I cannot fathom why there is so much parking allocated to the current development plans given a) the excellent transport links & b) the fact that, in general, Pocket Living developments are traditionally car free given the demographic of their average buyer. It feels very much to me that the car parking allocation is excessive & that there are much better usages of that space within the proposed development. I think that the parking issue should also be looked at more holistically in the context of surrounding streets & the broader problem of parking in the area. Furthermore, we should be encouraging the use of public transport & car free developments.</p> <p>3. The mix of housing provision on the site may not adequately match the demand within the borough & I do wonder about the added pressure on services locally.</p> <p>4. The height of the blocks overlooking the park is a concern. I do think this will affect the aspect of the park, the benefit being primarily to people lucky enough to have an upper floor flat but not necessarily park users.</p>	
	<p>I totally object to the application on the following grounds:</p> <p>1. The park is beautiful and used by many. The suggestion that more parkland will be made available is misrepresentative and nonsense. Less usable space will be available.</p> <p>2. The existing buildings should be protected as I believe they are of historic and social value.</p> <p>3. The proposed buildings are ugly and not remotely in keeping with the surrounding Victorian houses - either in height or aesthetics.</p>	
	<p>My family and I vehemently oppose the Planning Application made by Pocket Living for the Keston Centre. I will be following up this online form with an email to Haringey Planning service detailing my objections.</p>	
	<p>I submitted a performer letter of objection produced by Keston Action Group (KAG), but want to write personally to voice my own further views and to re-iterate my objection, as a local resident and life long user of Downhills Park for over 55 years.</p>	

Stakeholder	Question/Comment	Response
	<p>Whilst I am not totally against development of the Keston Centre site provided it is more in keeping with the surrounding period Victorian/ Edwardian family two storey properties, three where lofts are converted. Ideally a development that retains the existing school building that is part of our heritage. I would therefore request that you push/ vote to reject the above application.</p> <p>The proposal by Pocket Living;</p> <ul style="list-style-type: none"> - Requires enlargement of the existing access road, achieved by a land swap and loss of a well-established and attractive part of the park - adjacent the tennis courts. This should be rejected as loss of the Metropolitan Open Land (MOL) which is London's equivalent of Green Belt. Downhills Park is 100+ years old and as an MOL should be protected and any change to land use rejected. - Is out of keeping with the area and disproportionate in size / height at 5 storeys, which will have major impact on and when viewed from the park (MOL). The impact on the view from the park will be horrendous particularly when the trees are bereft of leaves in autumn/ winter. Summer will not be much better as the trees would not mask the huge impact of the buildings. The loss of the secure boundary and reduction in bushes to create a 'soft seamless' boundary will further heighten the impact of the proposed buildings. The open character of the park must be maintained and protected. - Is aggressive in scale, density and is for profit development, with maximum units squeezed onto a relatively small site. The affordable 'carrot' is not accepted as 80% of market value is still out of reach for the majority of locals as £40k plus would be required. - Contravenes Haringey's own Planning Policy and Local Plan. - Will, given the excessive no of units/density, impact on local infrastructure with increased traffic, pollution, etc., and on amenities e.g. schools, doctors (Philip Lane surgery earmarked for closure), drainage, etc,. - Will result in the loss of trees on the site, e.g large established willow. - Will result in the loss of the existing Edwardian school building, which has heritage value and could be saved/ retained and incorporated into a more appropriate scheme – possibly one by Haringey Council direct to provide suitable social housing. - Over develop the site with excessive dwellings, parking and limitation on amenity space, emergency service access- particularly fire brigade access / turning space, etc. - Will impact on surrounding streets where parking is already at a premium, I often cannot park in my own street. 	

Stakeholder	Question/Comment	Response
	<p>- Is purely development for profit over and needs to be rejected, particularly given the high level of local opposition, highlighted by the work of KAG members and the support of local residents, whose views should be taken into account (Localism Act). Heart-felt views, of electors/ constituent members, that Councillor's represent as well as taking into account planning policy and plans that the development ignores.</p> <p>Please consider my comments and objections, in association with the KAG letter I have signed and submitted - which covers the planning policy/ plans/ guidance references that planning officers need to refer.</p> <p>I re-iterate I am not against sympathetic and appropriate development of the site, ideally retaining the existing trees and school building. The current proposal does not do this and is wholly unacceptable, inappropriate, out of character and will impact on and blight the park. I therefore request and urge to ensure the above application is REJECTED.</p>	
	<p>This is not good quality accommodation and will offer a poor standard of living due to the small size of the units and their lack of sufficient light. It also neglects the need for social housing and forms part of the cleansing of Tottenham as the area becomes less and less accessible to our traditional communities. It creates a detriment to the park which it will loom over. Haringey can do better than this.</p>	
	<p>I have lived in Tottenham now for ten years, and moved to this house 4 years ago, specifically to be close to Downhills Park. As such it is a central to the life of myself and my children, as it is to countless other families in the area I am sure. I am all for the generation of affordable housing in Tottenham, and would no way object to developments that I felt were genuinely answering the area's housing needs. However the current plans for Pocket Living do not seem genuinely to cater, and also seem to flout several planning conventions for the sake of squeezing as many flats into a small footprint as possible.</p> <p>The impact it will have on the park in its current form will be huge, towering over areas that my children currently play. The fact that it will also actually take some of the park's acreage in order to provide access for this development is even more unacceptable, and completely against planning conventions as I understand them.</p>	

Stakeholder	Question/Comment	Response
	<p>In my opinion this development is too dense, and will cause irrevocable damage to this central hub of our community, completely ignoring the area's need for a mix of affordable one, two and three bed homes. It seems to me that these shoebox flats are clearly designed for landlords to purchase quickly and cheaply and rent to students and young professionals.</p> <p>If it was smaller, and catered for our community's needs without damaging our park, I would not be objecting.</p>	
	<p>We understand that the area around Keston Road will be part of a CPZ in the near future and as such any development coming forward should be car free as per the normal Pocket Living model. The development is wholly inappropriate to Haringey's housing needs, prioritising single middle- earners rather than young families. The proposed development also prioritises quantity over quality of living units, with numerous substandard single person flats that are no more than bedsits In light of the numerous planning objections outlined above and the detrimental impact on the neighbourhood and Downhills Park, I urge that this planning application be refused.</p>	
	<p>I would like Haringey Council to reject this application on various grounds which have been well expressed by local residents at recent public meetings. In particular I agree with the following concerns:</p> <ul style="list-style-type: none"> - proposed buildings out of keeping with nearby housing, local roads are a good mix of family houses and properties divided into decent size flats for 1 or 2 person households. - buildings are too high and overlook the school - The school and LFEPa have pointed out that access for emergency vehicles is not satisfactory, this is extremely important for the school and also potential residents. - Residents will also require spacious enough access for waste collection, deliveries (increase in on-line purchasing!), maintenance etc. There seems to be too much private car parking space instead of room for large service vehicles, while public transport is good with 4 bus routes all giving access to tube or rail stations. - successful rebuilding of existing Victorian red-brick properties on Philip Lane (no.99 I believe) and (currently under construction) adjacent to shops at Mount Pleasant Road to provide an increased number of flats which blend in with existing buildings, provide a better model for developments. <p>I therefore urge this plan be refused and an alternative sought.</p>	

Stakeholder	Question/Comment	Response
	<p>I whole-heartedly object to this planning proposal and am deeply concerned by the implications it would have on our local area, public park and the precedent it would set for future developments. Firstly, the proposal is entirely out of character with our neighbourhood, far far greater than any other property currently standing. This huge eyesore of a building would be visually out of place and would bring a vast increase in the local population, along with the inevitable increased traffic and congestion to a very quiet area which is already busy in rush-hour/working day thanks to those working in Wood Green etc using the zone's free parking. There's also the greater risk of crime that comes with a greater risk of population.</p> <p>I am extremely concerned that bulldozing down a fantastic local community centre for children and snipping off parts of our community's park will now only cause the damage with this plot, but allow for future developers to do the very same with similar proposals. Forgive me for sensationalism, but this could quite easily trigger a ripple effect that will see us surrendering local community amenities and local council controlled shared spaces to private foreign investors acting only in the name of self profit.</p> <p>I urge you to reject this proposal, and consider the effect it would have on a longstanding, beautiful public park, on the surrounding communities and neighbourhoods that live there, and the true need for social housing for families, not single unit apartments for middle-class city workers. Now more than ever we should be looking out for each other, not these buy to rent developers. Now more than ever we need to fuel community and natural spaces. For once, let's protect something sacred instead of selling it to the highest bidder.</p>	
	<p>I object to this development on two grounds. Firstly that because of the height of the development it will dominate the park. The drawings presented by Pocket Living show the development masked by the greenery of mature trees. However these trees will be bare for almost half the year. Secondly a strip of parkland will be taken. While I understand that it is intended to be replaced elsewhere, this could easily be the thin edge of the wedge and councillors should be playing a leading role in defending public services, like parks, for residents. Downhills Park is a beautiful and well used open space for families living in an overcrowded part of the borough. Of course, more housing is needed, but this is private housing, probably not affordable for the majority of Tottenham's current residents, and each unit is very small.</p>	

Stakeholder	Question/Comment	Response
	We object to this application which is socially-exclusive (requiring minimum household incomes of £40,000), unacceptable in not meeting minimum space standards, and which contains no really-affordable housing. We believe that on sites like this which are on publicly-owned land, the housing built should be 100% really-affordable, and that this means the Target Rents paid by council tenants.	
	<p>While being aware of the need for housing in London, and in Haringey in particular, I would like to voice my objections to the current plans for housing adjacent to Downhills Park. Some of my objections are as follows: the height of the buildings overlooking the park, the block-like nature of the design, the density of units, the emphasis on smaller units which are not useful for families as the area needs more family-type housing, the impact on the feeling for users of the park-- noise issues, sight-line and light issues.</p> <p>Parks are a wonderful and necessary amenity for London neighbourhoods. Any encroachment on this kind of park that takes away from the feeling of being in an open, green space diminishes it for users of the park. More and more people are now using this park which makes it a safer and more pleasant place for all. The park is a place where social cohesion and community awareness can develop. If housing should be built on the edge of the park, it needs to be designed with that in mind. That means density and height and spacing of buildings needs to respect the openness and light and vista and feeling of the park. Please have this housing re-designed to conform more to something which will blend in with this much-loved and used park.</p>	
	Whilst I do not live in the immediate vicinity of this proposed development, I do live on the other side of Downhills Park, of which I am a frequent visitor, so any changes to the park will directly impact on me and my family. I also live next to another site, Haringey Professional Development Centre, which I believe Haringey is considering for a transformation similar to the Keston Centre. I am therefore taking a keen interest in how the proposals for the Keston Centre develop. I believe that the development runs counter to Local and London Planning policy in numerous areas and on that basis I urge the Planning Sub Committee to refuse permission for this application.	
	I would like to formally register my objection to the proposed development on the Keston Centre Site. I am a local resident who lives on Kirkstall Ave. I have concerns over the scale of this development and	

Stakeholder	Question/Comment	Response
	<p>the removal of parts of the park.</p> <p>The scale of this development is out of character with the local area. There is no provision of improvements in infrastructure e.g. improved transport links, additional parking (it is already virtually impossible to park on the surrounding roads). It will cause additional strains on local school places and local childcare provision - which is already increasingly difficult to find.</p> <p>Whilst I do not object to some form of development on this site, the current proposal of 5 stories does not fit in with the local character and will cause maximum distress to local residents. A reduced number of stories would reduce the negative impact that this development will have on the local community both aesthetically but also during the piling methods that would be needed to support such a structure.</p> <p>I have concerns over the environmental impact assessment that relates to this project. The impact on air quality and noise pollution during construction is going to be very negative for the local school children whose playground is within view of the proposed site. How does this combined with the negative impact on the park (which will reduce the number of users) contribute to any Haringey Health & Wellbeing Agenda? It is presumed that children will have to remain indoors during key parts of the construction process.</p> <p>The building proposed for demolition is also a site of historic local interest and this type of building should surely be able to be retained in some form in a new development. It should not be development at all costs just to put up some blandly designed tower blocks.</p> <p>I also have concerns over pocket parks construction methods. Their chief executive at the Conservative Party Conference stated that they manage to carry out modular construction at their warehouse and they have little need for local support and construction work (how does this tie in with statements on local employment being provided during the construction phase?).</p>	
	<p>I am writing to object to the scale of the proposed development at the Keston Road site. The number of properties contravenes the council's own recommendations and community plan, there has been insufficient thought given to the impact on the local infrastructure and the sheer size of the development will change the nature of Downhills Park.</p>	

Stakeholder	Question/Comment	Response
	<p>I object strongly to the park boundaries being interfered with, as once a precedent is set people in the local area will be at risk of losing even more green space. This is unjustifiable in an area of significant economic deprivation where many children for example won't have access to gardens to play outside and rely on local parks for fresh air and exercise.</p>	
	<p>I wish to object in the strongest term about the planning for the Keston project. My issues relate to;</p> <ol style="list-style-type: none"> 1/ Some of Downhills Park (already a well used, busy and small park) is to be encroached on and a large number of new park users would have an entitlement to use the space 2/ Having 5 storey building looking over the park and prospectively the Primary Academy next to it is wrong and foolhardy 3/ the air quality of the Academy and the surrounding areas will be affected 4/ the Victorian sewage pipes underused the past 60 years will be overused by a large amount of waste, water and sewage. 5/ Water pressure throughout the area will be affected. 6/ The public transport system will have a great many extra users <p>I understand that the area needs new housing, I don't feel that these private rabbit hutch developments is a proper use of public land. A smaller project with affordable rentable family homes would be considerably better.</p>	
	<p>I am completely against the current plans and have attached my objection letter which highlights in full my reasons for my objection. I understand that there is demand for housing in Haringey, as I too am on the list, however the plans need to be within reasons and not detrimental to the character of the area and the quality of life of the local residents. As long as the height of the housing stays within 3 levels and not 4 storeys + and is not too dense and damaging the views from and over the park I am happy. The scheme also should not take a bit of the Park -all these are all against planning regulations that the Council is obliged to stick to. Even the affordable housing should be of a percentage mix of 1 bed 2 bed and 3 bed not 93 units at 1 bed as in this present scheme.</p>	
	<p>I strongly object to the proposed development of the Keston Road/ Downhills Park site for the following reasons:</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - The proposed 4/5 storey flats will create a sense of enclosure on surrounding properties and a loss of visual amenity from the park. - The development would overlook both the park and houses, adversely affecting public green space and ruining views. - The massing is disproportionate to the surroundings – the buildings proposed are too high and should be limited to 2 storeys to avoid such negative impact. - The development blocks sunlight and restricts views. - Car parking spaces should be replaced with cycle stores only in keeping with sustainable values. The increase in the number of cars would cause unacceptable levels of pollution (levels on West Green Road are already high) and noise in a quiet green area used by families. <p>In spite of the objections, I understand that some development could still happen on the area although hopefully reduced significantly in size. In the event of any development, I feel that more should be done to improve the surrounding streets including:</p> <ul style="list-style-type: none"> - Improvement of park- particularly playground facilities (to provide for increased usage) - to include playground equipment on par with eg. Lordship Rec / Clissold Park / Priory Park. - Repaving of surrounding pavements with stone pavers and new trees planted. - Public cycle storage facilities. 	
	<p>I and my family have been living in this Borough for the past 10 years and have been enjoying Downhills Park. It is an amazing area which gives the opportunity to all residents to relax and socialize with our children throughout the year. We are not against housing and we know that the area is expanding with more residents moving into it and it is unavoidable to keep developing it in order to create more homes for everyone as long as it doesn't affect the views and density of the Park. It is important that the Scheme you are planning does not take any bits of the Park as it is against the planning regulation and the Council must respect this. As stated on many of ours previous petitions this Planning will have a negative impact on families and children using the Park due to the lack of privacy created by this big 5 storey block, and a huge impact on traffic in the area. The development is totally inappropriate. For all above mentions reasons we as a family, and resident of this area, kindly ask you to refuse the above Planning application at Keston Centre.</p>	

Stakeholder	Question/Comment	Response
	<p>While we understand the need for more housing in the borough, we object to this particular development on the following grounds:</p> <ul style="list-style-type: none"> - Incursion on a much-loved and well-used local park whose character will be greatly altered if the scheme goes ahead in its present form. The buildings are too high and will dominate their surroundings. - Parking: far too much parking provision on the site in an area which is already very congested and which has ample public transport links. 	
	<p>I refer to two documents produced for the developer by Mark Welby: Arboricultural Impact Assessment and Method Statement, Ref: POC20476aia-ams (AIA) Tree Report, Ref: POC20476tr (TR) I refer in particular to three trees labelled T17, T22 and T23 which, according to the Arboricultural Impact Assessment (AIA), are all scheduled for removal (see AIA para 3.4.1). I refer to the Tree Report as TR. T22 and T23 T22 and T23 are Beech trees. They are both categorised in Appendix 2 of the Tree Report as A1 trees and good quality with high landscape value.</p> <p>TR 1.4 states: Trees of A and B category should be considered as constraints to development and every attempt should be made to incorporate them into any proposed development design. TR 4.5 states: Four trees included in the survey are category A. These are all trees with high individual quality and landscape value.</p> <p>TR 5.1 states: Trees of A and B category should be considered as constraints to development and every attempt should be made to incorporate them into any proposed development design. It seems very clear that for T22 and T23 every attempt should be made to retain them. However it seems equally clear that no attempt has been made to tailor the proposed development to incorporate these high quality trees. Instead the AIA report simply states:</p> <p>AIA states 3.4.2: T22 and T23 must be removed to facilitate holistic development of the site and allow the linear block of terraces to have viable gardens. It is appreciated that that there is little space within the site for any meaningful replacement planting. This is inadequate and I formally object to the removal of trees T22 and T23.</p>	

Stakeholder	Question/Comment	Response
	<p>T17 is a large Weeping Willow. It has been designated as a C1 tree in Appendix 2 with Limited value due to restricted height. Outgrowing location. This is the only reference to this tree in either report. I formally dispute the description of this tree in Appendix 2: It is not clear to me why T17 has limited value due to restricted height. This phrase makes no sense to me what is restricting its height? Yet T17 is also outgrowing (its) location. This is patently untrue as a cursory glance at the tree would confirm. It is "outgrowing" its location but has "restricted height". This appears to be a straight forward contradiction. The real 'problem' for T17 is that it is near the centre of the proposed development. I believe that in both reports the designation of T17 as a category C1 tree is self-serving and not justified. T17 is a beautiful good quality tree with high landscape value and could easily be incorporated into any development with imaginative designers indeed it would make a distinctive feature for a development in keeping with the nature of the area. I therefore formally object to its proposed removal.</p>	
	<p>5-storey blocks is out of character in terms of its appearance compared with the period properties in the area The density of the development is too high The visual impact of the development will have a negative effect on the character of the neighbourhood.</p>	
	<p>The visual impact of the development will have a negative effect on the character of the neighbourhood It encroaches on Downhills Park counter to MOL Regulations.</p>	
	<p>Five storey blocks are too high - should be no higher than the surrounding 2 storey houses. There should be no carving off of Downhills Park. The number of proposed units is 134 and we believe this density is too big for the site.</p>	
	<p>I would like to voice my objections to the current plans for housing in Keston Road. While I appreciate the need for housing in Haringey, as a long term (46 years) resident of the Downhills Park area, I have seen the area crippled by congestion and parking for residents is becoming more of an issue. The provision for parking with this development is not adequate and will encroach further onto our already congested roads. Our park is a wonderful and necessary amenity and used more and more. The need for open space is as vital as housing, and currently Downhills Park is a safe and pleasant place for all. If housing is to be built on the edge of a park it needs to be designed with that in mind. Currently, the proposed height of the buildings is too high and intrusive. Please think carefully about the impact on those in nearby residential streets.</p>	

Stakeholder	Question/Comment	Response
	<p>I am writing to object to the above planning application. Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out in statute that:</p> <p><i>"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."</i></p> <p>These proposals are contrary to the development plan, material considerations do not indicate otherwise - as such the application should be refused. I outline my concerns with the proposals and its conflict with planning policy in more detail below:</p> <p>1. Over development These proposals represent over development of the site, proposing 126 units, massively exceeding the site allocation, which envisages 70 units. The proposals are therefore in conflict with the site's allocation SA60.</p> <p>2. Scale of Development The development is also too large of scale for its location. Five storeys is completely out of context with the surrounding area. The Council's Urban Characterisation Study recommends that building heights for the site do not exceed 1-3 storeys.</p> <p>There are no surrounding landmark cues anywhere near that scale that would warrant such a height in this sensitive park side location, so far beyond the 2 storeys on Keston Road (contrary to Policy DM 1 B a and b). Currently the beautiful Victorian school buildings (currently Harris Primary Academy Phillips Lane) provide the largest buildings in the area surrounded by 2 storey residential properties. It is appropriate that the school at the heart of the community has this role. The proposals would interrupt and sit out of context with this historic urban form (contrary to Policy DM1 B e).</p> <p>Design Policy DM1 A requires that proposals relate positively to neighbouring structures, new or old, to create a harmonious whole. These proposals do not do this, rather they would be an unwelcome obtrusion.</p>	

Stakeholder	Question/Comment	Response
		<p>It is also particularly concerning where the scale of development dominates the infant playground where the youngest children play. I understand that the school has flagged this as an area of safeguarding concern. As a parent with children at the school this is very concerning.</p> <p>3. Density As noted above 126 dwellings on the site is completely out of character with the surrounding scale of development. Rolfe Judd misinterpret the London Plan density matrix (table 3.2).</p> <p>If you visit the site, it is quite evidently not urban in character. The surrounding buildings, with the exception of the school (which as noted above, is rightly an exception) all buildings are all 2 storey low density, residential; with the park frontage rural in character. The site's relationship to a District Centre is not such that it should justify an exception. The densities sited by the applicant are therefore wholly inappropriate.</p> <p>At present the density is 378 hr/ ha, which is at the upper end of urban (200-450 hr/ha) and within the densities the London Plan envisages for Central area, this is wholly inappropriate on a site of this nature. The proposals are therefore also in direct conflict with Policy SP2.</p> <p>4. Visual Impact on Metropolitan Land As noted above, the proposed development is too big, and as such risks spoiling the amenity value of the Metropolitan Open Land and negatively impacting on local residents. Downhills Park is a beautiful park, a green sanctuary in the area for residents, particularly because it has un-urbanised edges. Draft Policy DM26 - says "development adjacent to open space should seek to protect and enhance the value and visual character of the open land." A 5 storey development on the edge of the park would not do this.</p> <p>The rest of the park edges are tree lined and the park therefore at the moment provides a rural retreat for park users and the ambiance that they are outside of the city when they are in the park. A 5 storey building on the park edge would be completely out of character with the existing MOL and massively detract from the value and visual character users of the park currently enjoy.</p>

Stakeholder	Question/Comment	Response
	<p>The applicants claim that the development does not exceed the heights of the existing trees maintaining the tree lined edge - however, this is not true because most of the trees aren't close to that height. The impact won't be a tree lined edge - but of an urban jungle. This is wholly inappropriate in this context. These buildings are too high for a site adjoining MOL and should be reduced. It is concerning that a visual impact assessment has not been submitted for these proposals for fully assess the impact on the MOL.</p> <p>London Plan Policy 7.17 is clear that the strongest protection should be given to London's Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. The proposals are in conflict with Policy DM26 and Policy 7.17.</p> <p>5. Development on MOL Policy 7.17 also states, any alterations to the boundary of MOL should be undertaken by Boroughs through the LDF process, in consultation with the Mayor and adjoining authorities. Land acquired to create the larger access at present remains MOL - the same very special circumstances tests of building on Green Belt should therefore apply here.</p> <p>6. Design Quality The quality of design is disappointing. The applicants claim that the proposals represent a bespoke response to the site. In fact the design is identical to the Camden Pocket development. Making it clear that the applicant is merely shoe horning an existing design into the Keston Centre site.</p> <p>7. Lack of consideration of re-use of non designated-local heritage asset SAm04 states that the Keston Centre has some heritage merit, and retention of this building should be considered. This does not appear to have been given full consideration by the applicants.</p> <p>Keston Action Group have helpfully submitted evidence showing how the building might readily be reused and retained, alongside development elsewhere on the site. The Council's Urban Characterisation study notes the conclusion of the it is evident that there are unprotected heritage assets in the Borough which are undervalued, poorly protected, and sometimes, being lost to demolition or insensitive redevelopment/alterations. The building is a non-designated heritage asset</p>	

Stakeholder	Question/Comment	Response
	<p>which is in keeping with the scale and design of development on Keston Road and on the adjoining school site. The old brick built building with large windows lends itself well to redevelopment for residential or community use. It is important that this old building of character is not lost to the local community as this would be detrimental to the character of the area. The building should be retained and reused.</p> <p>8. Biodiversity Impact on nature allocations in Downhills Park Development on the site would have a detrimental impact on the existing biodiversity of the park. The local nature allocation runs lordship rec down through Downhills Park along the eastern boundary of the park (adjacent to the site). There is currently mature trees and planting along this boundary, which should not be lost because it used by wildlife. As the allocation site is currently not lit and much of it is currently open, this encourages a lot of wildlife on the site. It is therefore concerning that redevelopment of the site is proposed as this will have a detrimental impact on this wildlife.</p>	
	<p>I strongly oppose the planning application on the grounds that is too high for the given site and spoils the character of the park which is a really important amenity in the area. It will have a negative visual impact on the character of the neighbourhood and encroaches on the MOL regulations. The council desperately needs social housing and housing affordable to local people and this application does not address this need. I feel very strongly that this application is inappropriate on so many levels that it needs to be radically reconsidered.</p>	
	<p>I object to the style of housing proposed for this development. Single bed properties are not suitable for family living. Many more multiple bedroom properties should be included. I also object to the height of proposed buildings which will impose on the open nature of Downhills Park.</p>	
	<p>I use the park every day. The size of the buildings will dominate one of the few green spaces in Tottenham. The trees will provide screening only in the summer months. We need more housing but in this area we need more high quality homes for families and more social housing, not these tiny units. While suggesting reducing car use is laudable, it is not enforceable and there is bound to be a knock on effect of parking in nearby streets. It is already almost impossible to park in the area.</p>	
	<p>I object to the proposal on the grounds that it will place intolerable pressure on local traffic and parking.</p>	

Stakeholder	Question/Comment	Response
	<p>This is an already crowded area as, due to road closures to stop rat runs, it forms one of the only routes from south to north Tottenham. In an area popular with young families the increase in traffic can only be dangerous. The parking situation is currently intolerable leading to regular arguments between neighbours. An increase in cars seeking to park in the area will be frankly explosive. As a family area, the increase in single occupancy units changes the character of the neighbourhood, making it more transitory, giving less sense of permanence and therefore community. Finally the character and appearance of the lovely Downhills Park will be irrevocably destroyed by this enormous block.</p>	
	<p>I totally object to the application in the strongest way. My objections in brief are as follows:</p> <ul style="list-style-type: none"> - The idea that it is creating affordable housing is nonsense. - It takes away beautiful and regularly used park space. The idea that it creates more park space is entirely misrepresentative. I run in the park 4-5 times a week and the area that is cited on the plans makes no difference whatsoever. The erection of the buildings however will have very negative impact - The building works will be very disruptive and have a huge detrimental impact. I personally work from home, as a lawyer, and it will make that very difficult - The proposed housing is ugly and not remotely in keeping with surrounding Victorian houses (I too live in a house which is not in keeping and am happy to admit that it is ugly & no more) - The proposal to now go back to 5 storeys is underhand and the buildings will be even uglier and a total invasion of privacy of those in Keston Road and also park users - The existing buildings are beautiful and should be protected and, indeed could be refurbished and used. - The proposals will mean even more cars in the area having a detrimental environmental impact at a time when it is now almost impossible for residents of Keston Road to park near their homes. 	
	<p>I'm objecting to building of that magnitude. The applicants they don't care about the Park, the Park belong to the peoples. Also is the noise and traffic on the near roads. Please think about pollution also it is important. The trees and grass they are ours lungs and not building.</p>	
	<p>I object to the proposed changes. It will destroy part of our award winning park It will impact on available parking which is already a problem It will change the growing sense of community that is being fostered in this area High level buildings are not in keeping with the surrounding area and will spoil the concept of getting away from it all in the midst of the city.</p>	

Stakeholder	Question/Comment	Response
	It is good to have more accommodation for people but as there are not many parking spaces on street we have to go round and round in many streets for parking our cars. In the above case it will be much more difficult for parking our cars. On that basis we strictly object to the above construction.	
	<p>I object to the proposal on the ground that it would bring more traffic onto Downhills Park Road. I cannot open my window with the amount of pollution from the heavy flow of traffic ON Downhills Park Road at present. Parking would also be a problem as the roads around here are full of parked cars. I have attended meetings regarding the proposal and it seems to me that the parking on the proposed site is not sufficient.</p> <p>I also object to the height of the buildings as it takes away loss of light and privacy to nearby neighbours, also bringing more noise and disturbance to the area.</p>	
	<p>We strongly object to the proposed development at the Keston Centre on the following grounds:</p> <ul style="list-style-type: none"> - The development is not in keeping with the local area, neither in style nor the number of storeys and will have a significant negative effect on the character of the neighbourhood - The loss of privacy to local residents, particularly those on Keston Road. - The added burden that will be placed on local parking facilities, due to the limited number of spaces provided by the development versus the number of new residents in the area. The on-street parking is already at the maximum capacity, especially in evenings and at weekends. This will be accentuated by additional visitors. Furthermore, this will significantly increase traffic in the local area and have a negative impact on our residential streets. 	
Petition		
212 signatures	<p>We, the undersigned call upon Haringey Council to reject Pocket Living's current proposals for development at the Keston Centre site and ensure that any agreed development in this area:</p> <ul style="list-style-type: none"> - IS in keeping with the surrounding 2 to 3-storey Victorian housing and does NOT contain "mansion" blocks any higher than this - IS in line with Haringey's own Local Plans for the Keston Centre, the local area and London Plan - DOES NOT encroach on the protected 100-year old Downhills Park and its historic boundary in order 	

Stakeholder	Question/Comment	Response
	<p>to "improve access". (We say if the access is too small then the development is too large)</p> <ul style="list-style-type: none"> - IS appropriate to Haringey's needs. We need housing for families, NOT single middle earners - Grants permission for minimal car spaces on site - DOES NOT allow 110 "tiny" pocket flats to be built <p>Why is this important? The proposed development poses a detrimental impact on local residents and family lives, local services, parking, with increased traffic and noise.</p> <p>The proposed plan of 3 to 5-storey "mansion blocks" is against Haringey's Planning DPD (development document) which states that the area should be 2 to 3-storey housing and that the Keston Centre should contain 70 units, not 126 now proposed by Pocket Living.</p> <p>Downhills Park is protected Metropolitan Open Land (like Green Belt) and, along with other protections, any alterations to it should be undertaken in consultation with the Mayor and adjoining authorities - this has not taken place.</p> <p>Pocket Living proposes to build tiny substandard flats (20% less than GLA's London Plan) for single, so called, "City Makers", setting a detrimental precedent for Haringey.</p> <p>Despite Pocket Living promoting their developments with "secure cycle storage (no car parking)" they are proposing 65 car spaces for the Keston Centre site.</p> <p>Residents call on Haringey's Planning Sub Committee to reject these proposals and wish to see reconsidered plans that are compatible with the area, fit real housing needs, are appropriate to this site and which do not encroach in any way on Downhills Park.</p>	
Support		
<i>West Green Playgroup</i>	I am the manager of the West Green Playgroup, on the Keston Rd site. I would like to show my support in the new development of Pocket Housing, This is the only developers that have had us (The Playgroup) in their plans from the beginning, they have been able to keep us informed of all consultations and will answer any of our concerns about any development that may concern us. We are	

Stakeholder	Question/Comment	Response
		<p>looking forward to having a new setting for the children of Tottenham with the same outdoor space, which as we know that not all children have access to a garden, where they can roam in a secure environment and learn and experience so many new skills, so without Pocket Housing winning the bid for the new development. We would again be in a situation of uncertainty not knowing if we would have a Playgroup to offer the children from vulnerable backgrounds and the offer affordable childcare for our families. Thank you for taking the time to reading this.</p>
<p><i>Goan Community Centre</i></p>	<p>I am writing in support of the proposed redevelopment of the Keston Centre site in West Green.</p> <p>I run the Goan Community Centre on the Keston Centre site. From our temporary building on the site we run lunch clubs, dance classes, Yoga Classes and host religious events. We have let the Hall for affordable parties like weddings and Birthdays. I have met with Pocket Living on numerous occasions to discuss their proposals and the plans to relocate the Goan Community Centre into a new purpose built community centre.</p> <p>The Goan Community Centre is a valuable asset for the local area and unfortunately our current home is now very tired. This can prove difficult for some members particularly during cold spells. Our current facility is lacks sufficient kitchen facilities and is suffering from water ingress. I welcome the proposal to provide a new up-to-date community centre on the site which will adequately serve both the Goan Community Association and the local community. It will ensure that we can continue to serve the local community and the needs of our members. I particularly welcome the fact that the new facility will be wheelchair accessible ensuring everyone can visit.</p>	
		<p>I'm writing this email in regards to Pocket Living building affordable property in Haringey. I was born and raised in Tottenham and I'm currently saving in order to get a place to live. As you can imagine it's extremely difficult because the average deposit for a mortgage is sky high.</p> <p>I don't really want to leave Haringey as I like living close by to my mother but at the same time I don't want to live under her roof forever. I 100% support Pocket Living in using the brownfield site like the Keston Centre to provide new affordable housing in Haringey and I hope you will too. It's a great idea and will help regenerate Tottenham by keeping locals like myself around.</p>

Stakeholder	Question/Comment	Response
	I thoroughly support this application. The layout will create a legible link from Keston Road to Downhills Park that will improve local permeability. It will be well overlooked and safe with active edges lining the street. The scale and massing is well conceived with the taller blocks located away from the existing houses towards the park edge. I have no problem with 5 storeys overlooking the park. This seems to me to be an entirely appropriate scale for the edge of the park. As a frequent park user I have no problem with being able to see taller buildings from the park. The scale is more urban but its really quite modest for a city. We have to get used to making efficient use of scarce residential land at a sensible urban scale. We are not living in a rural village! The building facades themselves are reasonably attractive and well articulated with what appear to be fairly deep reveals adding depth and shadow. Brick is also a good choice for the elevations at it is prevalent in the area. I also support the mix of unit sizes and tenures and the pocket homes initiative they may help younger and middle income people onto the housing ladder. Its good that there are family sized units in the mix too.	
	I am 100 percent behind the planning permission of pocket living, I'm hoping to buy a property and really hope they are allowed to build in Haringey as I trying to get on the property ladder and I believe this will be a good shout for me.	
	I fully support this build as I want to get my own home.	
<i>(7 letters of support with same content)</i>	<p>I am writing in support of the Pocket Living application to redevelop the Keston Centre site on Keston Road, N17 6PW.</p> <p>I welcome the plans to provide an additional 98 affordable intermediate homes in an area where there is huge demand.</p> <p>As a Haringey resident and local first time buyer I know how hard it is to become a home owner in the borough. Just 40.3% of residents in Haringey are owner occupiers which is significantly lower than the London average of 49.5%. The housing crisis in Haringey means that the average first time buyer property price is 11.6x the gross average annual earnings in the area, which makes it difficult for local people like me to stay in my community.</p> <p>With Pocket homes only being available to local people and sold at a discount of at least 20% to the</p>	

Stakeholder	Question/Comment	Response
	<p>open market, they help many more people into homeownership. Indeed the opportunity to own a Pocket home on the Keston Centre site could be my only way of owning my own home in Haringey (or even London).</p> <p>Too often the voices of first time buyers like me, who are ineligible for social housing and suffer from an unaffordable private housing sector, are not heard in the planning process. I hope the Planning Committee will consider how important it is to provide homes to own for people on moderate incomes like me, which will enable us to stay in the borough we call home.</p>	
	<p>It has been brought to my attention that Pocket Living want to build a property in Haringey. I support this idea as I'm currently saving and know it will take a very long time to buy a property but with their current scheme I know I will have a better chance in becoming a first time buyer.</p> <p>I've lived in Haringey all my life and hope I can stay close by in order to be closer to my family. My friend has a pocket living property and it would actually be a dream come true if I also had one too. Please do consider their planning permission.</p>	
	<p>I support the idea of the new nursery and affordable housing. I think it will be good for the area as well as for the park.</p>	
	<p>I love this nursery, all my kids have been going here and I think it needs to be kept, and yes we do need more houses as we need a fresh look.</p>	
	<p>I really support the idea of a new nursery in this area. My child is 20 months and I looking forward for her future.</p>	
	<p>My daughter will benefit from the new nursery. I like the plan.</p>	
	<p>Outdoor/indoor space is necessary for the English weather.</p>	
Other Comments		
	<p>In support:</p>	

Stakeholder	Question/Comment	Response
	<p>As older long term residents we welcome a mixed community with different ages and backgrounds living together and taking part in the local community. There is a great need for housing of all types in Haringey and that includes housing for young people who wish to have decent housing of their own and make the first steps to enter the housing market.</p> <p>They will want to live independently from their parents or might be coming to work in London. We as long time residents who are now older welcome the provision of housing for younger generations. We experienced low standard rented flats when we were young and future generations are entitled to better than that, quality housing that is pleasant safe and secure and is not detrimental to their health This development will enable single people and couples to get a start and live in reasonable accommodation We think 3-5 storey buildings are acceptable although the planning department must ensure that this is not exceeded. No tower blocks! We think this development will not have any detrimental effect on Downhills Park especially as there will be trees, landscaping and well designed blocks with balconies, varied building surfaces etc In fact this development might enhance the environment of the park. Other parks have housing overlooking them to no detrimental effect.</p> <p>The Keston Road site is mainly derelict at the moment and so putting it to good use for people to have a quality home is to be commended. The addition of the community centre and children's nursery will enhance local community cohesion, especially if effort is made to bring local residents and new residents together Pocket Homes will need to keep to their word to give priority to those who live or work locally and that owners actually live in the homes and not rent them out a high rents to others. The council must ensure that this is included in any decision</p> <p>Concerns: There could be traffic and parking problem. Downhills Park Road is now a very busy road and so if most residents in the development have cars potentially there could be difficulties at the junction of Keston Road and Downhills Park Road. However, as many of the residents are likely to be young they might prefer cycling, walking or using public transport.</p> <p>Pocket Living homes are ideal for single people or couples but they are NOT suitable for families with children. (except for the small numbers of houses included) We have concern that there is a lack of affordable housing for families in the area. If people have jobs (and we hope they will) they will need</p>	

Stakeholder	Question/Comment	Response
	<p>somewhere to live when they start their families. How is the council going to ensure that there will not be families living in the small homes? Where will these new families move to if they wish to stay in the area but cannot afford high house prices?</p> <p>We have concerns that Parks in Tottenham must NOT be used for housing. We have been informed that for this development this is not going to happen (except for the small strip for access road enhancement and this is replaced by a long strip addition to the park, so there is additional park space not less). BUT this must not set a precedent for future local developments. Our parks are precious resources that benefit local residents of all ages.</p> <p>It is essential that if the Council gives planning permission the developers must stick to the plans agreed and not vary or make additions to them like increasing the numbers of homes or storeys to buildings.</p>	

Appendix 2: Plans and Images

Location Plan



Proposed Site Plan



Aerial View



Indicative Visuals



Entrance Square



The Avenue looking north



Mansion Block



Townhouses



View from Downhills Park (1)



View from Downhills Park (2)



View from Downhills Park (3)

MOL Land Swap Plan



Appendix 3A: QRP Note – Wednesday 9 November 2016

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: The Keston Centre

Wednesday 09 November 2016

Panel

Peter Studdert (chair)
Stephen Davy
Esther Kurland
Wen Quek

Attendees

Adam Flynn London Borough of Haringey
John McRory London Borough of Haringey
Richard Truscott London Borough of Haringey
Sarah Carmona Frame Projects

Apologies / report copied to

Emma Williamson London Borough of Haringey
Stuart Minty London Borough of Haringey
Nairita Chakraborty London Borough of Haringey
Robbie McNaugher London Borough of Haringey
Deborah Denner Frame Projects

Confidentiality

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

1. Project name and site address

Keston Centre, Keston Road, Tottenham, N17 6PJ
Planning application reference HGY/2016/3309

2. Presenting team

Matthew Woolgar Pocket Living
Simon Topliss HTA Architects
Valeria Meloni HTA Architects
Jack Dilworth BD Landscape Architects
Siofra Boyd Rolfe Judd Planning Consultants

3. Aims of the Quality Review Panel meeting

The Quality Review Panel (QRP) provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice,

and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The proposal is for the demolition of existing buildings and the construction of four blocks of flatted accommodation (110 units) in addition to 16 terraced dwellings (of three storeys) to provide a total of 126 residential units, associated landscaping and car parking, and the re-provision of a community facility and nursery in a two-storey building. A small 'land swap' with part of the adjacent park is proposed to widen the access to the site. A planning application was received on 29/09/2016. The applicant has engaged in pre-application discussions with Haringey Council, in addition to which the application has been to Pre-Application Sub-Committee, a Development Management Forum, and a previous QRP. The redevelopment of the site to create a mixed use development comprising residential units, and a replacement community centre is acceptable in principle, and in accordance with the site allocation. The general principle of the layout of the development and the block position is considered acceptable. The overall bulk, massing and heights have been revised and are now considered broadly acceptable. The heights of the buildings in relation to Downhills Park has been a key concern, in addition to the relationship with the rear of the houses in Keston Road, which the applicant has attempted to address.

5. Quality Review Panel's views

Summary

The Quality Review Panel offers warm support for the proposals, and highlights some detailed aspects of the scheme with scope for improvement and refinement. They feel that the site represents a good opportunity for development, and would provide a significant amount of affordable housing. They welcome the improvements that have been made to the scheme following the previous QRP meeting. The panel supports the scale of the proposals fronting onto the park, and feels that the central mews is generally proceeding well. They would encourage the design team to reconsider the roofscape of the houses backing onto the existing residential properties on Keston Road to ensure that it avoids an oppressive, industrial aesthetic. They would also welcome some further consideration of both the soft and hard landscaping within the scheme, in terms of the location and nature of pedestrian routes, parking areas and amenity space, and how the boundary between public and private areas are defined. Further details on the panel's views are provided below.

Massing and development density

The panel supports the scale of development fronting onto the park, and feels that the reduction in scale to the east of the site works well.

Central Mews Street

The panel welcomes the way that the external spaces have progressed, and feels that potential remains to refine the external environment further; in terms of circulation, parking areas, and the design of hard and soft landscape.

They would encourage the design team to break up the parking areas into smaller zones which have a greater level of landscaping enclosing them, to avoid the central area feeling car dominated.

They would welcome exploration of whether it would be possible to locate an additional square in the middle of the site, enabled through alternative distributions of parking areas across the site.

The proposed individual allotment areas covering the future possible parking spaces look too temporary; potential exists to re-distribute the parking and allotment areas so that the allotments are grouped into a zone across the full width of the street, rather than in a line as currently shown.

Further consideration of the nature and orientation of the landscape 'buffers' adjacent to the blocks would be encouraged; in addition, they should be at least a metre tall.

Paths are important (especially for people with visual impairments), but they do not necessarily need to be very dominant; careful design and detailing of the pedestrian pathways could avoid creation of an implied 'carriageway'.

In this regard, the panel questions the value of a pathway crossing the mews street.

They would encourage creativity within the design and specification of the hard landscape; selection of a higher-quality material for the areas that are currently identified as tarmac would be strongly supported.

Reliance on single materials should be avoided; potential exists to break down the hard landscape into areas of different material/texture that cover the full width.

There may be benefit in locating the Sheffield stands for bicycles in a more visible, central part of the site.

Mews houses and apartment blocks

The panel feels that the careful design and detailing of the elevation of the rear of the proposed mews houses at the east of the site will be critically important in establishing a positive relationship with the existing residential properties on Keston Road.

The panel would support further exploration of different, richer materials and greater articulation for the roofscape, as they feel that current proposals use a significant amount of metal cladding, lending a potentially oppressive and almost industrial feel to this face of the development.

Additional roof lights/windows at the top of the stairs could help to articulate the roof, whilst also enhancing the quality of the internal accommodation.

The panel notes that the rear gardens to the terrace of houses are shorter than those that they adjoin along Keston Road; they question what potential exists for planting within these garden spaces.

The side and rear boundary treatments to these gardens will be very important; the provision of trellis may allow vertical greening of the small gardens.

Planting to replace and repair existing landscape features would be encouraged.

The panel questions the spacing between the terraces of housing on the eastern side of the site as shown on 3D images of the site.

They note that the communal space to the rear of blocks B and C is very narrow, and would support the sub-division of this land into private gardens for the ground floor units.

Northern section of site

The panel welcome the improvements to the layout of the north of the site, including the link to the park adjacent to the nursery; they would like more information on the nature and configuration of the link, and the boundary treatments.

The panel notes that the boundary to the nursery garden adjacent will be enclosed and visually impermeable.

Careful consideration of the design of the link and of the entrance to the park is required, in addition to further thought about how the link relates to the community centre, and the canopy adjacent.

This may involve changing the alignment of the entrance to the link, and adjusting and refining the design of the canopy.

The panel were pleased to see that the landscape design would provide visual coherence between different parts of the site.

Next Steps

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

They recommend that the design of the rear elevations of the mews houses is refined to improve their relationship with the existing residential properties along Keston Road

Appendix 3B: QRP Note – Wednesday 17 August 2016

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Keston Centre

Panel

Peter Studdert (chair)
Esther Kurland
Wen Quek
Charles Wagner

Attendees

John McRory London Borough of Haringey
Adam Flynn London Borough of Haringey
Richard Truscott London Borough of Haringey
Deborah Denner Frame Projects
Sarah Carmona Frame Projects

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Emma Williamson London Borough of Haringey
Stuart Minty London Borough of Haringey
Nairita Chakraborty London Borough of Haringey

Declaration of interest

Esther Kurland is a Haringey Quality Review Panel member and Director of Urban Design London (UDL). Pocket Living and Transport Planning Practice, the client and transport consultants for Keston Centre, are both subscribing members of UDL.

Confidentiality

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

1. Project name and site address

Keston Centre, Keston Road, Tottenham, N17 6PJ

2. Presenting team

Matthew Woolgar Pocket Living
Simon Bayliss HTA Architects
Simon Topliss HTA Architects
Max Kahlen Dyvik Kahlen Architects
Isabel Pietri Dyvik Kahlen Architects
Jack Dilworth BD Landscape Architects
Siofra Boyd Rolfe Judd Planning Consultants

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The applicant has engaged in pre-application discussions with Haringey Council. The redevelopment of the site to create a mixed use development comprising residential units, and a replacement community centre is acceptable in principle, and in accordance with the site allocation. The general principle of the layout of the development is considered acceptable, however the overall bulk, massing and heights still require development. The heights of the buildings in relation to Downhills Park are of concern, as is the relationship to the rear of the houses in Keston Road.

5. Quality Review Panel's views

Summary

The Quality Review Panel supports the overall concept of the scheme, which promises a significant contribution to meeting housing needs in the area. They offer broad support for the scale and form of the proposed development, but feel that there are a number of areas that require further consideration. The terraced houses could be designed to respond more to the character of existing houses in streets around the site. They would also encourage further thought about the materials and detailing of the mansion blocks, perhaps drawing inspiration from historic mansion blocks in Haringey. There is potential for the community centre to become an important local landmark, and the panel would welcome a further opportunity to comment on this element of the scheme in more detail.

The panel welcomes the careful thought that has been given to the design of the street, and landscape design. The density of development proposed means that continuing work to balance the needs of residents with the creation of public routes and spaces will be required. In particular, the panel would encourage a more generous public space to the north of the site, next to the community centre, and creative thinking about the design of the mews street. Further details on the panel's comments are provided below.

Massing and development density

The panel broadly supports the development density of the scheme, but feels that the massing of the north-eastern block of apartments and the terraced houses along the eastern boundary requires further consideration in order to soften the uncompromisingly 'urban' character of the development.

The north-eastern block of accommodation significantly constrains the entrance into the mews, and further work could explore whether some accommodation could be reduced

or re-distributed within the site to facilitate a more generous entrance to the development.

The panel suggests that it would be more appropriate to reflect the local suburban vernacular in the terraced houses, adjusting the massing to two storeys plus accommodation in the roof.

This would start to visually differentiate the terraced housing from the apartment blocks, whilst at the same time presenting a more neighbourly interface to the existing terraces to the east of the site.

Place-making, character and quality

The panel questions whether the conceptual aspiration to set blocks within a parkland setting has been realised within the proposals.

They note that the gated and potentially dark slivers of amenity space between blocks that accommodate bin stores and cycle parks is not suggestive of parkland.

They would encourage the design team, to increase the levels of greenery and planting on site.

A larger break in the blocks more centrally along the park façade could be one way of achieving a stronger connection to the park.

The panel notes that lighting design has a significant impact on the character and perceived safety of a place; in addition, it can provide a transition between different areas within the site.

Relationship to surroundings: access and integration

The northernmost route is likely to be the main public link across the site to the park, so the southernmost route will be used primarily by the residents. The potential therefore exists to rethink the public realm strategy at the southern end of the site to maximise its value for residents.

This could enable an increased amount of semi-private amenity space for the residents at the southern end of the site.

The panel suggests that the mews could be designed as a shared surface, avoiding the need for separate footpaths, providing more depth for the planting beds adjacent to ground floor windows of habitable rooms to improve privacy.

They note that the north section of site will be very busy, with a route through to the park and access to the central square with community buildings.

However, the remainder of the site is essentially a large mews, so it may not be necessary to provide a large number of paths and access-ways; a looser approach to access and parking would be encouraged.

They would encourage a greater innovation in the design of the public realm within the development, which would enable greater use of the open space.

Scheme layout and architectural expression

The panel notes that the architectural expression of the proposals reflects a 'hard' urban architecture, which does not respond to the more suburban character of the surrounding area.

The panel would welcome an approach that introduces variety and lightness within the architectural detail, to soften the contrast.

The panel would also encourage further thought on the roofscape of the apartment blocks fronting onto the park; the flat roofs as proposed do not respond to this key location and the views across the park to the development.

Green roofs and brown roofs should be considered where there is no requirement for PV panels.

In addition, exploration of proposed views from the park into the site should shape and direct the emerging design of the end and corner elements of the blocks.

The panel would strongly support the addition of balconies on the apartment facades fronting onto the park. This would add a level of richness and detail whilst also enhancing the amenity value of the individual units.

The panel notes that single aspect ground floor units are not typically acceptable; they would welcome further thought in terms of how to resolve privacy issues, as suggested above.

Inclusive and sustainable design

The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.

The panel welcomes the social aspirations of the scheme, and acknowledges the need for affordable housing in the area.

Next Steps

Whilst broadly supportive, the panel highlight a number of areas for further consideration by the design team, in consultation with Haringey officers.

The panel would welcome the opportunity to review the proposals following submission of the planning application.

Appendix 4: DM Forum Note

A Development Management Forum for the development proposal at the Keston Centre, Keston Road N17, was held on 20 July 2016.

Over 50 local residents and two Councillors (Cllr Bevan and Cllr Opoku) were in attendance.

The key concerns highlighted at the meeting by residents were parking, the height of the proposed development, consultation and the loss of parkland/MOL.

More specifically, the issues and questions raised by local residents were as follows:

- **Parking and traffic**
 - The parking proposed is insufficient
 - Has underground parking been considered?
 - Parking in the area is limited and already over-subscribed
 - On street parking is used by residents at night and commuters during the day
 - There is no CPZ
 - How will parking spaces be controlled and managed?
 - What happens if demand for car parking exceeds the proposed amount?
 - The additional traffic will cause safety issues
 - Keston Road is not suitable / wide enough for additional traffic
 - Could a zebra crossing be provided on Keston Road?
 - Why is parking proposed when other Pocket schemes have no car parking?
 - Concerns regarding construction traffic
 - Objections to widening of access by taking park land
 - How will car ownership be controlled to limit parking?
 - Clarification sought on parking numbers
 - Is the parking for the community centre sufficient?
 - Is the access wide enough?
 - There should be no car parking

- **Height**
 - Five storey blocks are too high
 - Objections to height raised early in local plan consultations
 - Five storeys is too high adjacent to the park
 - Other developments in the West Green Road area have been restricted to the heights of surrounding buildings. Why is this higher than the surrounding buildings?
 - Buildings will overlook the children's play area in Downhills Park

- **Consultation**
 - Residents consulted 16 months ago on Site Allocations Development Plan Document (SADPD), and had no response to objections raised
 - Has Pocket been informed of the objections raised?

- Height was a key concern of objections to the SADPD, and it appears these objections were not considered
- Parkland / MOL (*Note: these concerns maintained following explanation of land swap with 45sqm gain to MOL*)
 - Concerns with taking land from Downhills Park MOL
 - Major objections to loss of parkland
 - There are policies in place to protect the openness and amenity of open space
 - There are London Plan policies against land swaps on MOL land
 - Park protection policies are highly important
- Overdevelopment
 - There is already excessive amounts of building developments in the area
 - How will infrastructure, schools, healthcare service cope?
 - Where will these units be serviced from?
- Trees
 - What will happen to the existing trees along the rear of the Keston Road properties?
 - How will these be protected and maintained?
 - How will access be provided to these while maintaining the security of neighbours?
 - Issues with tree behind 29 Keston Road
- Housing types / tenancy
 - Potential for 1-bed units to be used by families, leading to overcrowding and substandard accommodation
 - Concerns with people sub-letting, 'stair-casing' out, buy-to-lets, selling on, and affordability
 - Concerns with high GLA income 'caps', and can these be made more affordable?
- Ownership
 - Needs to be transparency regarding Council ownership and sale vales verses viability
 - Concerns with valuations and resulting amount of development required to be viable
 - Concerns the Council can not sell for less than market value
 - Concerns the site will be lost from public ownership
- Design and layout
 - Concerns with the location, size and design of the flatted block to the north east
 - Extra flatted block should be additional dwellings or left as green space
 - How will the site be secured?

- Is the amenity space for the nursery/community centre adequate? Will it receive adequate daylight/sunlight?
- Is there any flexibility with the scheme, with regard to design, height, units numbers, etc?
- Other
 - Loss of views
 - Noise, traffic noise, loss of amenity of area
 - Are financial documents available or are they confidential?
 - Does Pocket have any examples of schemes built in lower density areas (not just places like Hackney and Camden)?

Appendix 5 – GLA Stage 1 Response

GREATERLONDONAUTHORITY

planning report D&P/4153/01

19 December 2016

Keston Centre, Keston Road**in the London Borough of Haringey****planning application no. HGY/2016/3309**

<p>Strategic planning application stage 1 referral</p> <p>Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.</p>
<p>The proposal</p> <p>Demolition of existing buildings and re-provision of two-storey building to accommodate a nursery (with associated external amenity play space) and community centre (Use Class D1); provision of 126 new residential units (16 x 3-bedroom part two/part three storey townhouses, and 110 units (93 x 1-bedroom and 17 x 2-bedroom) in 4 x blocks of flatted accommodation ranging from three to five storeys in height); associated landscaping; car parking; widening of vehicular access to site; and provision of new pedestrian access routes to Downhills Park.</p>
<p>The applicant</p> <p>The applicant is Pocket Living and the architect is HTA Design.</p>
<p>Strategic issues summary:</p> <p>Land use: Redevelopment for residential-led development and community centre is supported; development would not have further impact on openness of Metropolitan Open Land. (paras. 13-15).</p> <p>Housing and affordable housing: 126 units proposed. 67% affordable by habitable room (78% by unit), intermediate Pocket Living homes proposed, which is strongly supported. Some variances from residential standards are accepted in light of the high affordable housing offer and overall high design quality (paras. 16-27).</p> <p>Design: Design is high quality and proposals are supported. (paras. 28-31).</p> <p>Inclusive design: Proposals do not currently provide 10% M4(3) units and the number should be increased accordingly. (paras. 32-33)</p> <p>Climate change: Carbon reduction target met and proposals comply with London Plan climate change policy; however further information is required to verify carbon savings. (paras. 34-35)</p> <p>Transport: Proposals broadly acceptable, applicant should reduce parking provision where possible, further information on cycling, servicing and construction should be submitted. (paras. 36-40).</p>
<p>Recommendation</p> <p>That Haringey Council be advised that whilst the principle of the development is strongly supported, the application does not yet fully comply with the London Plan for the reasons set out in paragraph 45 of this report. Possible remedies are set out in that paragraph to ensure full compliance with the London Plan.</p>

Context

1 On 16 November 2016 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. The Council validated the application on 29 September 2016, but post submission it was identified that a small part of the site was in Metropolitan Open Land, necessitating a Stage 1 referral to the Mayor. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 27 December 2016 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 that view. 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 3D of the Schedule to the Order 2008:

Category 3D:

Development—

(a) on land allocated as Green Belt or Metropolitan Open Land in the development plan, in proposals for such a plan, or in proposals for the alteration or replacement of such a plan; and

(b) which would involve the construction of a building with a floorspace of more than 1,000 square metres or a material change in the use of such a building.

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 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 and relevant history

5 The site comprises a 0.84 hectare piece of land positioned between Downhills Park to the west and Keston Road to the east. To the south of the site is Harris Primary Academy which fronts on to Philip Road. Access to the site is via an access road off Keston Road to the north. There are also two pedestrian-only access points in the western boundary, providing direct access into the park. Downhills Park is designated as Metropolitan Open Land (MOL) and a 15 sq.m. strip of land at the northern boundary of the proposed application site is also within MOL, as identified in the Council's adopted proposals map.

6 The site is currently occupied by two main buildings. The Keston Centre in the southern portion of the site is a single storey Victorian building formerly in educational use, but has been vacant since 2010. Another single storey building towards the north of the site is in use by the West Green Play Group. At the south of the site is a small portacabin occupied by the Goan Community Association. The site is not within a conservation area. There is a Grade II listed building to the south of the primary school, fronting on to Philip Road.

7 Haringey Council's emerging Site Allocations DPD identifies the site as a key development site in the east of the borough (site SA60). The Council's proposed site allocation as outlined in this document includes residential use and replacement community use. The draft DPD is currently out for consultation.

8 The site is approximately 1 kilometre to the west of Seven Sisters underground and rail station and 1.2 kilometres to the east of Turnpike Lane station. It has a score of 2 on TfL's public transport accessibility level (PTAL) scale (where one is lowest and six is highest).

Details of the proposal

9 It is proposed to demolish the existing buildings and redevelop the site for 126 residential units (including 98 affordable, intermediate homes – 78% by unit and 67% by habitable room) within 4 x three, four and five storey blocks and a row of 2-3 storey townhouses, plus a 2 storey nursery and community centre to the north of the site.

Strategic planning issues and relevant policies and guidance

10 The relevant issues and corresponding policies are as follows:

- | | |
|---------------------------|--|
| • Land use principles | <i>London Plan</i> |
| • Metropolitan Open Land | <i>London Plan</i> |
| • Housing | <i>London Plan; Housing Supplementary Planning Guidance (SPG); Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG</i> |
| • Affordable housing | <i>London Plan; Housing SPG; Housing Strategy; draft Affordable Housing and Viability SPG</i> |
| • Density | <i>London Plan; Housing SPG</i> |
| • Urban design | <i>London Plan; Shaping Neighbourhoods: Character and Context, SPG; Housing SPG; London Housing Design Guide; Shaping Neighbourhoods: Play and Informal Recreation SPG</i> |
| • Access | <i>London Plan; Shaping Neighbourhoods: Accessible London: Achieving an Inclusive Environment SPG</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; Mayor's Water Strategy</i> |
| • Transport | <i>London Plan; the Mayor's Transport Strategy</i> |

11 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 Haringey Local Plan: Strategic Policies (2013), the Haringey UDP Saved Policies (2013), and the 2016 London Plan (Consolidated with Alterations since 2011).

12 The following are also relevant material considerations:

- Haringey draft Site Allocations DPD
- The National Planning Policy Framework and Technical Guide to the National Planning Policy Framework

Principle of development

Metropolitan Open Land

13 The development would necessitate the widening of the existing access point in the north of the site, involving the annexation of a small strip (15 sq.m.) of adjacent Metropolitan Open Land (MOL) to facilitate this. The London Plan (Policy 7.17) affords the same protection

to MOL as to Green Belt, and as such, resists inappropriate development on MOL. Development would only be appropriate where it maintains the openness of the MOL.

14 In this case a very small area of adjacent MOL would be annexed to create a wider road access. This land would not be covered with built development and is solely required for access. The openness of the land would not thus be affected. The use and enjoyment of the park would not be adversely affected by the loss of this piece of verge on the outer edge of the pathway. Additionally, the applicant is proposing to gift 65 sq.m. of land on the south western boundary of the application site to the Council to be annexed into the adjacent park. The proposals are in accordance with London Plan Policy 7.17.

Community facilities

15 Haringey Council's draft Site Allocations DPD identifies the site (SA60) as being suitable for residential redevelopment subject to the re-provision of the existing nursery and day centre uses. The site currently provides a nursery and temporary accommodation used by the Goan Community Association. The proposals would provide a dedicated community building with 360sq.m. of floorspace, which would house the nursery as well as providing replacement, higher quality space for use by the Goan Community Association. This association has written in support of the proposals. The proposals therefore comply with London Plan Policy 3.16, which seeks to protect social infrastructure.

Housing and affordable housing

Affordable housing

16 London Plan Policies 3.11 and 3.12 require the maximum reasonable amount of affordable housing to be delivered in all residential developments above ten units. At the local level, Haringey Council's adopted affordable housing policy seeks to achieve a borough-wide target of 50% affordable housing in new development, although the emerging draft local plan policy seeks a minimum of 40% affordable housing.

17 The application has been submitted by Pocket Living. Of the 126 units on the site, 98 units would be affordable "Pocket" homes, equating to 78% of the total provision by unit and 67% by habitable room. The proposal is the equivalent of 16.3% of Haringey Council's annual affordable housing target (601 units i.e. 40% of 1,502 units), and thus makes a significant contribution to the affordable housing needs of the Borough.

18 Pocket units are sold at a minimum of 20% below the surrounding market rate. Purchasers must earn below the GLA income affordability levels (currently £90,000), not own another property and must live or work in the Borough in question. These restrictions also apply to re-sales and are secured by way of a s106 agreement. Unlike shared ownership, where one can 'staircase' out and ultimately sell their property on the open market (at which point the property no longer constitutes affordable housing), Pocket flats remain affordable in perpetuity as future purchasers are also bound by the eligibility criteria. Unlike shared ownership, purchasers of a Pocket flat own their properties outright (subject to a mortgage) from the outset. On the sale of their properties, residents can benefit from uplift in value although the resales are always subject to the minimum discount of 20% to open market values. Pocket builds principally one bedroom apartments that are designed specifically for single occupiers who want to own their home outright.

19 The affordability levels of the intermediate 'Pocket' units have been calculated in line with the GLA income affordability thresholds of £90,000 household income for all unit sizes, summarised in the table below.

	One and two bed
Equity share purchased	100%
Rent on unsold equity	N/A
Annual service charge (dependent on development, Pocket try to minimise service charges and this is generally circa £100 pcm)	£1,200
Maximum % of net income on annual housing costs	40%
Minimum gross income required	<ul style="list-style-type: none"> • 70% of residents earn less than £40,000 • 50% are key workers and • 50% buy with assistance from Help to Buy

20 The proposed affordable housing component within the scheme would be 100% intermediate. This does not accord with the London-wide target within London Plan Policy 3.11 (which seeks a split of 60% social/affordable rent and 40% intermediate). However, Pocket Living is a company which specifically provide affordable homes for outright ownership and its model is predicated on this basis. In view of the high percentage of affordable homes that would be provided within the scheme, the tenure mix is supported in this instance.

Housing choice

21 London Plan Policy 3.8 requires different sizes and types of dwellings to meet different needs. The application is proposing the following mix of units:

Unit size	Private	Intermediate	Total (%)
1 Bedroom	0	93	93 (74%)
2 Bedroom	12	5	17 (13%)
3 Bedroom	16	0	16 (13%)
Total	28 (22%)	98 (78%)	126 (100%)

22 The Pocket Living model is to address the needs of single young professionals in particular. The affordable housing within this scheme is predicated on cumulative cost savings associated with duplication of a standardised unit typology. Accordingly, GLA officers recognise that the heavy weighting towards one-bedroom Pocket Living units is fundamental to the overall affordable housing offer. In light of the overall affordable housing offer, the mix is supported in this case. The proposals also include market family housing which is welcomed.

Density

23 The site displays the characteristics of an "urban" site and has a PTAL of 2. The London Plan density matrix (Table 3.2) therefore suggests residential densities of between 200-450 habitable rooms per hectare and 45-120 units per hectare would be appropriate. The proposed

density of the application site is 378 habitable rooms per hectare which falls within the appropriate density range. There would be 155 units per hectare, which exceeds the density range for a site of this accessibility level. However, this is as a result of the large number of one bedroom units within this scheme which are likely to be single-occupancy. It should be noted that an appropriate density is the result of a range of factors, including housing quality, public realm and response to local character. These factors will be further discussed below.

Residential quality

24 The predominant "Pocket" flat type is a 1 bedroom, 1 person unit of 38 sq.m., which meets the London Plan's minimum space standards (Table 3.3 of the London Plan). Five two bedroom "Pocket" homes would also be provided within the scheme, with an internal floor area of 56-58 sq.m. This is below the minimum floor area (61 sq.m.) for a 2 bedroom, 3 person flat within the London Plan. However, Pocket Living define these units as 2 bedroom, 2 person units which have no definition in the nationally described space standards (DCLG Technical housing standards 2015) or the London Plan. The provision of these smaller two bedroom units meets a specific need which offers more choice for occupiers who would normally be limited to a one bedroom affordable flat. Given the high quality of the internal design offered within Pocket homes, the unit sizes are acceptable. The market units provided would meet the nationally described space standards.

25 GLA officers note that Pocket Living schemes do not typically provide private balconies however they do provide good quality communal amenity space. This has been accepted on other Pocket schemes by other Local Planning Authorities on the basis that the affordable housing delivery is high. In this case, there would be a landscaped, south facing garden at the southern end of the site, and the scheme will also have direct access to Downhills Park, resulting in excellent provision of communal amenity space for residents. The market units will be provided with private amenity spaces to meet the Mayor's standards.

26 The Pocket Living apartment blocks would typically have nine units per floor. This is a departure from standard 12 of the Mayor's Housing SPG which suggests a maximum of 8 units, however given the predominantly one-bedroom, one person unit mix the number of habitable rooms and occupants per floor would be similar or lower to a typical floor with eight or fewer units. No north facing units would be included within the development. The layout of the units is therefore acceptable and would provide good quality accommodation.

Children's play space

27 Based on the proposed housing mix, the development is expected to produce a child yield of 8 children, of which 4 would be under five. As the child yield would be under ten children, there is no formal requirement to provide on-site children's play space within the development, according to the Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG. However it is noted that the development would be provided with communal amenity space, and the site also has direct access to Downhills Park which could provide play facilities for children living within this development.

Urban design

28 The redevelopment of the site would involve the demolition of two existing Victorian brick buildings. Although the buildings have some heritage value they are not designated heritage assets and are not within a conservation area. The buildings thus have limited protection from demolition

and it is acknowledged that the size and position of the existing buildings would be a severe constraint on achieving a comprehensive development on the site which could optimise the potential for housing delivery. The demolition of the buildings is thus accepted.

29 The new development would be laid out as a series of north-south orientated blocks aligning a central avenue. This is a backland site with no street frontage, and the creation of this "mews" style development is an appropriate response to the site context. The block layout would splay to the south, opening out the public realm in the southern part of the site. The new nursery and community centre would be located in the north of the site with a public arrival square in front of this, creating a legible new public space. As there is no through route to the south (other than the pedestrian routes into the park), it is expected that the residential part of the development and its amenity space to the south would be a quieter retreat from the more public parts of the development. Service uses would be located towards the rear of each block, ensuring that the central street is lined with active uses which would promote a safe and welcoming pedestrian environment.

30 The form and massing strategy is supported. To the east of the central route, 2-3 storey townhouses would align the street. These houses have been designed with a steep mansard to the rear with eaves at single storey level to protect the outlook and privacy to the existing houses on Keston Road. To the western side where the site adjoins the park, predominantly four storey blocks are proposed, with a five storey block to the south. The impact of this height and massing on the adjacent Metropolitan Open Land (MOL) has been considered by the applicant in its design development. The buildings would be set back from the boundary of the site, and their height would be similar to the mature trees on the eastern boundary of the park. Whilst the new buildings would be visible from the adjacent MOL, they would create a backdrop to the park glimpsed through trees, and would not be domineering in these views. The development would not have a harmful impact on the openness of the MOL or the quality and enjoyment of the existing public open space. The proposals would also not impact on the setting of the nearby listed building fronting on to Philip Road.

31 In terms of the architectural design and materials, the development is high quality and officers are supportive of the simple, well articulated facades and the variation in building typologies which will create an attractive place to live. The Council is encouraged to secure key details, including window reveals, balcony treatments and all facing materials, to ensure the highest quality of architecture is built out. The proposals would thus comply with London Plan policies regarding design.

Inclusive access

32 Whilst the applicant has confirmed that all units would meet the M4 (2) standard, the proposal does not currently achieve the minimum 10% provision of wheelchair accessible/adaptable units required by London Plan Policy 3.8. Nine M4(3) units (8x Pocket units and 1 x private 2-bedroom unit) are currently proposed, equating to 7% of the scheme.

33 The Mayor's Housing SPG makes it clear that the Mayor expects disabled people to have the same housing choice and opportunity as people who are not disabled. The aim of Policy 3.8 is to increase the accessible housing stock which exists in London (based on evidenced need via the London Plan Examination in Public EiP). The scheme should therefore provide at least 12 M4(3) units to comply with London Plan policies on inclusive design.

Climate change

34 The applicant has submitted an energy assessment in support of the application. This demonstrates that the proposals will achieve an overall carbon saving of 36% above a 2013 Building Regulations compliant development via energy efficiency savings, the installation of a site heat network linking the four apartment blocks, and renewable energy technology.

35 The carbon dioxide savings meet the target set within Policy 5.2 of the London Plan. Whilst this is strongly supported, before these savings can be verified further information is required regarding the use of mechanical ventilation, as well as further justification for the proposal not to link the townhouses and community centre to the site heat network. The applicant should also show that the use of CHP has been optimised before considering renewable technologies in line with the London Plan energy hierarchy. The applicant should also provide a commitment to ensuring the development is designed to allow future connection to a district heating network, should one become available. The implementation of the final energy strategy should be secured via condition.

Transport

36 The application proposes 54 residential car parking spaces including 26 spaces for the 'Pocket' units (equating to a ratio of 0.26 spaces per unit), and 28 spaces for the 28 private units (equating to a 1:1 provision). The applicant has indicated that the provision of parking spaces for the Pocket units would be staggered based on demand. However, given that Pocket occupiers typically do not own cars, and in the interest of sustainable transport, the parking provision should be reduced. As noted above, however, the number of M4(3) units should be increased to 12, and each of those units would need a parking space. This additional parking could be reallocated from the private unit and the Pocket unit parking. Two spaces for car clubs are proposed near the entrance to the site and each resident will be given free 3 year membership, which is strongly supported as a further means of reducing the need for on-site parking.

37 Seven parking spaces would be provided for the community centre use which is acceptable. A car park management plan should be secured by condition to regulate car parking activity on the site. In addition, 20% of spaces should be fitted with active electric vehicle charging points, with a further 20% passive provision.

38 The 159 long stay cycle spaces proposed for the residential element and 4 spaces for the nursery/community use are in compliance with London Plan policy. The applicant should clarify the security of the cycle parking.

39 Based on the trip generation analysis, the scheme is unlikely to have any material impact on the transport network. Further details on servicing (including how nursery pick-up and drop-off times can be avoided by service vehicles) should be submitted and secured within a delivery and servicing management plan. A construction logistics plan should also be secured by condition.

40 The applicant has produced an interim travel plan for all uses on site. The travel plan encourages shared car trips and the use of sustainable modes based on the surveyed travel patterns of potential residents which is welcomed. In addition to providing free car club memberships, the travel plan should monitor the occupancy of private unit car parking as well as consider increasing the provision of cycle parking subject to demand, as cycling has been identified as a popular travel mode. A full travel plan should be secured through the s106 agreement.

Community Infrastructure Levy

41 In accordance with London Plan policy 8.3 '*Community Infrastructure Levy*', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. The rate for Haringey is £35 per square metre of additional floorspace.

Local planning authority's position

42 Haringey Council is still assessing the proposals, and is likely to report the application to its planning committee in January.

Legal considerations

43 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 application complies 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 the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

44 There are no financial considerations at this stage.

Conclusion

45 London Plan policies on Metropolitan Open Land, housing, affordable housing, urban design, inclusive access, sustainable development and transport are relevant to this application. Whilst the scheme is broadly supported in strategic planning terms the application does not yet fully comply with the London Plan as set out below:

- **Principle of development:** The redevelopment of the site for residential and replacement community use is supported. The proposals would not have further impact on the openness of Metropolitan Open Land.
- **Housing and affordable housing:** Subject to necessary planning obligations with respect to cost; buyer eligibility restriction and re-sale controls to maintain the affordable nature of the product, the proposed 78% (intermediate) affordable housing offer within the scheme is strongly supported. Given the particular characteristics of this housing product, the high quality of the design and the overall high affordable offer, the variances from some residential standards within the Housing SPG are accepted in this instance.
- **Urban design:** The design and layout of the buildings is supported, and the scale and massing would respond appropriately to the site's context, having regard to the development's impact on the adjacent MOL.
- **Inclusive access:** The application does not currently comply with London Plan Policy 3.8 as less than 10% of the units would be accessible/adaptable for wheelchair users. The number of M4(3) units should be increased accordingly.

- **Climate change:** The proposals are in compliance with London Plan climate change policy; however further information is required in order to verify the carbon savings.
- **Transport:** The proposals are broadly acceptable in transport terms, although there is opportunity to reduce the number of parking spaces to promote sustainable travel. Further details on cycling, servicing and construction should be submitted.

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Appendix 6 – Full response from Keston Action Group

Objection Representations

Planning Application
Ref: HGY/2016/3309
Keston Centre
Keston Road
London
N17 6PW
November 2016

1.0 Introduction

1.1 These representations have been prepared on behalf of Keston Action Group (KAG), a group of 205 local residents, who strongly oppose the planning application submitted by Pocket Living for the re-development of the Keston Centre in Tottenham for residential and community uses. The application was validated by the London Borough of Haringey on 29th September 2016 under reference number HGY/2016/3309.

2.0 The Planning Application

2.1 The application seeks planning permission for:-

“Demolition of existing buildings and re-provision of two-storey building to accommodate a nursery (with associated external amenity play space) and community centre (Use Class D1); provision of 126 new residential units (16 x 3-bedroom part two/part three storey townhouses, and 110 units (93 x 1-bedroom and 17 x 2-bedroom) in 4 x blocks of flatted accommodation ranging from three to five storeys in height); associated landscaping; car parking; widening of vehicular access to site; and provision of new pedestrian access routes to Downhills Park”.

2.2 The application proposals are opposed on the following planning grounds:

- Conflict with emerging Local Plan Allocation
- Affordable housing & mix of units
- Local Character & Context
- Impact on Metropolitan Open Land (MOL)
- Impact upon residential amenities
- Highways & Car Parking
- Localism

3.0 The Application Site

3.1 The application site comprises land and buildings extending to 0.79 hectares in area, located on the western side of Keston Road and at the eastern boundary of Downhills Park. It is accessed via a narrow road at the north eastern corner of the site.

3.2 There are two main existing buildings;- the Keston Centre is a single storey brick Edwardian former school building (located centrally within the site; and to the north of the site is another single storey building used by the West Green Play group (nursery use). At the southern boundary of the site, there is a temporary portacabin structure used by the Goan Community Association. These community type uses fall within Class D1 (Non-residential institutions) of the Town & Country Planning (Use Classes) Order 1987.

3.3 The surrounding area is predominantly residential in character and comprises two storey Victorian houses. Downhills Park, immediately to the west, is designated Metropolitan Open Land (MOL) and is a much cherished local recreational facility that dates from 1901. The Park is naturally split into two distinctive areas: the west of the park being the open recreation ground, and the eastern part, closest to the application site, being the more formally laid out part of the park where the play area, tennis courts, cafe and formal gardens are located.

3.4 The application site is 1.2 km away from the nearest Underground Station (Turnpike Lane) but is also accessible to a number of other local rail stations (ie. Haringey Green Lanes; South Tottenham; Bruce Grove and Seven Sisters), all within approximately 1.5km, and has accessibility to good local bus routes.

3.5 It is noted that the application site is included within the Council's Site Allocations Development Plan Document (DPD) as part of their emerging Local Plan (Reference: SA60); it is allocated for mixed use development comprising residential (70 units) and replacement of the community facilities (1,222sqm).

4.0 Assessment of Pocket Living's Proposal

Conflict with emerging Local Plan Allocation

4.1 The emerging site allocation sets out the Council's guidelines for the development of this site, with reference to the various development issues involved, including urban design and land use, in order to ensure that a policy-compliant scheme can be brought forward. These guidelines, inter-alia, include that:-

- *Heights should be reduced in the east of the site to respect the amenity of the properties on Keston Rd*
- *Development should respect the neighbouring Downhills Park and not have a detrimental effect on it*
- *The Keston Centre has some heritage significance, and retention of this building as part of a wider development could be considered*

4.2 Furthermore, under 'Site Requirements', the guidance is clear that any impact upon the MOL will need to justify how the benefits provided by the development justify and mitigate any harm that is caused. In terms of quantum, 70 residential units are indicated compared with the 126 residential units that are proposed ie. 56 units in excess of the guidance or 80% more than specified.

4.3 Dealing in turn with the other issues, whilst the heights of the dwellings to the east of the site are shown predominantly as three storey town houses (with the third storey incorporated into the roof), there is a very large three storey block (Block D) to the north of the row of townhouses, which will appear as an unrelenting and huge mass of development as viewed from the rear of the properties in Keston Road. Furthermore, the rear gardens to the town houses appear tiny and with very little spacing provided between the units, such that the existing adjoining residents will experience '*a wall of development*' in very close proximity to their rear boundaries leading to a 'sense of enclosure' and significant loss of their existing outlook. As such, the siting; massing and height of these units can not reasonably be said to '*respect the amenity of the properties on Keston Road*'.

4.4 In terms of Downhills Park, the visual impact will be hugely damaging and harmful. The existing low level built form of the Keston Centre is at present only glimpsed through the existing landscaping at the Park's boundary at a height that is significantly below the various tree canopies. The new blocks of flats, however, proposed to be sited along this boundary, at four/five storeys in height, will completely dominate the skyline and dramatically change the existing views from the historic Park forever. There would be a resultant aggressive and harmful relationship between the new development and the Park, with particular concern highlighted in respect of overlooking to the children's play area.

4.5 It is instructive to note that previous reference to a maximum of 5 storeys in an earlier version of the Site Allocation (SA61; Pre-Submission Consultation Stage, February 2016) was deleted by the Local Planning Authority as a specific response to local objections on height, recognising that any future proposals would need to be properly considered within their local context and that the location of higher buildings in the borough would be guided by their work on '*Potential Tall Building Locations Validations Study*' as part of the evidence base for the emerging Development Plan. The application site is not identified by this document, but rather makes reference to the Council's 'Open Space Strategy – A Space for Everyone' which stresses that views of open spaces from elsewhere should not be blocked by development.

4.6 The applicant's visual representations of the relationship with the Park are wholly misleading and only show a selective summer time view when the trees are in full leaf. KAG have therefore commissioned their own graphic designer's visual images to illustrate the views during the typical autumn/winter months, which they contend is a much more accurate and real representation of what will be experienced on the ground for the majority of the year. The harm to the Park's MOL designation will be dealt with subsequently in this report.

4.7 Finally, under this heading, there is no evidence that the applicant has considered the heritage significance of the existing building as required by the Council's guidance. KAG opine that the existing former Edwardian school building is both characterful and attractive, and is accordingly worthy of local listing status. The building appears to be in physically sound condition and a feasibility for its conversion should therefore have been fully investigated, consistent with the emerging allocation guidance. Subject to viability issues, it could therefore potentially lend itself to a sensitive conversion proposal.

4.8 In KAG's opinion, this attractive low rise building should at least have informed the design approach for a much more sympathetic and sensitive lower density scheme, either new build or part conversion, that would fit in with the prevailing pattern and grain of development within the local area. Such an approach would be ideally suited for specialist housing for the elderly and/or as a special needs educational building. KAG have commissioned a specialist heritage consultant/architect (Eleni Makri of Conservation pd) to provide advice and commentary on the design approach that should be taken; her report is submitted simultaneously.

4.9 For these reasons, it is considered that the application proposals are contrary to the Council's guidance in their emerging Site Allocations DPD.

Affordable Housing & Mix of Units

4.10 Adopted policy SP2 requires development of over 10 units to meet the Borough-wide affordable housing target of 50%, based on habitable rooms. Proposed changes to SP2 and emerging policy DM13 seek to reduce this target to 40%. Closely linked to this are the targets for affordable tenure split which are based on the Borough's identified affordable housing needs. SP2.6 requires 70% for affordable rent (including social rent) and 30% for intermediate housing. Proposed changes to SP2 together with emerging policy DM13.B seek to adjust this ratio to 60/40.

4.11 The Pocket Living scheme neglects these planning policies by delivering a '*one size fits all*' affordable housing model for the site. The scheme offers affordable housing in the form of purely intermediate affordable tenure alongside a small portion of market housing. The scheme disregards affordable rent/social rented accommodation, which there is evidently a critical need for in the Borough.

4.12 Not only does the development propose a non-policy compliant tenure split, it also fails to deliver the size and mix of housing required by the Council's Housing Needs Strategy. Compliance with meeting housing need is required by London Plan Policy 3.5 (B), Haringey's adopted policy SP2 and by emerging policy DM11.C/D. In particular, London Plan policy 3.8.B emphasises an absolute priority for affordable family accommodation. Paragraph 3.6.1 of the Mayors Housing SPG (March 2016) acknowledges "*There is a particular challenge in meeting the housing requirements of families in need of affordable accommodation, both social/affordable rented and intermediate*".

4.13 The need for family housing is reiterated throughout Haringey's adopted and emerging policies. Policy SP2 states: *"The preferred affordable housing mix, in terms of unit size and type of dwellings on individual schemes will be determined through negotiation, scheme viability assessments and driven by up to date assessments of local housing need, as set out in the Housing SPD"*

4.14 The ensuing paragraph 3.2.18 goes into more detail stating:-

"In order to encourage mixed and balanced communities, the Council will aim to ensure that an adequate mix of dwelling sizes is delivered within new developments, while protecting existing family housing. The lack of family housing in Haringey has resulted in significant overcrowding. Low to median income households with large families are likely to be more affected by overcrowding due to lack of choice of available affordable family homes. Responding to these issues is a priority for the Council"

4.15 Emerging policy DM11.C 'Housing Mix' is explicit stating:- *"priority afforded to the delivery of affordable family housing"*. Between 2015 and 2020 the Council identifies the following mix of housing to address the Borough's shortages, as contained within Appendix A of their Housing Strategy 2015-2020:-

The mix for Affordable Housing is:

- 15% one bedroom units
- 43% two bedroom units
- 32% three bedroom units
- 10% four (or more) bedroom units

The mix for intermediate housing is:

- 20% one bedroom units
- 50% two bedroom units
- 25% three bedroom units
- 5% four (or more) bedroom units

4.16 The Pocket Living proposal ignores this strategy completely and proposes affordable provision that is entirely skewed towards the provision of small units of intermediate tenure, as follows:-

- 93 x 1 bedroom 1 person (95%)
- 5 x 2 bedroom 2 person (5%)

4.17 This scheme therefore represents a significant departure from the Council's adopted policies and housing strategy. If approved, it would set a damaging precedent that would inhibit Haringey's ability to deliver policy compliant affordable schemes in the interests of creating mixed and balanced communities within the Borough.

4.18 The Council should not be seduced by the eye-catching amount of so called 'affordable housing' offered by the applicants. Rather, it should be considered in the context of their marketing strategy which pitches these '*intermediate*' homes as being

available to 'first time buyers earning up to £90k and living in the borough'. They will not be available to genuinely low income households and clearly will not address the real housing needs that the Borough faces.

Local Context & Character

4.19 The prevailing pattern of development in the vicinity of the application site and immediately surrounding Downhills Park, is predominantly low rise (2 storey) terraced housing with small footprints (see Haringey Urban Character Study, pages 28+116). These surrounding properties are typically set back by a road's width from the Park's boundary. The only exceptions to this are Park View Academy (adjoining the southern boundary of the Park); Harris Academy Primary School (directly to the south of the site) and the application site itself, all of which involve much larger development footprints albeit incorporating significant areas of open playground or car parking.

4.20 Considering these exceptions in turn, it is noted that the Park View School is positioned on substantially lower ground (than the application site) with the main bulk of this building being significantly set back from the boundary with the Park. This set-back, together the lower ground level, results in a sympathetic connection with the Park, from which it is barely visible. The Harris Academy is similarly discreet located at the park's lower section, with only two storeys at its closet point to the park boundary, rising to two and a half storeys towards the middle of the site. Finally, the Keston Centre itself comprises low rise buildings (1-2 storeys) sited on substantially higher ground adjoining the eastern edge of the park. The low key nature of these community buildings sit comfortably within the setting of the Park and are not prominent in any views from it.

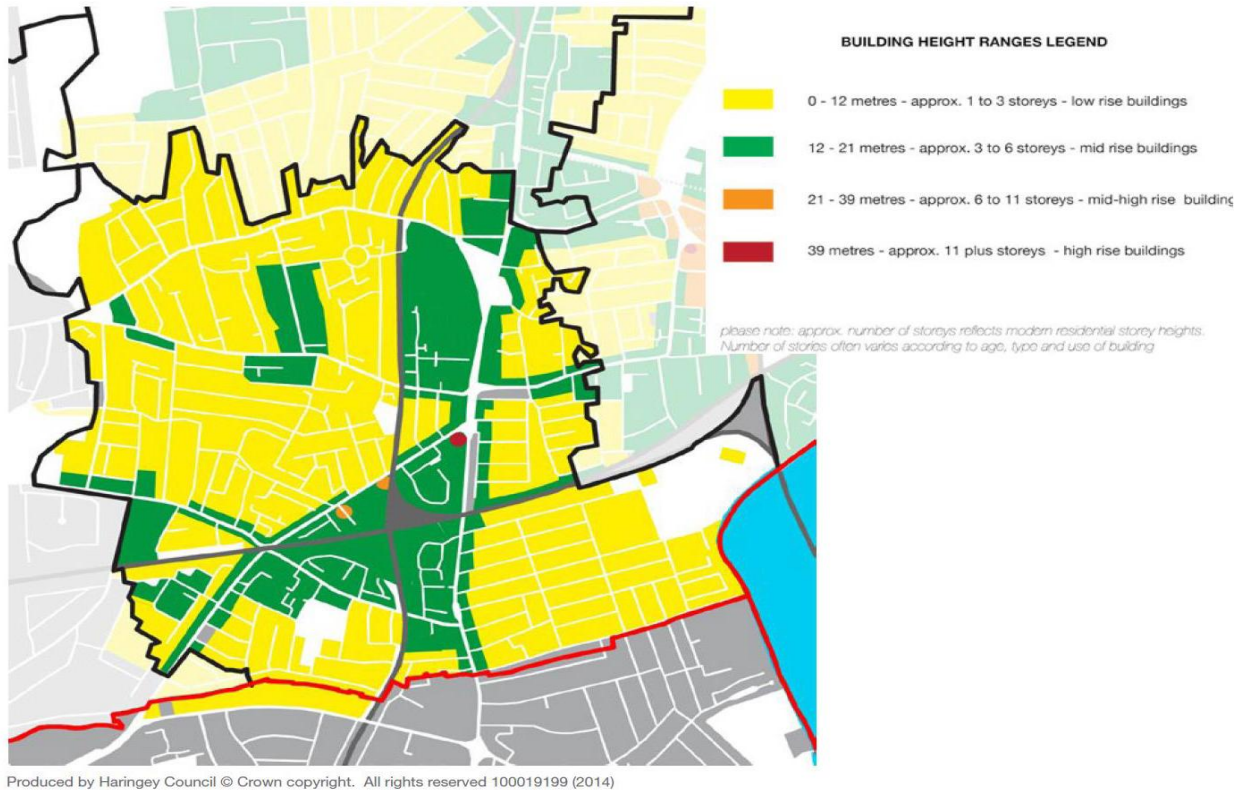
4.21 The context/character of the area is assessed in detail by the Council's Urban Characterisation Study (February 2015). This document is an important evidence based document which in the Council's words is "*...one of the key evidence studies to support Haringey's Local Plan, including our emerging Tottenham AAP, Development Management policies and Sites Allocations DPD, as well as future policies such as the planned Wood Green AAP.*

The study helps us identify areas with high townscape or landscape value, to identify appropriate locations for tall buildings and high density, to identify issues adversely affecting the quality of townscapes, to guide the urban design of new development in regeneration areas, and to protect significant vistas and view corridors. We hope that it will also provide a useful resource for those seeking background information on some of what makes different areas of Haringey distinctive, interesting and beautiful."

4.22 The study specifically notes that the area's character comprises:- "*Predominately low rise townscape consisting primarily of urban terraces laid out on a tight, regular grid pattern.*" (Page 116). It also notes that the age of buildings is Victorian /Edwardian 1840s- 1910s (Page 118) and that the character typology is of 'urban terraces' with '*substantial and consistent areas of urban terraces*'.

4.23 The large blocks of flats that are proposed as the main component of the scheme (at 4/5 storeys in height) are completely at odds with this distinctive existing local character. They will appear as alien and incongruous blocks which will detract from the area’s established character and be detrimental to visual amenities. This is supported by Haringey’s Character Assessment, which at page 124 of the document, recommends that the site would be suitable for development between 1-3 storeys. KAG agree that development should be at a maximum height of 3 storeys which would respect both local character and the sensitive views from the Park. Expert commentary on this issue is also provided by KAG’s heritage consultant (Eleni Makri of Conservation pd) in her accompanying report.

building height recommendations



4.24 Similarly, the dense layout of the proposals will be equally harmful and is incompatible with the prevailing pattern and grain of the local area. This is highlighted by the high resultant density figures for the scheme, as compared below with the London Plan guidance (Table 3.2 ‘Density matrix’) which advises that the relevant density range for the site (‘urban areas’ and ‘PTAL 2-3’) is:-

Units Per Hectare
70-170

Habitable Rooms Per Hectare
200-450

The Pocket Living Scheme Proposes:

158 units/ha

337 hr/ha

4.25 Whilst the application proposals are technically within this mathematical guidance, they are clearly at the highest end of the acceptable range, despite being at the lowest end of the corresponding PTAL range. This should be compared with the emerging 13 site allocation figure of 70 units (SA60) which would more appropriately sit at the lower end of this range reflecting both the site specific sensitivities involved and its public transport accessibility (ie. at 88 units per hectare). The application proposals, at 158 units per hectare, are therefore almost double the site allocation density.

4.26 Furthermore, it should be stressed that the relevant London Plan Policy 3.4 in seeking to 'optimise housing potential' requires developments to take account of the following factors:- local context and character; design principles and public transport capacity. In respect of the latter, London Plan Policy 3.7 encourages large residential developments in areas of high public transport accessibility. The application site does not fall within such an area.

4.27 In addition, London Plan Policy 3.5 requires that housing developments should be of the highest quality internally, externally, and in relation to their context and to the wider environment. Part 3.5.B of this policy states that:- "*The design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces*". It goes on to explicitly stress that "*Development proposals which compromise this policy should be resisted.*" In meeting this strategic objective, the policy requires that density and design standards are to be fully considered to ensure the delivery of quality homes.

4.28 The Applicant's Planning Statement seeks to justify the high density figure for their scheme by suggesting it is "*skewed by 93 smaller one bedroom units*". It goes on to allege that the proposal would however result in a less occupants than a policy compliant scheme. The applicant is unfortunately missing the point, since a policy complaint scheme would deliver a more balanced and mixed development that would help address Borough's housing need (ie through the incorporation of larger/family units). Planning by mathematics is never a good approach in any event, but the high density of the application scheme in this case is a consequence of its excessive height, bulk and massing, and the resultant harm that would be caused is a clear sign of over development.

Impact upon Metropolitan Open Land (MOL)

4.29 The adjoining Downhills Park is designated Metropolitan Open Land; this is a London wide strategic policy (London Plan Policy 7.17) with the same type of restrictions on development that apply to Green Belt land. ie. residential development is

unacceptable and harmful by definition unless very special circumstances can be demonstrated. The application proposals, including a 'swap' of MOL, will have a serious and adverse impact on this designation.

4.30 Firstly, in relation to the MOL swap that is proposed by the applicant, this is clearly not a *'like for like'* situation. The piece of land that the applicant proposes to include within their development site (near the existing access point) currently forms part of an attractive swathe of landscaping (in the form of an historic boundary hedge with damson trees) that is integral to the footpath running through this part of the Park, whereas the narrow strip of land that is offered back comprises an inaccessible strip of hardstanding running along the western boundary of the site. This will change the historic boundaries of the park, which have been in-situ since 1619.

4.31 This issue is covered at page 32 of the London Plan (Chapter 7:- London's Living Spaces and Places) where it is stated;- *'The loss of protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate.'* Furthermore, the supporting text goes on to state explicitly that:- *'Development that involves the loss of MOL in return for the creation of new open space elsewhere will not be considered appropriate'*.

4.32 KAG are also very concerned that there has been no proper consultation in respect of this proposed change to the MOL. This is also covered at Chapter 7 of the London Plan where it states, inter-alia at page 31, that:- *'Any alterations to the boundary of MOL should be undertaken by Boroughs....in consultation with the Mayor and adjoining authorities'*. There is no evidence provided by the applicant, or indeed the Council, as part of their disposal process, that such consultation has taken place. The whole principle of the disposal has been opposed by KAG (by 146 local people) and relevant correspondence will be forwarded to the Planning Department and Planning Committee members under separate cover. KAG consider that the proposed land swap is completely unacceptable, as supported by London Plan policy, and will be to the detriment of the Park.

4.33 Secondly, the proposed siting; scale and massing of the new development will create an aggressive and intrusive relationship with the Park. In particular, its western building line, comprising three large blocks of flats, is tight to the Park's boundary and at 4/5 stories in height, the development will be visually intrusive and dominant in views from it. As such, the proposals will clearly fail to protect or enhance the setting of the Park as a whole and in particular its eastern side which is ornamental in its character and of an intimate scale. This character will be drastically changed forever by this insensitive development proposal.

4.34 The Applicant's Planning Statement appears to acknowledge the visual impact issue and its associated harm, but seeks to justify it by relying on the size of existing trees along this boundary which it is alleged would provide effective screening. Visuals

have also been produced to support this assertion. However, these images are wholly misleading in that they only show the summertime view when the trees are in full leaf and the extent of the various tree canopy coverage has clearly been exaggerated. As mentioned earlier, KAG have therefore commissioned their own visualisations which are a more accurate representation. These will be submitted by KAG under separate cover.

4.35 In assessing this matter, the Council have a number of relevant policies that should be applied, as follows:-

Policy SP13 'Open Space and Biodiversity' seeks to "*protect and improve Haringey's parks and open spaces*" and "*Manage the impact of such new developments in areas adjacent to designated open space*"

UDP policy OS5 (Development Adjacent to Open Spaces) requires "*Development close to the edge of Green Belt, Metropolitan Open Land, Significant Local Open Land or any other valuable open land will only be permitted if it protects or enhances the value and visual character of the open land.*"

Emerging Policy DM20: 'Open Space and Green Grid' states that "*The Council will not grant planning permission for proposals for development that would result in the loss of open space, unless an assessment has been undertaken which shows that the open space is surplus to requirement for use as an open space*"

UDP policy UD3.B (General Principles) requires development proposals to "*complement the character of the local area and is of a nature and scale that is sensitive to the surrounding area*"

4.36 KAG contend that the application proposals are contrary to all of these policies. It should be noted that their position in relation to this issue is also fully supported by the 'Friends of Downhills Park', comprising a group of 150 local people.

Impact upon residential amenities

4.37 The applicant has provided extensive supporting specialist documentation to demonstrate that their scheme complies with the relevant BRE standards on 'Daylight and Sunlight'. KAG are not in a position to challenge the consultants' technical findings on this matter, but rather would request that Councillors consider the issue of residential amenity from a broader and common sense perspective.

4.38 In this respect, presently the residents enjoy a predominantly open aspect and outlook across the low level Keston Centre buildings and land towards the Park beyond. This will be replaced by a solid wall of development, comprising three storey townhouses and block of flats, in very close proximity to their rear boundaries, with their existing views towards the Park effectively obliterated.

4.39 The Pocket Living gardens for the townhouses which back onto the Keston Road residents are tiny, creating an unnecessarily mean and tight relationship. This gets even tighter towards the north end of the site where Block D is located which involves a

projecting structure (housing a sub-station and switch room) that appears to be flush to the boundary. The impact of these buildings, in such close proximity, will be hugely damaging for the existing residents, not only in terms of their loss of outlook, but also in terms of the resultant 'sense of enclosure' they will experience from habitable rooms at the rear of their dwellings and in particular from their rear gardens, the enjoyment of which will be seriously compromised. This will be both an unneighbourly and aggressive relationship which should not be countenanced by the Authority.

Highways & Car Parking

4.40 The significant quantum of development proposed will inevitably generate an associated significant demand for car parking and high levels of traffic generation in this location. Whilst the applicant's offer to restrict parking initially subject to demand is welcomed, it is likely to prove unrealistic and the 65 spaces provided will not be sufficient to serve the development, with parking pressures spilling over into surrounding streets. With 9 of these spaces allocated to the community use, it leaves only 56 spaces for 126 residential units (a ratio of 0.44 spaces per unit).

4.41 It is accepted by KAG that this is a difficult balancing act in a location that is far from ideal in terms of public transport accessibility and in the context of attempting to deliver a sustainable development. The tension that is created however is yet another sign that far too many units are being proposed and without a Controlled Parking Zone (CPZ) in place KAG believe that serious highways problems will arise, with the capacity of the local network already at breaking point.

4.42 In terms of the CPZ issue, it is understood that the designation for such a zone in this locality is currently being progressed by the Council. However, until this zone is 18 adopted, the approach taken to car parking by the applicant is premature and destined to be unsuccessful. At this scale of development, KAG opine that the residential element should be completely 'car free' but appreciate that until the CAZ is formally in place this solution is not deliverable, and would be impossible to implement retrospectively from a legal perspective.

4.43 There is also serious concern that there will be inadequate access and turning circle facilities for fire brigade vehicles in contravention of Regulation 5 of the Building Regulations.

Localism

4.44 It is understood that the applicants arranged two sets of consultation sessions with local residents in July and September respectively. The minor design changes that have been introduced as a result of these consultations however represent token gestures only and have done nothing to address the residents' real concerns regarding over-development; excessive height; impact on views from the Park; and loss of MOL.

4.45 It should be noted that KAG have been actively involved in the Council's emerging Local Plan process to put forward their views on the Site Allocation (SA60). This is consistent with paragraph 155 of the Government's National Planning Policy Framework

(NPPF) which stresses that it is essential for Planning Authorities to make early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses. Furthermore, it encourages wide spread pro-active community engagement so that Local Plans, as far as possible, can reflect a collective vision and embrace neighbourhood planning. There is very little point however in KAG engaging in such a process, if once the planning application is submitted, those views that have shaped the allocation are ignored.

4.46 The widespread community concern regarding this application must therefore be given proper weight in the Council's determination of it. Of particular relevance is the NPPF's requirement of the system to *'be genuinely plan-led empowering local people to shape their surroundings'* as one of its core planning principles, as well as the principles introduced as part of the Localism Act 2011.

5.0 Summary & Conclusion

5.1 To summarise, the Applicant (Pocket Living) propose to redevelop an emerging Allocated Site (SA60) at Keston Road in Tottenham. The proposed scheme is for residential and community uses, but at a quantum of units and associated height, bulk and massing that far exceeds the relevant Local Plan guidance.

5.2 These representations have been prepared on behalf of KAG who are strongly opposed to the scheme on the grounds that it is contrary to a whole range of national; strategic and local planning policies as identified within this report.

5.3 In particular, serious harm will flow from the proposals in respect of their damaging impact upon:-

- MOL and Downhills Park;
- residential amenities;
- highways and car parking;
- the local character and townscape of the area; and
- a flawed approach to meeting local housing needs.

In respect of the latter, approval of the proposals would signal a significant departure from key affordable housing policies which would seriously undermine the Council's housing strategy and inhibit the future delivery of genuine affordable accommodation that is desperately needed in the Borough and throughout London.

5.4 For all of these reasons, it is considered that the application proposals fail the Section 38 test of the Act and that the Council should therefore refuse planning permission accordingly.

**Objection Representations:
Appropriate approach to redevelopment**

(TO BE READ AS FURTHER TO THE REPRESENTATIONS MADE BY MAGENTA PLANNING)

ON BEHALF OF THE KESTON ACTION GROUP

Eleni Makri, BArch MArch(Cons) RIBA IHBC AABC
November 2016

Objections to application HGY/2016/3309 on behalf of the Keston Action Group (KAG)

Appropriate approach to redevelopment

1.0 Introduction

1.1 Further to the representations put forward by MAGENTA Planning:

1.2 The KAG does not object in principle to the redevelopment of the site under consideration. KAG would be keen to support the Council's efforts to increase housing and affordable housing supply in the borough and locally, but KAG would expect that this is done in a manner that it would be beneficial and /or harm free to all stakeholders, including the local community and the well established quality of the local amenity and relationship with the park. It is demonstrably the case that in the current scheme there is a clear imbalance which will be damaging to the quality of the local character and amenity, which is contrary to local, London wide and National planning policy. This is the result of the arbitrary character of the proposals which is alien to the locality because of their site layout, design and scale. In the KAG's view these shortcomings can be overcome by development which follows one of the two possible approaches outlining below.

2.0 Testing the conversion of existing Keston Centre as part of the site's redevelopment (Council emerging site allocation SA60)

2.1 In the KAG's view, the conversion of the existing Keston Centre former school building which is included in the Council's emerging allocations with a recommendation for conversion as part of the redevelopment of the site should be tested for its potential. There are numerous examples of historic school building conversions in London including Haringey (former High Cross School) which have provided residential accommodation of exemplary quality to award winning standards. The conversion could be supplemented with redevelopment of the land that would take its cue from the adjoining residential streets, in terms of layout, height and palette. If this was found to produce less than the 70 units Haringey has allocated to the site, the redevelopment of the site as a whole could be considered. The principles that would apply to the supplementary redevelopment of the site would be the same as those explained in the

following although siting of the supplementary would have to take into account the existing / converted building and its siting on the land.

3.0 Principles of redevelopment

3.1 The principles of an appropriate and contextual approach to redevelopment of this site, which the KAG would happily support, are explained in the following.

3.2 In the KAG's view, the new residential development should seek to integrate with the local residential urban grain, rather than impose upon it, and this can be achieved by:

(a) Adopting an area derivative site layout and extending the local pattern of residential streets within the site: There are 22 terrace houses abutting the site; there is clearly potential for 22 new terrace houses abutting the existing terraces and a 'new street' to provide access to these and another 22 new terrace houses to abutt the boundary to the Park, both new lots of 22 (total 44) facing onto and accessed through the new street; (note: it is acknowledged that the Council allocation for the site is for 70 units which the KAG accepts; what is advocating by point (a) is how the site capacity can be calculated safely, the number of units within an envelope defined by 44 new houses can easily accommodate 70 units in a combination of flats and houses, or just flats);

(b) Maintaining area derivative heights of development: The local residential townscape is characterised by two storey terrace housing with steep tiled roofs. Its extension should make use of their characteristic envelope to create contemporary designs for the new housing scheme. There are many examples of such cases of contemporary redevelopment where the roof is reinterpreted as a 3rd floor, which will raise the density of the new site to what loft conversions at the existing residential buildings could achieve;

(c) Maintaining area derivative local palette in the new buildings and associated hard landscaping and enclosure: It is important to avoid the arbitrary and to remain referential – which does not mean that contemporary approaches are not appropriate – we are discussing the underlining principle.

3.3 Following key principles (a) and (b) above will determine an appropriate density for the new development commensurate with that in the existing residential streets and would allow for parking issues to be designed in a way that would anticipate a parking management scheme in the locality, which is understood to be in the LPA's intentions for the area. It would be expected that the LPA would be proactive in working matters out with the applicants in this respect. Further following principle (c) would reinforce and enhance the existing which is preferable to competition of new and old and resulting visual discord. Overall, these three guiding principles will achieve the preservation and enhancement of the existing townscape of low rise residential and other development which forms the Setting of Downhills Park. Further, this would be consistent with the historic development of the existing residential streets and educational buildings

between Downhills Rd, Philip Lane and the Park area as traced in the historic maps from 1836 – 1936 submitted with this application.

3.4 The principles for redevelopment advocated above are those that have been followed in successful redevelopments throughout the Country and the KAG wishes to bring to the attention of the Council as an example of integration in terms of site layout, scale and palette, an award winning development in West Burn Lane in St Andrews in Scotland (RIBA National Award 2015), all for ease of reference and better understanding of the points that the KAG has made above. Images of the scheme are attached below.

3.5 It should be noted that some aspects of this application such as the terrace housing in Blocks E-H are observant of the principles for redevelopment advocated above, however Block D is not and there is an element of open land between this block and the existing residential terraces which appears unexplained. Similarly, to Block D, Blocks A-C are completely irrelevant to their context.

4.0 Conclusion

4.1 In conclusion, the KAG believes that there is good potential for the redevelopment of this site but expects the Council to put in work necessary to make this a successful and complimentary to its context scheme and consistent with the policies that Haringey has approved for the borough and are pertinent to this site. This would then establish appropriate standards for other similar future development in the locality and the borough.

Planning Sub Committee 23rd February 2017

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/3482

Ward: Fortis Green

Address: Coppetts Wood Hospital, Coppetts Road, N10 1JN

Proposal: Demolition of all existing buildings and redevelopment to provide 80 residential units (C3 use), comprising: 69 flat apartments across 3 building blocks rising from 3 and 4 storeys to part 5 and 6 storeys and 11 houses, rising from 2 to 3 and a half storeys, together with associated infrastructure, vehicular and cycle parking (subterranean and ground), public realm and landscaping works

Applicant: Catalyst Housing Limited

Ownership: Private

Case Officer Contact: Christopher Smith

Site Visit Date: 26/10/2016

Date received: 18/09/2016 **Last amended date:** 20/12/2016

Drawing number of plans:

2702_20_001 Rev. 1, 002, 004 Rev. 1, 101, 102 Rev. 2, 103 Rev. 2, 104 Rev. 2, 105 Rev. 2, 106 Rev. 2, 107 Rev. 2, 108 Rev. 2, 109 Rev. 2;
2702_20_300 Rev. 1, 301, 302 Rev. 1, 303 Rev. 2, 304 Rev. 2, 305 Rev. 2 (October 2016 – to be checked), 306 Rev. 1, 307 Rev. 1, 308 Rev. 1, 309;
2702_20_500 to 510, all Rev. 3;
AQ1;
IA-395-LGA-P-01, 02;
IA-395-TP-P-01;
S15-289-200, 201;
16008/07.

Supporting documents also assessed:

Design and Access Statement dated July 2016, Planning Statement (by Savills), Statement of Community Involvement dated July 2016, Bat Emergence Survey dated June 2016, Bird Breeding Survey dated June 2016, Reptile Survey dated May 2016, Site Wide Sustainable Drainage Strategy (Revision: X2 – Ref. J2393-Doc-06), Daylight and Sunlight report dated August 2016, Basement Impact Assessment (Including Site

Investigation) (Revision: X1 – J2393-Doc-07), Air Quality Assessment dated September 2016, Transport Assessment dated September 2016, Travel Plan dated September 2016, Environmental Noise Survey and Noise Impact Assessment Report dated October 2016, Water Management Statement dated October 2016; Phase II Site Investigation Report dated July 2016; Heritage Statement dated September 2016; Biodiversity Strategy dated September 2016, Landscape Design Statement dated September 2016, Ecological Assessment dated June 2016, Arboricultural Implications Assessment & Arboricultural Method Statement dated July 2016, Thermal Comfort Assessment dated September 2016, Energy Report dated September 2016, Block E South Elevation / Site Entrance Sketch (dated December 2016), Surface Water Exceedence Flow Path mark-up drawing dated 22nd November 2016.

1.1 This application is being reported to the planning committee as it is a major application recommended for approval.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development is acceptable in principle, given the derelict and vacant nature of the existing buildings on site and that site allocation SA55 of the Councils Site Allocations DPD pre-submission version 2016 promotes residential use at the site and given the housing need in the Borough;
- The development provides a high proportion of affordable housing well above the borough-wide target and an acceptable density with an appropriate mix of dwelling types;
- The demolition of a non-designated heritage asset of limited significance is acceptable in the context of this application, as any negative impact on local heritage considerations is outweighed, by the very high quality of the design of the proposed scheme and also given the substantial public benefit from the development in the form of 54% affordable housing;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook, or privacy, or in terms of a negative impact from excessive noise, light or air pollution;
- The development would provide high quality living accommodation for residents, including accessible and adaptable units, 10% wheelchair accessible units, sufficient private and communal amenity space provision and dedicated play space for under-5s;
- The development would provide a policy compliant number of parking spaces which is acceptable given the site's relatively low access to public transport, a proposed Travel Plan, and other sustainable transport initiatives which will be secured by condition and legal agreement;
- The development would protect a significant number of high quality trees within the existing site and plant an additional 60 trees of varying species, and would also provide bat and bird boxes;
- The development would be acceptable in terms of its impact on carbon reduction and sustainability through mitigation methods such as green/brown roofs and

solar panels, as well as providing sustainable drainage systems to minimise surface water run-off;

- The development would not lead to excessive increases in air pollution and land contamination matters would be adequately dealt with by condition;
- The application is acceptable for all other reasons as described below.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31st March 2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in his/her sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Heritage management strategy
- 5) Construction management plan
- 6) Delivery and service plan
- 7) Electric vehicle charging infrastructure
- 8) Cycle parking
- 9) Piling method statement
- 10) Construction hours
- 11) Hard/soft landscaping
- 12) Tree protection
- 13) Site levels
- 14) Removal of permitted development rights
- 15) Secured by design
- 16) Energy efficiency
- 17) Boiler details (individual)
- 18) Boiler details (communal)
- 19) Boiler flue details
- 20) PV panels details
- 21) Sustainability assessment

- 22) Living roof details
- 23) Living wall details
- 24) Biodiversity provision
- 25) Overheating prevention
- 26) Land Contamination mitigation
- 27) Noise mitigation
- 28) Dust management plan
- 29) Plant monitoring

Informatives

- 1) Community co-operation
- 2) CIL liable
- 3) Party Wall Act
- 4) Street Numbering
- 5) Fire prevention
- 6) Drainage
- 7) Pipe ownership
- 8) Water backflow
- 9) Groundwater risk management
- 10) Water pressure
- 11) Legal agreements

Section 106 Heads of Terms:

- 1) Affordable Housing
 - 54% of the total units (43) shall be marketed as affordable housing and provided by a registered provider;
 - 43% of these units (18) shall be made available for affordable rent
 - 57% of these units (25) shall be made available for shared ownership
- 2) Car Club
 - Pay for the cost of membership to a car club for two years for all first residential occupiers of each dwelling in the development who hold a valid full drivers licence
 - Provide £50 credit for each membership registration
 - To provide marketing evidence to occupiers in respect of the car club
 - The car club shall utilise low-emissions vehicles only
- 3) Considerate Contractors Scheme
- 4) Jobs for Haringey
 - Not less than 20% of the onsite workforce employed during the construction of the Development to comprise of the residents of the London Borough of Haringey;

- That 20% to undertake appropriate training;
 - To assist local suppliers and businesses to tender for works as appropriate;
 - To provide the Council with information to enable the effective implementation of the above;
 - All of the above are to be followed unless practical considerations dictate otherwise.
- 5) Travel Plan including Monitoring
- Within three months of the development first being occupied the applicant is required to:
 - appoint a co-ordinator
 - submit the Travel Plan and have it approved by the Council;
 - pay the monitoring contribution of £3,000.
 - The Plan is to specifically include a cycle strategy to support the proposed 5% mode share for cycling, in addition to providing further information on security and access for the proposed cycle stores
 - Conduct annual reviews of the Travel Plan and amend the Plan as may be reasonably required by the Council
 - To comply with the Travel Plan during the lifetime of the development.
- 6) Securing of a S278 agreement
- a. Works to the public highway to provide the following to Coppetts Road:
 - i. vehicular access point to the proposed development
 - ii. raised pedestrian crossing
 - iii. traffic calming measures
 - iv. footways resurfacing site
 - b. Works are estimated to cost £40,000
- 2.4 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.5 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
1. The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing would have a detrimental impact on the provision of much needed affordable housing stock within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to policy SP2 'Housing' of the Council's Local Plan March 2013 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.
 2. The proposed development in the absence of a legal agreement to work with the Haringey Employment Delivery Partnership would fail to support local

employment, regeneration and address local unemployment by facilitating training opportunities for the local population, As such, the proposal is contrary to Local Plan Policies SP8 and SP9.

3. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport, service and delivery plans, and a parking management plan by reason of its lack of car parking provision would significantly exacerbate pressure for on-street parking spaces in surrounding streets, prejudicing the free flow of traffic and conditions of general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2015, Saved Policies UD3, HSG11 and M10 of the Haringey Unitary Development Plan 2006.
 4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to London Plan Policy 5.2 and Local Plan Policy SP4.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 RECOMMENDATION

APPENDICES:

- Appendix 1: Consultation Responses
- Appendix 2: Plans and images
- Appendix 3: Quality Review Panel Notes
- Appendix 4: DM Forum Notes

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

This is an application for demolition of all existing buildings and the erection of 80 residential units (C3 use), comprising: 69 flat apartments across 3 building blocks rising from 3 and 4 storeys to part 5 and 6 storeys; and 11 houses, rising from 2 to 3 and a half storeys; together with a new vehicular access from Coppetts Road, vehicle and cycle parking at ground and below-ground levels, hard/soft landscaping works and play space.

The application site is a designated site (SA55) for residential and community purposes in the Council's Site Allocations DPD Pre-Submission version 2016.

43 of the units (54%) would be affordable properties with 23% of the total number of units as affordable rent and 31% of the total as shared ownership.

79 car parking spaces would be provided (including 8 'accessible' bays for mobility-impaired people) in addition to 140 cycle parking spaces.

The proposal would provide a quality designed scheme that would provide a quality living environment for future occupiers of the development and would safeguard the visual amenity of the locality generally.

The proposal would include a pedestrian-only access from Osier Crescent, a communal garden and a pocket square to the south of the site.

The application site contains no listed or locally listed buildings, and is not located within a conservation area.

3.2 Site and Surroundings

The site is the former home to an isolation hospital for infectious diseases that was operational from 1888-2008 and has since been left vacant. It comprises two buildings fronting onto Coppetts Road – a part-two part-three storey former hospital administration building and a two storey temporary building, with three further two storey buildings located towards the rear (west of the site). A single storey former mortuary building is also located to the north of the site.

Coppetts Road forms the eastern boundary of the site. To the north is The Church of Jesus Christ of Latter-day Saints, a two storey building with a large green space. To the north-west is the London Centre for Children with Cerebral Palsy, which recently received planning permission for expansion. Also to the north of the site fronting onto Coppetts Road is a row of residential properties named Strawberry Terrace.

To the western and southern boundary is Osier Crescent, a recent development that was completed early 2000s and ranges in scale from two to four storey substantial sized family homes, and three to four storey flatted blocks with large pitched roof.

To the east of the site across Coppetts Road, and within the London Borough of Barnet, are several two storey blocks of flats and dwelling houses, plus Coppetts Wood Primary School.

The site is broadly situated in between the Muswell Hill playing fields and the Halliwich recreation ground with Coppetts Wood further to the north.

The site is broadly situated in between the Muswell Hill playing fields and the Halliwich recreation ground with Coppetts Wood further to the north.

The application site contains no listed or locally listed buildings, and is not located within a conservation area.

3.4 Relevant Planning History

The planning history for the application site since the 1990s is described below:

HGY/1998/1692. Outline planning permission for redevelopment for residential purposes. Granted February 1999.

HGY/2000/1243. Erection of a temporary 36 bed nurses accommodation block on north east corner of site. Granted December 2000.

HGY/2001/0144. Redevelopment for residential purposes to erect 116 new dwellings comprising (12 x 1 bed & 56 x 2 bed flats, 22 x 3 bed houses and 26 x 4 bed houses) with access from Coppetts Road. Granted September 2001.

HGY/2008/2196. The demolition of existing buildings (except for the administration building that fronts Coppetts Road), the conversion of the administration building fronting Coppetts Road, and the erection of four two storey house plus dormers, and four blocks of flats between 2 and 4 storeys in height to provide a total of 55 units with car parking (48 spaces), access to roads and landscaping. Resolution to grant permission at planning committee in January 2010 – legal agreement not signed – therefore no extant planning consent.

4. CONSULTATION RESPONSE

4.1 Planning Committee Pre-Application

4.2 The Pre-Application Briefing was held on 27th June 2016.

4.3 The minutes of the meeting are described below:

- The Committee sought clarification on the factors that would determine which of the two options for the site the applicant would bring forward.
- Representatives for the applicant advised that currently option 1 for the demolition of all buildings on site and total redevelopment was the preferred option.

4.4 Quality Review Panel (QRP)

4.5 The QRP considered the development proposals on 18th May 2016. The minutes of the last meeting are set out in Appendix 3 and summarised below.

4.6 The panel recommended:

- The retention of the administration building fronting Coppetts Road, in addition to other buildings on site;
- Maximum four storey development, perhaps with a setback fifth storey;
- Re-design of amenity spaces;
- Buildings located further away from mature trees;
- All mature trees should be retained;
- Osier Crescent should be retained as the sole access to the site;
- North-facing single aspect units should be avoided.

4.7 Development Management Forum (DMF)

4.8 The DMF was held in June 2016. The notes of the meeting are set out in Appendix 4 and summarised below:

- Some attendees felt that the designs were not in-keeping with the character of the area and expressed preference for more traditional architecture. Other residents viewed the development more positively.
- Residents indicated that Osier Crescent and Gilson Place are heavily parked.
- Some residents of Osier Crescent raised concern that the separation of the buildings from their properties was insufficient.
- Concerns were expressed regarding the impact on public transport.

4.9 Discussions also included impact on local ecology, public services (incl. buses), servicing arrangements for the site and impact on traffic levels.

4.10 The following were consulted regarding this planning application:

Internal

- Conservation Officer
- Design Officer
- Transportation
- Housing
- Regeneration
- Arboricultural Officer
- Cleansing
- Drainage Engineer
- Carbon Management
- Pollution – Air Quality and Contaminated Land
- Education Services
- Emergency Planning

External

- Transport for London
- Thames Water
- London Borough of Barnet
- Metropolitan Police
- London Fire Service
- Natural England
- National Health Service

4.11 Responses are set out in full in Appendix 1 and are also summarised below as follows:

4.12 INTERNAL

4.13 Conservation Officer

4.14 The buildings on site are not listed or locally listed, nor in conservation area, but do have some local significance as non-designated assets. However, the significance is tied into its historic use as a hospital and the architectural interest of the site is limited as the internal fabric of the building has been substantially altered. The conversion of the building would result in a much poorer version of development than that currently proposed which cannot be justified given the limited heritage value of the existing buildings. The demolition of the buildings is acceptable as the less than substantial harm that would occur is outweighed by the high quality design and the wider public benefits of the development.

4.15 Design Officer

4.16 The proposed design of the building is considered to be of high quality therefore justifying the height and clear visibility in this location. The quality of residential accommodation will be high, and the relationship of the proposed development to the street and context will be positive and go a long way towards beginning to repair the urban grain of its location.

4.17 Transportation

4.18 The site is in an area of low public transport accessibility but it is within short walking distance of four bus routes. Local car ownership is at less than 1 per dwelling as indicated by 2011 census data. There are no records of vehicle accidents in the vicinity that involved pedestrians. The impact of additional traffic at key junctions has been modelled and found not to have a detrimental impact on the transport and highways network. The number of car parking spaces provided is slightly higher than the Council's parking policy recommends, but this is considered acceptable in this area given the relatively low public transport accessibility. Construction of the development, including an amended vehicle access, and servicing will be managed by condition and legal agreement. Parking demand will be controlled via a Travel Plan and other sustainable transport initiatives. As such, there are no objections raised to the proposed development.

4.19 Housing

4.20 The development exceeds the Council's borough wide policy target by providing more than 40% affordable housing. Although the tenure split of these units is in favour of intermediate housing over affordable rent this is acceptable in this case as the overall number of units provided as affordable housing is well above the borough wide policy threshold above. 10% of units are fully wheelchair accessible. As such, this scheme is supported.

4.21 Regeneration

4.22 No comments to make.

4.23 Arboricultural Officer

4.24 The majority of high quality Category A and B trees would be retained. The new landscaping proposal includes over 60 new trees. Planting a selection of new trees of various species, forms and sizes would improve the sustainability of the site and enhance biodiversity, while also increasing the quality of life for future residents. Re-development of the site would have minimal impact on the important trees on site, if protective measures are installed in accordance with the recommendations of the arboricultural method statement. As such, there are no objections to the proposal.

4.25 Cleansing

4.26 The plans are acceptable for waste collection purposes.

4.27 Drainage Engineer

4.28 The calculations regarding the rainwater runoff and storage from the proposed development are acceptable and meet the Council's requirements.

4.29 Carbon Management

4.30 The scheme delivers a 35.2% improvement beyond Building Regulations 2013 which is policy compliant. The development is anticipated to meet the Home Quality Mark Level 3. The scheme includes living roofs and a living wall which is supported, and so is the proposed provision of bat and bird boxes. Some properties are at risk of overheating but measures are available to limit this and as such this matter can be dealt with by condition. No objections to the proposal.

4.31 Pollution

4.32 The development is not air quality neutral and provides a significant increase in parking above the Council's parking policy. As such, sustainable transport initiatives are recommended to reduce the potential demand of the parking spaces. The site investigations in respect of contaminated land are reasonable but further assessment will be required. Conditions are recommended to deal with these matters.

4.33 Education Services

4.34 Although the development would lead to an increased demand for primary school places it is noted that sufficient capacity of reception places in the local area is available. No objections are raised.

4.35 Emergency Planning

4.36 No comments to make.

4.37 EXTERNAL

4.38 Transport for London

4.39 The development provides an acceptable level of car parking (80) and cycle spaces (140), although further information is required on the exact type and location of these. There are no objections to the trip modelling or the proposed refuse/servicing arrangements.

4.40 Thames Water

4.41 With regard to water infrastructure and sewerage capacity, and subject to conditions and informatives, no objections are raised.

4.42 London Borough of Barnet

4.43 No objections raised.

4.44 Metropolitan Police

4.45 The development should be able to achieve the relevant 'Secured by Design' accreditation. Therefore, subject to conditions, there are no objections to the proposal.

4.46 London Fire Service

4.47 Fire fighting appliance access is satisfactory. No objections.

4.48 Natural England

4.49 No comments to make.

4.50 National Health Service

4.51 No comments received.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 395 neighbouring properties
- Two site notices were erected close to the site

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

5.3 No of individual responses:

- 74 Objecting:
 - Osier Crescent: 1, 4, 8, 11, 31, 35, 41, 44, 49, 52, 63, 73, 107, 112, 113, 126, 128, 130, 134, 146, 152, 158, 162, 209, 273, 277 (x2), 283, 285 (x2), 293 (x2), 295, 305, 309, 311, 313 (x2), 315, 319, 323, 327, 329, 335.
 - Coppetts Road: 13, 84, 94, London Centre for Children with Cerebral Palsy, Coppetts Wood Primary School;
 - Gilson Place: 52, 59, 71, 140, 150, 157 (x2);

- Martins Walk: 4, 16, 22, 23;
 - Strawberry Terrace: 4 (by telephone only), 7;
 - Newton Avenue: 20;
 - Cannon Road: 27 Ambrose Court;
 - Fortis Green: 153 – Flat 4.
- 1 Supporting:
 - Martins Walk: 22.

5.4 The following local groups/societies made representations:

- Muswell Hill and Fortis Green Association;
- Halliwick Park Allotments Committee.

5.5 The following Councillors made representations:

- Cllr Martin Newton (Fortis Green Ward);
- Andrew Dismore AM (London Assembly Member for Barnet and Camden).

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

- Overdevelopment of the site;
- Excessive scale, bulk and massing;
- Out of keeping with character of the area;
- Inappropriate design;
- Loss of historic character;
- Existing use should be retained;
- Inappropriate location for flats;
- Lack of off-street parking;
- Exacerbation of existing traffic and on-street parking problems;
- Loss of trees and other foliage;
- Loss of local wildlife;
- Insufficient soft landscaping;
- Insufficient play space provided;
- Insufficient provision of local social amenities;
- Exacerbation of existing waste collection problems;
- Insufficient public transport provision;
- Increased noise disturbance;
- Increased air and refuse pollution;
- Loss of outlook;
- Loss of day/sunlight;
- Loss of privacy;
- Impact on neighbouring building foundations;
- Increased potential for criminal activity and anti-social behaviour;

- Loss of safety for pedestrians/road users;
- Inappropriate emergency access;
- Negative impact on existing emergency accesses;
- Lack of community facilities on site;
- Local schools should receive funding from the development.

5.7 The following issues raised are not material planning considerations:

- Loss of a private view;
- Impact from construction works;
- Submitted documentation is inaccurate;
- Consultation was insufficiently undertaken.

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
 - Housing Need
 - Site Allocation
 - Demolition
 - Change of Use
2. Affordable Housing, Housing Mix and Density
 - Affordable Housing and Affordable Mix
 - Housing Mix
 - Density
3. Impact on Local Heritage
 - Assessment of Heritage Significance
 - Alternative Development Options
4. Design, Appearance and Layout
5. Impact on the Amenity of Adjoining Occupiers
 - Impact on Day/Sunlight, Outlook and Privacy
 - Noise, Light and Dust
 - Impact on Foundations
6. Living Conditions for Future Occupants
7. Parking and Highway Safety
8. Trees
9. Sustainability and Biodiversity
10. Flood Risk and Water Management
11. Air Pollution and Land Contamination
12. Emergency Planning and Security
13. Local Employment

6.2 Principle of the development

- 6.2.1 The National Planning Policy Framework (NPPF) establishes overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process and support 'approving development proposals that accord with the development plan without delay'. The NPPF also expresses a 'presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.'
- 6.2.2 The NPPF encourages the 'effective use of land by reusing land that has been previously developed'. In respect of applications that include provision of housing, the NPPF highlights that delivery of housing is best achieved through larger scale development.
- 6.2.3 Housing Need
- 6.2.4 The NPPF (paragraph 47) states that local authorities should act to 'boost significantly the supply of housing'. Paragraph 49 also states that Housing applications should be considered in the context of the presumption in favour of sustainable development.
- 6.2.5 London Plan (FALP 2016) Policy 3.3D states that the Council should exceed its individual housing target in an attempt to fairly contribute towards the minimum net increase in housing required across London of 42,000 new homes. Policy 3.4 of the same document states that housing output should be optimised given local context.
- 6.2.6 Local Plan Policy SP1 relates to housing, and indicates that the Council will aim to provide homes to meet local housing needs in Haringey and to make full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed its identified and challenging target (recently increased by 83% to 1,502 of new dwellings per annum).
- 6.2.7 Given the policy context above, it is considered that there is a clear and identified need for housing London-wide as well as in the Borough of Haringey and this site provides land of an appropriate size and scale for a comprehensive housing development, subject to all other relevant planning considerations being acceptable, as discussed in the sections below.
- 6.2.8 Site Allocation
- 6.2.9 Located in the Fortis Green Ward, the site area is approximately 0.7 hectares in size and forms part of the site allocation 'SA55' as identified within the Council's emerging Site Allocations Development Plan Document. The allocation also includes the school to the north and Crouch End Vampires football club, although

neither of these properties form part of this planning application. The allocation identifies the site as being suitable for residential development of a minimum of 21 units, plus 'other' unspecified community land uses of approximately 1,497sqm in floor area.

6.2.10 The specific 'site requirements' for this allocation are as follows:

- Each individual use on the site must demonstrate it is no longer required, or has been re-provided elsewhere, before any change of use may occur. This includes:
 - Crouch End Vampires
 - Greenfields School
 - Hospital function at Coppetts Wood Hospital
- Depending on the future findings of updates to the Infrastructure Delivery Plan, this site could be converted to create a new school. If this is not needed for this purpose, it could be converted to residential.
- Parks and other service vehicle access to Playing Fields, and the relationship this site enjoys with the Park, will need to be considered through any proposals.

6.2.11 The 'development guidelines' for the site allocation are set out as follows:

- The possibility to include the Church of Jesus of the Latter-day Saints building into this scheme should be considered.
- The amenity of the properties on Coppetts Rd should be respected by the new development.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

6.2.12 It is important to note that several of the above referenced requirements and guidelines are not relevant to this development as only the former hospital land is within the site boundary for this current application. The football club and school to the north are not involved with this application.

6.2.13 The viability of the existing hospital facility is discussed in the 'change of use' section below.

6.2.14 The submitted Planning Statement by Savills notes that the applicant has been in on-going communication with the adjoining London Centre for Children with Cerebral Palsy (LCCCP) about occupying the site now or in the future and no formal interest has been lodged by the school in respect of expanding onto the hospital land. The LCCCP acquired the neighbouring former Greenfields School

building and grounds, which also form part of this Site Allocation but do not form part of this planning application, in 2015, and moved their operations from their site in the centre of Muswell Hill to this site, initially temporarily. They have now made this move permanent.

6.2.15 The LCCCP have, in fact, recently received planning permission to expand within the boundaries of their own land – a development that would not prejudice the use of application site in principle. As such, the expansion aims of the LCCCP appear to have been satisfied without the requirement for additional land within the school grounds. Given the number of schools in the locality it is considered that local educational demand is satisfied. The applicant has confirmed that they have not been approached by any other education providers interested in using the application site for education purposes.

6.2.16 It is also relevant to note that the Council's Education Services team have indicated that sufficient education facilities for current and future residents are available in the locality without this site needing to be developed for education purposes. As such, it is clear that the site is not required for education facilities.

6.2.17 The site does not lie adjacent to Muswell Hill Playing Fields and is not anticipated to impact negatively on service access to or from that public facility in any way.

6.2.18 In terms of the development guidelines above, the church to the north is more than 30m from this application site and thus it is not appropriate to consider its incorporation into the current proposal. The potential impact of the development on residential amenity, piling and water management matters are considered in the sections below.

6.2.19 Demolition

6.2.20 The existing buildings on the application site are not listed or locally listed, and do not fall within a conservation area. As such, planning permission is not required to demolish these structures.

6.2.21 Change of Use

6.2.22 The application site is currently vacant but the last active use of the site was as a hospital, which falls within Use Class C2 (Residential Institutions) Existing buildings on site cover a floor area of 2,510sqm. Permission is sought for the use of the entirety of the site for residential (Use Class C3) purposes.

6.2.23 Policy DM49 of the Development Management DPD pre-submission version states that the Council will seek to protect existing social and community facilities

unless a replacement facility is provided which meets the needs of the community. Where a development proposal may result in such a loss, evidence will be required to show that; a) the facility is no longer required, b) the loss would not result in a local shortfall in provision, c) the existing facility is no longer viable and there is no demand for a suitable community use on the site.

6.2.24 It is relevant to note that the change of use of the site to residential has already been given a resolution to grant by the Planning Sub-Committee in 2010 as part of a planning application submitted to the Council in 2008. However, formal planning permission was never issued as the related legal agreement was not signed.

6.2.25 The applicant's supporting documentation confirms that the hospital was in long-term decline as its occupation gradually reduced from the 1980s onwards to its complete closure in 2008. The site has lain vacant since. The hospital's specific function during most of the course of its history was as an Isolation Hospital, mainly for occupants with infectious diseases. However, by 2000 only two beds remained for patients with hazardous infections only. The rarity of such infections and changes in treatments has reduced the need for hospitals with this type of care. Furthermore, since these beds moved to the Royal Free Hospital there is now no requirement for a specialist hospital in this area. In addition, general health care facilities have predominantly been located at other sites in Haringey, and in neighbouring boroughs. As such, replacing this disused former specialist healthcare facility is not anticipated to lead to a local shortfall in health facilities.

6.2.26 The existing buildings on site, and indeed other supporting infrastructure such as hardstanding, have been disused or substantially under-utilised for many years and are now in a state of disrepair. Modern health services are typically provided within much larger purpose-built facilities in centralised locations and as such it is considered that providing alternative or entirely new health care uses at this site is not a reasonable economic option for the site. As such, the Planning Statement notes that there 'is no interest in the site from hospital operators' with the NHS disposing of the site as surplus to requirements in 2008.

6.2.27 Therefore given that the site is designated for residential development by site allocation SA55, the existing site is no longer a functioning health facility that is economically viable in the long-term, the site is not needed for education purposes, and the proposed development would meet a defined housing need, it is considered that the development meets the relevant policies described above and is acceptable in principle in land use terms, subject to all other matters also being acceptable such as affordable housing, mix and density, impact on neighbouring occupiers, design quality, etc, as described in the remainder of this report.

6.3 Affordable Housing, Housing Mix and Density

- 6.3.1 London Plan Policy 3.12 states that the maximum reasonable amount of affordable housing should be provided on all development sites. Policy 3.11 states that affordable housing provision should be split 60:40 for social rent and intermediate rent or sale respectively. Policy 3.9 states that a balanced mix of tenures should be sought in all parts of London to enable social cohesion.
- 6.3.2 The current Policy SP2 of the Council's Core Strategy states that sites that are capable of providing 10 or more residential units will be subject to a 50% affordable housing target (based on quantity of habitable rooms), although this policy is currently subject to amendments reducing this level to 40%, subject to financial viability, as part of the Council's revised pre-submission Core Strategy. The same policy recommends that priority is given to affordable rented tenures, whilst overall mix of affordable housing will be considered on a site by site basis. This policy, and also Policy DM11 of the Development Management DPD pre-submission version 2016, both state that new developments should provide a bespoke mix of dwelling types in response to site circumstances, whilst ensuring inclusiveness within the development.
- 6.3.3 Affordable Housing and Affordable Mix
- 6.3.4 The proposed development consists of a high proportion of affordable housing at 54% of the total number of units (53% by habitable room) and this level of provision is considered acceptable and welcome as it comfortably exceeds the emerging borough-wide policy requirements.
- 6.3.5 The affordable provision of housing equates to 43 units overall. These units would be split so that 23% of the overall number of units on site (18 units) would be for affordable rent and 31% of the total units would be for shared ownership (25 units). This ratio becomes a 43%-57% split in favour of shared ownership when the affordable housing is considered as a separate entity. The affordable provision includes mainly one and two bedroom properties although six of the affordable rent properties would be family sized homes.
- 6.3.6 The Council's Housing team have advised that although the tenure split of these units is in favour of intermediate housing over affordable rent this is acceptable in this case as the overall number of units provided as affordable housing is significantly above the borough-wide policy threshold of 40% indicated above. Housing officers also welcome and support the proposed provision of six family homes as part of the affordable housing provision.
- 6.3.7 As such, it is considered that the amount, tenure split and type of affordable housing proposed is wholly acceptable.
- 6.3.8 Housing Mix
- 6.3.9 The overall mix of housing within the proposed development is as follows:

Unit Type	Units	%
1B 2P	22	27.5
2B 3P	2	51.25
2B 4P	39	
3B 5P	6	11.25
3B House	3	
4B House	8	10
TOTAL	80	100%

6.3.10 As referenced above 43 of these units are identified as affordable housing. 11 units (13.75% of the total) are family houses which are in demand throughout the Borough. The Council's Housing team have also commented to confirm that the split of units as proposed is acceptable in this location. As such, it is considered that the proposed mix of housing provided within this development is acceptable.

6.3.11 Density

6.3.12 Policy 3.4 of the London Plan states that, having regard to local context, design principles and transport connections, development should seek to optimise housing output in line with the indicative density ranges matrix (within Table 3.2 of that document). As such, density is considered most relevant as to whether the amount of development proposed is appropriate for a particular site.

6.3.13 Core Policy SP2 and emerging Development Management Policy DM11 refer to the London Plan matrix mentioned above but also state that the optimum housing potential of a site will be determined through a design-led approach.

6.3.14 The application site is located in an area that is considered to be partially urban, as befits a site this close to Central London, and partially suburban. The London Plan defines urban areas as having buildings with two to four storeys and terraced houses. Suburban areas are defined as featuring detached and semi-detached properties with small building footprints. The development site surroundings feature a mix of these qualities of urban grain.

6.3.15 The proposed development has a density of 347 habitable rooms per hectare, whilst the site has a relatively low public transport accessibility level (PTAL) of between 1 and 2. Noting the matrix in London Plan Table 3.2 the indicative capacity of this development site can be considered within a very wide range given its mixed urban/suburban location as well as split PTAL of 1/2.

6.3.16 Therefore, taking maximum PTAL for this site of 2 and noting the mixed urban/suburban nature of this site it is considered that the higher end of the indicative density range for this site would be 350 habitable rooms per hectare. The proposed development is within this limit.

6.3.17 It should be noted that the density calculation is only one indicative consideration of the acceptability of a development's scale. Given the proposal provides good quality units with a good quality living environment, and given that the majority of the height and bulk of the proposed development is similar to that of surrounding properties it is considered that the density proposed is acceptable as it would be unlikely to have a dominating on neighbouring occupiers and would also be in keeping with the scale and character of the surrounding area. Further amplification on these matters of amenity and design are provided in the relevant sections below.

6.4 Impact on Local Heritage

6.4.1 Paragraph 135 of the NPPF requires that a balanced and proportionate judgement is to be taken by the local planning authority in making planning decisions, having regard to the relative significance of an affected non-designated heritage asset and also the scale of harm or loss of that significance.

6.4.2 The key NPPF consideration as part of any balanced planning judgement is the wider public benefits that would flow from the proposed replacement development and how these weigh against the heritage harm. Public benefits are defined in NPPG as anything that delivers economic, social or environmental progress as described in paragraph 7 of the NPPF. It is also relevant to be reminded of some fundamental elements of the NPPF such as the requirement to promote sustainable development as well as encourage the redevelopment of previously developed land.

6.4.3 Policy SP12 of the Core Strategy states that the Council shall ensure the conservation of the historic significance of Haringey's heritage assets, their setting and the wider historic environment.

6.4.4 It is relevant to note that none of the buildings on site are formally designated as being listed or locally listed. The site is not within or adjacent to a conservation area. Furthermore, many of the buildings on site are of a poor quality, or are in a poor state of repair. However, it is understood that the administration building facing onto Coppetts Road is held in some regard locally, and by virtue of its historic nature, high visibility in public views and elements of architectural merit, this is recognised by the Council as being a non-designated asset that could have some heritage significance. It is also noted that the mortuary building on site may also be of some architectural interest.

6.4.5 The proposed development requires the demolition of this non-designated asset and as such the impact of its loss on the local area needs to be fully considered.

6.4.6 Assessment of Heritage Significance

- 6.4.7 The application site has a long history that has been summarised in earlier sections of this report. It is relevant to note that the Hospital operations previously covered land as far south as the rear gardens of properties on the northern side of Marriott Road, and that this land has recently been developed into the residential properties of Osier Crescent.
- 6.4.8 The majority of buildings that formerly existed within the hospital grounds have been demolished and the existing buildings represent only a fraction of the once much larger number and type of buildings on site. As such, the buildings that remain have been removed from their original context. Notwithstanding this, the significance of the site has been independently assessed within a Heritage Statement provided by Turley Heritage, and the views of that report are discussed in this section.
- 6.4.9 Administration Building:
- 6.4.10 The following comments are taken from the Heritage Statement, and refer to the heritage consideration of the administration building:
- 6.4.11 *'The building has undergone a number of phases of development, as confirmed by map regression, which have involved extension of the original building to the south and to the west. The two storey building is of a domestic scale, reflecting its origins as apartments for staff members. It is constructed of yellow stock brick with red brick detailing and has slate pitched roofs. The front boundary of the building is enclosed by decorative iron railings. The overall character of the late 19th and early 20th century building is representative of the Queen Anne Revival style, first fashionable during The Queen Anne Movement from around 1860-1900.'*
- 6.4.12 *'Although the slightly later addition displays less elaborate detailing, the principal frontage still retains an overall cohesive design through the commonality of materials and repeated decorative elements, such as red brick arched lintels. The building retains sliding sash windows, with six lights to the upper sashes, and large chimney stacks. The central doorway displays rich red brick detailing which unifies the principal elevation.'*
- 6.4.13 *'As a comparatively plain building particularly careful, high-quality detailing, massing, scale and proportion are necessary in order to result in architectural value in a heritage context. In this case, it is only the eastern frontage which has any degree of architectural elaboration remaining in the form of the gables and red brick decoration and detailing, although the later south side is evident in the overall composition due to the less elaborate elevational treatment. The remainder of the building's exterior is much plainer in terms of its design and detailing, with no architectural flair or virtuosity.'*

6.4.14 The Statement continues to discuss changes to the building that I shall not repeat here for brevity. However, the impact of the alterations is discussed below:

6.4.15 *'The cumulative impact of these alterations on the integrity and quality of the property's original, architectural character is adverse. In addition, due to the building being vacant for a period of time, the fabric of the building has started to deteriorate.'*

6.4.16 *'The interior of the building retains some original features, most notably in the entrance foyer which includes tiling, woodwork and moulded ceiling. However, the majority of the interior spaces have been altered and updated for more modern usage, or other spaces largely functional or utilitarian in character.'*

6.4.17 Mortuary Building:

6.4.18 The following comments are also taken from the Heritage Statement, and refer to the heritage consideration of the mortuary building:

6.4.19 *'The early 20th century former mortuary is a simple building, characterised by a mixture of Domestic Revival and Picturesque Gothic styles, somewhat unrelated to the part contemporary main administration building nearby. Access to the exterior of the building is limited due to a fence along the eastern boundary of the Site and a number of overgrown shrubs, which have also had an adverse effect on the fabric of the building.'*

6.4.20 Significance:

6.4.21 In terms of age and rarity, the Heritage Statement comments on the administration building: "*hospital buildings of this age are common in London, including isolation wards, and there are numerous surviving examples of this type that are more intact and / or are of greater architectural interest. As such, this building is not considered to be an early or rare example of the type for the locale*", and in reference to the mortuary: "*Mortuaries would have typically been built on many hospitals sites, and therefore it is considered that the building is not an early or rare example of its type*".

6.4.22 In terms of aesthetic value the Statement comments about the administration building that: "*It displays a number of decorative features to its principal elevation fronting onto Coppetts Road. However, the remainder of the building's exterior is lacking in architectural quality and detailing in comparison. Furthermore, the building has experienced piecemeal additions and extensions which have diluted its historic character.*" In respect of the mortuary, the report considers that "*in comparison with the former administrative block, the building is much simpler in its design and detailing and is a typical example of an early 20th century building.*"

6.4.23 The Statement also continues to describe how the buildings on site demonstrate limited group, social/communal and evidential value. The administrative building is however noted to have some limited landmark status due to its visual prominence and relatively detailed architectural elements, although the Statement also warns against overstating this point.

6.4.24 The administration building is thus considered to be of some local heritage value though a tangible association with the former hospital, although its limited architectural interest is not considered to provide a significant positive contribution to local character. The mortuary building is considered to be of low heritage significance.

6.4.25 Alternative Development Options

6.4.26 The proposals would involve the demolition of existing buildings and a new replacement development for residential purposes featuring 80 dwellings including 43 affordable housing units. As referenced above, it is important that a balanced and proportionate judgement is made by officers in respect of the potential wider public benefits of the scheme from a social standpoint in contrast to the negative impact that would occur from the loss of the non-designated heritage asset.

6.4.27 The public benefits of the development are to be outlined in the remainder of this report, but to summarise include such benefits as: a significant number of new housing units (including a good proportion of family-sized properties) and a substantial degree of affordable housing that is over and above borough wide policy compliant levels.

6.4.28 In an attempt to fully respect these benefits the development needs to be considered in comparison to the type of proposal that could reasonably be brought forward should the non-designated asset be retained.

6.4.29 The applicant has completed an exercise, as part of their Design and Access Statement (DAS), which considers the development potential of the site if the street-fronting administration building were to be retained.

6.4.30 The DAS refers to structural constraints on development such as: poor quality of the existing building fabric including fractures, subsidence and water ingress; the large degree of internal remodelling that would be required due to the unsuitability of the existing building's rooms for contemporary residential properties; requirement for partial demolition of non-historic elements such as staircases to facilitate a conversion; and the failed nature of the building's foundations that would require significant repair.

6.4.31 Furthermore, the siting of the existing administration building would lead to layout inefficiencies with any new development such as: requiring a new vehicle access to be provided in a less appropriate location; reducing the potential size of an underground car park; and other inefficiencies in matters such as vehicle/ pedestrian movement, servicing and landscaping.

6.4.32 The applicant notes that in the context of a proposal that converts the existing administration building the development of the site would result in a reduced capacity of 59 dwellings compared to the 80 that are currently proposed. This would consequently have a negative impact on the amount of affordable housing that could be provided, as well as other detrimental impacts that are less easy to quantify such as loss of parking space availability, a less holistic design approach and a less efficient layout.

6.4.33 Furthermore, it is relevant to consider the previous application that was given a resolution to grant (although this was never formalised due to an unsigned legal agreement) in 2010. That development proposed an entirely residential development of 55 units with the administration building being retained. In terms of affordable housing 38% of the total was to be provided, which equates to 21 units.

6.4.34 Therefore, using the 2010 resolution to grant as a reference point, the demolition of all buildings on site can be reasonably equated to an additional provision of 22 affordable housing units – a provision of affordable housing more than 100% greater than was provided before in 2010 with the administration building retained. It is in this context that the current application is considered.

6.4.35 In addition, retaining the eastern façade of the administration building only, although desirable, would substantially restrict any future development by compromising any potential contemporary architectural approach through the complex challenge of marrying the current and new buildings. As with the retention option described above, this approach would be compromised by the limited floor to ceiling heights of the existing building, as well as significantly reducing the size of the basement car park. Consequently, it is considered that such an approach is also highly likely to lead to a significant loss in units in comparison to the proposed scheme, with a related proportional drop in affordable housing provision, notwithstanding the negative impact from utilising a forced and contrived design approach.

6.4.36 Conclusion

6.4.37 The Council's Conservation Officer has commented to state: "*The Heritage Statement draws out the significance of the existing buildings and I agree with the conclusions. Although the buildings are not listed or locally listed, neither in a conservation area, they do have some significance as non-designated assets. However, I agree with the conclusion that the significance is confined to local*

heritage value through its association with the historic use of the hospital. The architectural interest is limited as much of the fabric has been altered internally. As such, I am of the opinion that the demolition of the buildings would cause limited harm.”

6.4.38 The Conservation Officer’s comments above are noted. It is therefore considered that the loss of the administration building fronting Coppetts Road, and all other buildings on site, although regrettable, is a necessary requirement of the otherwise comprehensive redevelopment proposal for this site.

6.4.39 This view is taken in the context that 21 additional units can be provided on the site as part of the proposed development in comparison to a scheme that retains the administration building.

6.4.40 Furthermore, this proposal constitutes an increase in 22 affordable housing units compared to the application, which planned to retain the administration building, which was given a resolution to grant in 2010.

6.4.41 As well as the level of housing and high number of affordable housing units considered as major public benefits that outweigh the minimal harm / loss of the front facade of the buildings fronting Coppetts Wood Road, there are also many other public benefits of the proposed scheme, such as additional parking provision, and higher quality residential units, and a more desirable and comprehensive overall design.

6.4.42 However, despite the planned loss of the administration building, it is proposed that some elements of the original hospital development would be retained where achievable. For example, decorative elements such as the iron fencing fronting Coppetts Road would be retained in situ, whilst the main entrance arch of the administration building is proposed to be re-used as an entrance to the site from Osier Crescent.

6.4.43 Therefore, it is considered that demolishing all buildings on site, including an administration building of some heritage significance, to facilitate a comprehensive redevelopment of the site is acceptable in this case because, on balance, the loss of the non-designated heritage asset would be outweighed by the significant public benefits provided in the form of many good quality new housing units, including a high proportion of affordable properties.

6.4.44 However, this is also subject to all other aspects of the development, including the design quality of the proposal, also being acceptable.

6.5 Design, Appearance and Layout

6.5.1 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey’s built environment and create places and buildings that are high

quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context, character and historic significance, and contributes to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6. Policy DM1 'Delivering High Quality Design' of the Development Management DPD pre-submission version 2016 continues this approach and requires development proposals to relate positively to their locality.

6.5.2 The proposal seeks to demolish all existing buildings on site replacing them with 80 residential properties, split into 11 houses and 69 flats, in six distinct development blocks. These are as follows:

- Block A: a row of 3 three storey dwelling houses and a three storey block of flats (total 9 units);
- Block B: a row of 3 two storey dwelling houses and a three storey block of flats (total 9 units);
- Block C: a four storey block of flats (14 units);
- Block D: a four storey block of flats (15 units);
- Block E: a row of 5 part-three part-four storey town houses;
- Block F: a part-four part-six storey block of flats (28 units).

6.5.3 Blocks A-D constitute the 'courtyard' area, which is defined with a differing material palette to the street fronting properties and a shared surfacing parking, vehicle access and front garden area, as well as including the children's play area to the west of the site.

6.5.4 These blocks feature family dwelling houses at the far western end with front doors onto the courtyard area and a more traditional residential articulation in a contemporary style. The blocks of flats have both projecting and recessed balconies and projecting window openings at side, with flat roofs. Materials include grey stock and white glazed brick with reconstituted stone detailing and bronze-coloured metalwork. The family dwellings would feature grey zinc roofs and metal clad dormers, whilst all blocks would have brick planters at front.

6.5.5 Block E contains town house style family homes fronting onto Coppetts Road. The strong use of red brick is intended to reference the materials of nearby Muswell Hill and the administration building to be replaced, as well as the scale of development on Osier Crescent. A red, cream and grey palette has been chosen to provide contrast, with materials used in a contemporary manner. Materials proposed include red brick with reconstituted stone banding, concrete copings, bronze-coloured metalwork and a red zinc roof. Red brick walls are proposed to provide private defensible space from the road.

6.5.6 Block F is the largest block proposed and fronts onto Coppetts Road. It ranges from three to six storeys in height and is intended to provide a high quality 'way-marker' building that is prominent yet sensitive to the surrounding streetscape.

- 6.5.7 The iron railings that screen the existing administration building from both Coppetts Road and Osier Crescent are intended to remain in situ.
- 6.5.8 The detailed design of the buildings has been considered in detail by the Council's Design Officer.
- 6.5.9 The Officer states that 'the proposal, of mansion blocks and terraced housing, of heights rising from two to six storeys, fits into this mixed character whilst, not unreasonably, reinforcing its urban rather than suburban characteristics.' It is considered that this view is reasonable given the relatively high and dense scale of neighbouring developments such as Osier Crescent and Gilson Place.
- 6.5.10 The courtyard aspect of the development is considered to be a positive element of the scheme that contributes to connecting a currently isolated site into the surrounding streetscape including providing a pedestrian/cycle only entrance from Osier Crescent.
- 6.5.11 The development will be identifiable in many local views by way of a six storey tower element at the north-west corner of Block F. It has been set away from the street frontage on Coppetts Road and Osier Crescent intentionally so as not to be overly dominating at street level. This element also serves a useful purpose in indicating the entrance to the development from a distance.
- 6.5.12 Its design is quite slender given the scale of the remainder of the block of which it forms a part, and this aspect of its appearance is accentuated by the 'ribbed' nature of its exterior.
- 6.5.13 The Design Officer states that the overall storey height at: 'six storeys is not an excessive height that could create detrimental environmental effects and its shadow will mostly fall over the onsite street network rather than any neighbouring dwellings or amenity spaces'.
- 6.5.14 The remainder of Block F steps down considerably in comparison to the tower element reaching three storeys at street level. This is not excessive in respect of the height of the existing administration building (which is two storeys plus roof). The fourth floor element is set back far enough as to also have a minimal visual impact at street level adjacent to the block. Within the courtyard the four storey height is more apparent, although this height is also reflected in the scale of other blocks such as Blocks C and D.
- 6.5.15 The remainder of the development's bulk and massing is generally reflective of the surrounding plots with four storey heights of Blocks C and D responding to similar heights at adjacent properties within Osier Crescent, and the development scaling down towards the western end. In addition, the three storey plus roof

nature of the houses within Block E provide a natural step to the three storey height of the adjacent building at the end of Strawberry Terrace to the north.

- 6.5.16 It is therefore considered that the height, bulk and massing of the proposed development is acceptable as it is not significantly out of keeping with the scale of similar developments in the surrounding area.
- 6.5.17 It is noted that the surrounding area consists of a wide variety of building materials, architectural styles and patterns of development. As such, there is some degree of flexibility in considering whether the detailed design of the proposed development blocks is adequate.
- 6.5.18 The prominent Block F has a bold mansion-block style with a strong three-storey frontage onto Coppetts Road and at the corner with Osier Crescent. The frontage is detailed with strongly vertically proportioned fenestration arranged in pairs that effectively and distinctively mark the location of each town-house and the five 'bays' of the mansion block. The set back of the upper floor elements of Block F compared to the varied use of materials, increasing use of glazing/balconies and spine-like nature of the top two floors of the tower give the higher floors a progressively lighter appearance in views from a distance.
- 6.5.19 Furthermore, the materials used in Block E and F are considered to reflect local context as well as being durable materials that will weather appropriately. There is sufficient variety in the materials and their usage for the block to reasonably reference local character without being a contrived match.
- 6.5.20 In respect of Blocks A-D, these blocks have the appearance of a pair of opposing terraced rows with enough variation in the height to identify the differing unit types (i.e. houses and flats) without complicating the detailed design. Both front and rear elevations of these blocks appear, according to the Design Officer, to be: 'simple, elegant elevations with careful composition of predominantly vertically proportioned windows'. Finishing materials of predominantly 'light buff' grey brick provide an interesting contrast to both the proposed street-facing blocks and the surrounding character, helping to identify the courtyard area as contemporary and unique, yet elegant and homely.
- 6.5.21 It should be noted that in the elevation drawings provided the bricks for all blocks appear variegated and this character will be required to be maintained in the finished development, as will exact finishing materials by the imposition of pre-commencement conditions on any grant of planning consent.
- 6.5.22 As such, it is considered that the proposal would result in a high quality scheme of an excellent and bespoke contemporary design that would respect the character and appearance of the local area and the visual amenity of the area generally.

6.5.23 Therefore, the proposed development is acceptable in design terms.

6.6 Impact on the amenity of adjoining occupiers

6.6.1 The London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Emerging DM Policy DM1 'Delivering High Quality Design' continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

6.6.2 Impact on Sun/Daylight, Outlook and Privacy

6.6.3 The applicant has submitted a Daylight and Sunlight report by GIA in order to demonstrate that any loss of sunlight to properties surrounding the site is 'very minor', whilst retained levels of daylight to all windows/rooms within existing properties is noted to be 'good'. After considering the report, the Design Officer notes that the applicants' consultants' report has been; "prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011) , known as 'The BRE Guide'; "no neighbouring windows to habitable rooms potentially affected by this proposed development would experience a loss of sunlight of a noticeable level as defined by the BRE Guide"; and "only a very small number of neighbouring habitable rooms would receive a noticeable loss of daylight as defined by the BRE Guide and in each case the loss would or not reduce the amount of daylight to an unacceptable level".

6.6.4 To the north of the site is a school and a church that would not be adversely affected by the siting of a residential development on the application site due to the substantial separation distance between the proposed development and those existing buildings. Furthermore, there is a large amount of tree planting on the northern side of the site that would screen any outlook towards the rear.

6.6.5 In terms of residential properties surrounding the site, there is a row of terraced properties (Strawberry Terrace) and a single detached residential building to the north of the site fronting Coppetts Road, with the latter separated from the proposed row of terraced buildings in the north of the hospital site by 2.7m. There are no windows of note on the southern elevation of the adjacent building to the north and the new buildings would replace the existing mortuary building and temporary office structure that are both located close to the northern site boundary.

- 6.6.6 The proposed house to the north of the site would have no windows in the northern elevation. Any outlook from rear windows of the nearest proposed houses to the gardens of properties on Strawberry Terrace would be of an angular nature. It is noted that mutual overlooking already occurs between properties on Strawberry Terrace. Any loss of amenity to gardens to the north would be very limited in nature due to the east-west movement of the sun, whilst overlooking towards gardens to the north from properties in Blocks A and C would be screened by retained trees and foliage in the north.
- 6.6.7 As such, it is considered that the properties to the north of the site facing onto Coppetts Road would not be adversely affected by the proposed development in terms of a material loss of sun/daylight, outlook or privacy.
- 6.6.8 There is a minimum separation distance of 25m between the proposed block of flats fronting Coppetts Road and the blocks of flats opposite (the Martins Walk estate), with this separation increasing to approximately 30m in many places. The proposed houses to the north of the site have an even greater separation from the existing properties across the road (minimum 32m). Noting that the elevations of properties on the eastern side of Coppetts Road are generally arranged so that views to/from the proposed properties are angled and therefore are non-direct, it is considered that overlooking towards and loss of outlook from those properties is minimal. The applicants' consultants' Daylight Sunlight and Overshadowing Report does find some of these properties to be of concern regarding loss of daylight caused by the development. Some rooms in some of these properties would experience a noticeable loss of one of the two criteria the BRE Guide recommends for assessing daylight (No Sky Line), but not of the other (Vertical Sky Component). The applicants' consultants report that "these impacts can be considered very minor and the retained levels of daylight for all windows and rooms can be considered good, and commensurate with the daylight amenity enjoyed by similar residential units in the surrounding area". The Design Officer notes in his comments that he is "satisfied that the loss of daylight to these properties is minor and acceptable in this well daylighted situation".
- 6.6.9 Separation between the proposed houses in the west of the hospital site and existing properties on Osier Crescent is 2.6m. Despite this, it is noted that the proposed houses to the west of the site do not feature windows in their western elevations. Furthermore, the existing house on Osier Crescent immediately to west of the application site (adjacent to Block B) also does not feature a window on its eastern elevation above ground floor level. The four storey block of flats on Osier Crescent immediately to the west of the application site (adjacent to Block A) have windows in their eastern elevation but these are noted not to be the only windows to the main habitable rooms of those flats and as such any loss of sun/daylight or outlook would not be significant enough to result in a refusal for this reason. Overlooking from upper floor windows of those proposed houses would be reflective of existing properties in the surrounding area and therefore no privacy would occur to properties to the west of the site on Osier Crescent. This

is the only neighbouring property in Osier Crescent to have been found in the applicants' consultants' Daylight Sunlight and Overshadowing Report to be of concern regarding loss of daylight caused by the development, but their full analysis shows these rooms would in fact be acceptable. The Design Officer notes that he is "satisfied that these rooms would not actually experience an unacceptable loss of daylight within the BRE Guide definitions".

- 6.6.10 The separation between the proposed development and properties to the south on Osier Crescent is not consistent due to the staggered nature of the proposed development blocks in that part of the site. However, separation distances range between 18m and 20m in most places. In most circumstances, a 20m separation distance is generally considered sufficient in planning terms to prevent excessive overlooking between properties.
- 6.6.11 Although the separation distances from the rear of Block D occasionally drop below 20m, it is noted that there are several mitigating circumstances that reduce the negative impact to properties on Osier Crescent. For example, outlook from and towards the ground floor windows of 303-315 Osier Crescent would be minimised by the location of boundary fencing and screening in the form of existing and new planting on the southern boundary of the application site. As well as screening outlook the foliage provides a positive and verdant contribution to residential amenity.
- 6.6.12 Furthermore, it is relevant to note that attempts have been made to minimise overlooking from the rear of Block D as all habitable rooms have been located on the northern side of the development block. Bedrooms provide the least potential for overlooking as they are utilised for the least amount of time during the day. In addition, the application that received a resolution to grant in 2010 permitted blocks of flats with residential units that had windows facing towards the properties to the south of Osier Crescent, so this precedent has already been set.
- 6.6.13 Although there would also be some additional overlooking towards the gardens of nearby properties, this would also not be significantly over and above that which currently already occurs between neighbouring properties on Osier Crescent, particularly given that the existing houses on Osier Crescent feature upper floor balconies that encourage sitting-out and overlooking of neighbouring gardens.
- 6.6.14 Therefore, although there would be an increased degree of overlooking from the bedrooms of properties within Block B and D towards properties on Osier Crescent, this is considered to be relatively limited given the development potential of the site, and would also not be to a degree that would constitute significant material harm to the living conditions of residents in those properties in terms of a loss of outlook or privacy.

6.6.15 Separation distances between the proposed flatted block facing Coppetts Road and the four storey block at the eastern end of Osier Crescent (by the junction with Coppetts Road) reduce to around 15m in one location. However, these provide only oblique angled outlook between windows and as such it is considered that any overlooking or loss of outlook to the properties in that existing block would be minimal in the circumstances.

6.6.16 Impact from Noise, Light and Dust

6.6.17 It is relevant to note that a 2008 planning application was given a resolution to grant planning permission for a development of 59 properties on the current application site. Furthermore, opinions on noise, light and dust pollution should be considered against the development potential of the site in light of this earlier approval, rather than against the existing site which is currently vacant.

6.6.18 It is considered that the increase in noise from occupants and light from internal rooms that would occur from this proposed development, particularly compared to the previous application that received a resolution to grant, is not significant, particularly given that the surrounding area, including Osier Crescent, is already substantially inhabited.

6.6.19 Disturbances from dust and noise relating to demolition and construction on site are considered to be temporary nuisances that are typically controlled by other non-planning legislation. Nevertheless, the demolition and construction methodology for the development will be controlled by the imposition of a condition on any grant of planning permission should the development be acceptable for all other reasons.

6.6.20 Impact on Foundations

6.6.21 A Basement Impact Assessment by Webb Yates Engineers was submitted with the application and found that the digging of a basement to provide a subterranean car park for the proposed development would have no adverse impact on surrounding properties, including from surface and sub-surface water displacement or from ground movement. Deep piled foundations would be used to help minimise impact from the proposed basement. A Piling Method Statement will be required to demonstrate there is no significant impact on sewerage infrastructure.

6.6.22 As such, it is considered that there would be no damage caused to existing retaining walls or to neighbouring properties from the construction of a basement on site.

6.7 Living Conditions for Future Occupants

- 6.7.1 The Mayor of London's Housing SPG sets out detailed design requirements for new dwellings. Policy 3.6 of the London Plan states that development proposals should make provision for play and informal recreation. Policy 3.8 of the same document states that 90% of units should be 'accessible and adaptable', with 10% 'wheelchair user dwellings' according to the building regulations (Parts M4 (2) and (3)). Emerging Policy DM12 states that family housing should have access to private gardens.
- 6.7.2 All properties within the development have been designed in accordance with the Nationally Described Space Standards document and thus also meet the requirements of the Mayor's Housing SPG.
- 6.7.3 Internal separation distances between the habitable rooms and balconies of Blocks C and D, and also for Blocks E and C, are a minimum of 18m apart, which is considered acceptable for new build properties in a semi-urban area as the level of overlooking is mutual and not excessive. This orientation of the proposed flats in these blocks also provides additional passive security to the internal courtyard and parking areas.
- 6.7.4 The habitable rooms and balconies on the eastern side of Block F are not overlooked by existing properties due to the large separation distance and the obliqueness of the elevations of existing properties on Coppetts Road. However, the windows on the western side of that block are located only 12m from the eastern side of Block D. Despite this, the units in Block D remain unaffected in terms of overlooking as there are no windows in the eastern side of that block, whilst the garden to the rear is not a private space. Outlook towards the balconies of Block D from Block F flats would be partially screened by that development block's supporting pillars and therefore is not considered to be excessive.
- 6.7.5 As described above, the outlook from the four storey block close to Block F would not result in a low standard of amenity for the occupiers of the flats in the south-western corner of that block, despite the relatively low 15m separation, due to the oblique nature of the outlook.
- 6.7.6 86% of the units are dual aspect or better, including all of the houses. The 11 single aspect properties are mostly one bedroom flats, although a couple of two bedroom single aspect flats are also single aspect. Of the single aspect units most have a south-facing window, or an amenity space in the form of a garden or balcony that would have access to direct sunlight for part of the day. Only one property fails all of these criteria (north-facing in Block D) but this property has direct access onto the courtyard which can be used for sitting out or play if necessary. Given only a single unit in the 80 unit development features this level of aspect and access to light and that changing the scheme to improve aspect would have a negative impact on the overall design, the proposal is considered acceptable in terms of aspect in the circumstances.

- 6.7.7 A detailed Environmental Noise Survey and Noise Impact Assessment Report by Hann Tucker Associates has been submitted with the application. The Report confirms that an environmental noise survey has been undertaken and the potential impact on the proposed dwellings assessed. It is noted that the noise impact on the proposed dwellings can be reduced to acceptable levels. As such, this matter will be dealt with by condition.
- 6.7.8 Each house benefits from a private garden of at least 50sqm. The houses facing Coppetts Road (Block E) also benefit from upper level balconies. Each flat has a balcony of 5sqm or larger which is in line with the Mayor's requirements. 3 bed apartments have been designed with larger private terrace areas that would benefit families. The site also includes a communal garden to the rear of Block D for the exclusive use of that block's occupants, whilst the internal 'courtyard' area of the site (between Blocks A-C and B-D) is a designated communal 'Homezone' identified by shared surfacing.
- 6.7.9 A dedicated area is available on site for play space for children of less than five years of age. Additional space for play is available within the 'pocket green' communal amenity area. In total these areas provide 191sqm of play space for young children.
- 6.7.10 Muswell Hill playing fields and Halliwick Recreation Ground are located within a few minutes walk of the application site and these large public green spaces currently include dedicated play and sporting facilities for older children. This level of provision means a financial contribution in respect of play space is not required.
- 6.7.11 All flats have been designed to be adaptable for people with disabilities with 10% of the total number of flats also adaptable to be wheelchair accessible. All houses benefit from a ground floor bathroom. Level access is provided to gardens. Lift access is available to all the wheelchair accessible flats. Accessible car parking is also provided.
- 6.7.12 Refuse stores for houses and flats are provided and are accessible from the outside of the buildings but from inside the site. Adequate turning space for waste vehicles is available and the Council's refuse storage requirements have been met. As such, the Council's Cleansing team have raised no objections to the proposal.
- 6.7.13 The development would have a high degree of natural surveillance and ground floor level activity which contributes to a safe and secure place. Private and public spaces are clearly defined. Electronic fob and intercom access would be used where appropriate. The Metropolitan Police is satisfied that the development would be able to gain Secured by Design accreditation.

6.7.14 As such, it is considered that the application is acceptable in terms of its layout and provision of adequate living conditions for the proposed occupiers.

6.7.15 Daylight

6.7.16 The BRE Guide recommendation is that minimum adequate daylight to habitable rooms of new dwellings, expressed as Average Daylight Factor (ADF) is 1% in bedrooms, 1.5% in Living Rooms and 2% in Kitchens. The Guide does not mention open plan Living / Dining / Kitchens, and officers consider it is reasonable to treat them as Living Rooms rather than Kitchens. An alternative approach sometimes followed when an open plan kitchen doesn't have its own window, is to remove the kitchen from the room plan; this would probably give better daylight figures than those supplied, but it would appear from the applicants' consultants' report that kitchen areas *are* included in their living/dining/kitchen daylight figures.

6.7.17 The following habitable rooms in the proposed development fall slightly short of minimum daylight recommendation from the BRE Guide:

6.7.18 Block C

- Flat 1 Living / Dining / Kitchen (dual aspect ground floor flat; 2no rear north facing bedrooms OK, front south facing l/d/k with only window under balcony above & beside projecting bay) – 1.2%
- Flat 2 Bedroom (single aspect south facing ground floor 1 bed flat; tall but narrow window with balcony over & beside projecting bay) – 0.8%
- Flat 3 Living / Dining / Kitchen (dual aspect ground floor flat; 2no rear north facing bedrooms OK, front south facing l/d/k with only window under ; small side clerestory onto car park to side improves daylight distribution but not big enough to provide enough daylight) – 1.1%
- Flat 5 Bedroom (single aspect south facing 1st floor 1 bed flat; tall but narrow window with balcony over & beside projecting bay) – 0.9%

6.7.19 Block D

- Flat 1 Living / Dining / Kitchen (dual aspect ground floor flat; 2no rear south facing bedrooms OK, front north facing l/d/k with only window under balcony above & beside projecting bay) – 1.0%
- Flat 2 Bedroom (single aspect north facing ground floor 1 bed flat; tall but narrow window with balcony over & beside projecting bay) – 0.7%
- Flat 3 Living / Dining / Kitchen (dual aspect ground floor flat; 2no rear south facing bedrooms OK, front north facing l/d/k with only window under ; small side clerestory onto park to side improves daylight distribution but not big enough to provide enough daylight) – 1.2%

6.7.20 Block F

- Flat 6 Living / Dining / Kitchen (single aspect east facing 1st floor flat; only l/d/k window onto recessed balcony, with another balcony above) – 1.4%

- Flat 10 Living / Dining / Kitchen (single aspect west facing 1st floor flat; only l/d/k window beside a projecting bay) – 1.4%

6.7.21 The Design Officer considers many of these to be marginally below; within 0.2-0.3% of the guidance. Ideally the applicants would seek to mitigate these by enlarging windows but it is considered that such a measure would disturb the composition and the appearance of the street frontages. However, on balance, given that the overwhelming majority of rooms have adequate daylight or better, and most of those only fall marginally short of BRE recommendations officers are satisfied with daylight to the proposal.

6.7.22 Sunlight to flats

6.7.23 The BRE Guide recommends Living Rooms facing within 90° due south should receive 25% Annual Probable Sunlight Hours (APSH) & 5% winter APSH. The following Living Room windows fall marginally short of BRE guidance:

6.7.24 Block C

- Flat 1 Living / Dining / Kitchen (dual aspect ground floor flat; front south facing l/d/k with only window under balcony above & beside projecting bay) – annual not winter
- Flat 3 Living / Dining / Kitchen (dual aspect ground floor flat; front south facing l/d/k with main window under balcony) – annual not winter, small side clerestory also same
- Flat 7 Living / Dining / Kitchen (dual aspect 1st floor flat; front south facing l/d/k with south window under balcony) – annual not winter, smaller side oriel window passes
- Flat 11 Living / Dining / Kitchen (dual aspect 2nd floor flat; front south facing l/d/k with south window under balcony) – annual not winter, smaller side oriel window passes

6.7.25 Block F

- Flat 6 Living / Dining / Kitchen (single aspect east facing 1st floor; only l/d/k window onto recessed balcony, with another balcony above) – both annual & winter
- Flat 14 Living / Dining / Kitchen (single aspect east facing 2nd floor; only l/d/k window onto recessed balcony) – winter only
- Flat 26 Living / Dining / Kitchen (dual aspect east/north facing 4th floor; east facing l/d/k window onto recessed balcony, with another balcony above – north facing windows not counted) – both annual & winter
- Flat 28 Living / Dining / Kitchen (dual aspect east/north facing 5th floor; only l/d/k window onto recessed balcony – north facing windows not counted) – both annual & winter

6.7.26 Many of the places above are the same as those regarding daylight, and many of the remedies would also work for sunlight. To explain, some rooms above also

have smaller windows in side elevations that have sufficient sunlight (Block C), or large north facing windows (Block F) that would give a better balance of light and spectacular views. As for the daylight, officers would not consider the shortfall in BRE guidance as significant.

6.7.27 Sunlight to Amenity Space (Overshadowing)

6.7.28 The BRE Guide recommends for an amenity space to be considered well sun lit, at least 50% of its area should receive at least 2hours sunlight at the equinoxes.

6.7.29 The applicants' consultants appear to have divided the site into four areas; 1) a small section in the south west corner of the "Pocket Green" new pocket park as part of the development; 2) the rest of the Pocket Green; 3) the "Play Green" sitting area & playspace at the western end of the east-west street; and 4) all the rest of the site that's not built upon (including roads, parking spaces & all the private gardens). All four areas are assessed to pass.

6.7.30 Officers consider that the applicant's analysis of the sunlighting of amenity space in the development (overshadowing) shows, on the whole, adequate levels of sunlight.

6.8 Parking and highway safety

6.8.1 Local Plan 2013 Policy SP7 states that the Council aims to tackle climate change, and improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in emerging DM Policies DM31 and DM32.

6.8.2 London Plan Policy 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use. It also states that electric vehicle charging points, disabled parking spaces, cycle parking should be provided at appropriate levels.

6.8.3 The Council's Transportation team have considered parking and highway impact matters in detail. Their comments are described in the section below:

6.8.4 *'Coppetts Road is a 20mph Road with some traffic calming measure which has been implemented to restrict vehicular speeds.'*

6.8.5 *'The most recent accident data concluded that there have been 4 recorded accidents in the last 3 years. All the accidents have been recorded as been slight accidents; none of the accidents involved pedestrian and were all vehicular/ vehicular accidents, with a range of factors contributing towards the accidents.'*

- 6.8.6 *'The site is located within walking distance of 4 bus routes: 1 bus route (234) located 188 metres from the site on Coppetts Road and 3 bus routes (134, 43, and 232) located some 547 metres from the site on Colney Hatch Road; these routes when combined offers some 32 buses per hour for frequent connection to and from the site.'*
- 6.8.7 *'The applicant is proposing to demolish the existing building and redevelop the site to provide 80 residential units containing 69 flats comprising (22x1 bed, 39x 2 bed, 8x3 bed) and 11 family size house, construction of a new vehicular access to the development on Coppetts Road north of the existing roundabout at the junction of Coppetts Road with Osier Crescent. The applicant is also proposing to provide a total of 80 off street car parking spaces (75 car parking space including 8 wheel chair accessible car parking spaces, 3 visitor car parking spaces and 2 car club spaces). Of the car parking spaces proposed 27 of the proposed 80 car parking spaces are at surface level the remainder of the car parking spaces, 53 car parking spaces including 4 wheel chair accessible car parking spaces will be provided in an underground car park. The applicant is proposing to provide 14 secure sheltered cycle parking spaces in each of the 5 residential blocks, the house will have cycle parking in the rear gardens.'*
- 6.8.8 *'The 2011 census data identifies this ward (Fortis Green Ward) has have a car ownership levels with a car ownership of 0.90 cars per dwelling. The area surrounding the site also suffers from high car parking pressures as a result of parking demand generated by the nearby Muswell Hill playing fields; there are no proposals to consult on a control parking zone (CPZ) for the area surrounding the site.'*
- 6.8.9 *'The number of car parking spaces proposed is slightly high than that recommended by the Council's parking standard as per Saved UDP Policy M10. However we have considered that as the site is located in an area with a low public transport accessibility level, with moderate public transport connectivity, any under provision in car parking to support the development would result in displaced parking on the local highways network. Considering that the area surrounding the site is suffering from high car parking pressures, any displaced parking would impact on residents on Osier Crescent and local highways safety.'*
- 6.8.10 *'Based on the modal split from the 2011 census data, the proposed development would generate 32 in/out vehicular trips during the AM peak periods and 24 in/out vehicular trips during the PM peak periods. The impact of the additional traffic generated by the proposed development has been modelled at the key junctions which includes: Coppetts Road/ new site access and Coppetts Road junction with Osier Crescent, we have reviewed the model outputs and have concluded that the additional traffic generated by the proposed development would not impact on the operation of the transport and highways network.'*

- 6.8.11 As such, it is considered that the level of parking proposed for this development is acceptable. This view is also supported by Transport for London. However, a Travel Plan is recommended in order to promote sustainable transport modes and minimise use of private vehicles by the development's occupants. This matter will be dealt with by condition and the Travel Plan will be monitored by the Council for which a financial contribution of £3,000 will be secured by legal agreement in the event of an approval. The Travel Plan will need to include a cycle strategy and at least two car club parking spaces. The car club vehicles will need to be of a low-emissions category.
- 6.8.12 Transport for London has recommended that electric vehicle charging points are provided on site. The applicant has agreed to this and it will be secured by condition.
- 6.8.13 The Transportation Officer also raised no objection to the construction of the new access although noting that this will require amendments to the existing highways network. This will need to be secured by way of a s.278 legal agreement.
- 6.8.14 The use of shared surfacing and the proposed service vehicle access arrangements are considered to be acceptable from a highway perspective.
- 6.8.15 Construction management, and servicing and delivery arrangements, are acceptable in principle but the detailed management of these will need to be secured by condition with exact details agreed at a later date.
- 6.8.16 Therefore, there are no objections to the proposed development in parking and highway terms.

6.9 Trees

- 6.9.1 Local Plan Policy SP13 seeks the protection, management and maintenance of existing trees and the planting of additional trees where appropriate. London Plan Policy 7.21 requires existing trees of value to be retained and the planting of additional trees where appropriate.
- 6.9.2 The Council's Arboricultural Officer has commented on the application to state: *'Tree cover at this site consists of a variety of species, the most important of which is a group of trees on the northern boundary consisting of mature Oak and Horse chestnuts. The trees are a significant amenity feature and as a group are of high biodiversity value. It is proposed to retain the majority of the trees categorized as A and B trees, which are of high or moderate quality and value. There are other trees on the site which are categorized as C and U trees and are specified for removal.'*

- 6.9.3 The high quality trees on the north and south site boundaries would be retained. Category C and U trees are not normally considered to be of a high enough quality to retain in instances where new development necessitates their removal. However, it is reasonable to insist that such specimens are re-provided elsewhere on site to ensure there is no overall loss of tree cover as a result of the development. Re-planting of this nature is proposed by way of 60 new trees of various species and sizes. Many of these are proposed to be planted to the south of the development site, and also to the front of Blocks E and F, in order to provide additional screening for the development to and from properties on Osier Crescent and Coppetts Road respectively.
- 6.9.4 The Arboricultural Officer has confirmed that the submitted Arboricultural Method Statement by Arborhelp demonstrates that all retained trees would be adequately protected during construction, and as such that Officer states that: *'In my opinion, re-development of the site would have minimal impact on the important trees on site, if protective measures are installed in accordance with the recommendations of the Arboricultural method statement.'*
- 6.9.5 Conditions are recommended to ensure that the described tree protection measures are followed, should the application be approved.
- 6.9.6 Therefore it is considered that the tree protection and planting measures proposed are acceptable.

6.10 Sustainability and Biodiversity

- 6.10.1 The NPPF and London Plan Policies 5.1 (Climate change mitigation), 5.2 (Minimising carbon dioxide emissions), 5.3 (Sustainable design & construction), 5.5 (Decentralised Energy Networks), 5.6 (Decentralised energy in development proposals), 5.7 (Renewable energy), 5.8 (Innovative energy technologies) and 5.9 (Overheating and cooling) and Local Plan Policy SP4 set out the approach to climate change and require developments to meet the highest standards of sustainable design, including ensuring designs make the most of natural systems and the conserving and enhancing the natural environment.
- 6.10.2 The applicant has submitted an Energy Strategy in support of this application, put together by CalfordSeaden, as well as a Thermal Comfort Assessment by the same company.
- 6.10.3 The development cannot connect to local heating networks as there are none close to the site and as such individual boilers are proposed for the new houses. There would be an energy centre to serve all flats, which is to be located in the basement of Block F. The boilers will be of a very high energy efficiency which is supported. However, further information is required to ensure that the proposed

on-site energy centre could potentially be connected to any future energy networks. Further information is therefore required in respect of these matters. It is considered that this matter can be adequately dealt with by imposition of condition on any grant of planning consent.

6.10.4 Solar (photovoltaic) panels would be provided on all flat roofs of the development whilst living green and brown roofs are also proposed. However, further details are required in respect of the make-up living roofs and the quality of the panels also needs to be monitored by the Council. These matters can be dealt with by condition if planning approval is granted.

6.10.5 The development proposes to meet Homes Quality Mark 3 (for all units) and this aim is supported. It is noted that some units are at risk from overheating, particularly those facing towards the south and east. However, passive measures are able to be installed to counter the risk of overheating. Further information is required to ensure that appropriate measures are installed in the most appropriate locations, and this can be secured by condition in the event of an approval.

6.10.6 The Council's Carbon Management team has commented on this application and has raised no objections, recommending a suite of conditions as per the comments above to ensure that relevant aspects of the scheme are monitored, or requiring the provision of further detailed information.

6.10.7 Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation. Emerging Policy DM19 and London Plan Policy 7.19 make clear that wherever possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity.

6.10.8 In addition, the application is also supported by an Ecological Assessment by ASW Ecology and a Biodiversity Strategy by Ireland Albrecht. Bat and bird boxes are proposed within the site and are to be fitted to the proposed buildings during construction. At least 30 bird and 16 bat boxes must be provided, with a minimum of half of these installed on the northern side of the development. This matter can be secured by condition in the event of an approval. Natural England has not objected to the proposal.

6.10.9 As such, the application is considered to be acceptable in terms of its sustainability and biodiversity provision, subject to the appropriate conditions.

6.11 Flood Risk and Water Management

6.11.1 Local Plan Policy SP5 makes clear that (amongst other things) development shall reduce forms of flooding and implement Sustainable Urban Drainage Systems (SUDS) to improve water attenuation, quality and amenity. Emerging

Policies DM24 and DM25 call for measures to reduce and manage flood risk, and incorporate SUDS. London Plan Policies 5.12 (Flood risk management) and 5.13 (Sustainable drainage) also call for measures to reduce and manage flood risk.

- 6.11.2 The application site is noted to have a very low or low risk of flooding.
- 6.11.3 A Water Management Statement by Calford Seaden has been provided with the application. Thames Water has raised no objections to the proposal in terms of either sewerage infrastructure capacity or water infrastructure capacity. However, any piling of foundations would need to be agreed with Thames Water and the Council in advance before commencement of such works. This matter can be secured by condition.
- 6.11.4 Sustainable drainage systems are proposed as part of the development including the use of below ground geocellular storm water tanks, permeable paving, gullies, rain gardens, both green and brown roofs and other planters, in order to attenuate water.
- 6.11.5 The Council's Drainage Officer has commented on the application including the submitted Site Wide Sustainable Drainage Systems Strategy by Webb Yates Engineers and confirms that rain water run-off and storage calculations are acceptable. The utilising of a variety of sustainable drainage techniques is also supported.
- 6.11.6 As such, it is considered that the proposal is acceptable as it would not lead to an increase in local flood risk or any other water management issues.

6.12 Pollution and Land Contamination

- 6.12.1 London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality and make provision to address local problems of air quality and promote sustainable design and construction.
- 6.12.2 An Air Quality Assessment by SLR has been submitted. It is proposed that space heating and hot water will use a mixture of the proposed site wide heat network and individual boilers.
- 6.12.3 After considering the calculations provided, the Pollution Officer states that: *'the development is not only [not] AQ [air quality] neutral, but emissions are considerably in excess of AQ neutral standards set by the GLA Supplementary Planning Guidance on 'Sustainable design and construction' [and] are almost 4 times greater. However no specific additional mitigation has been proposed to reduce these transport emissions.'* As such, the Officer recommends a suite of measures to reduce air pollution from vehicles, in order for the development to be considered acceptable. These measures include a number of sustainable transport initiatives that also been requested by the Council's Transportation and

Carbon Management teams, and Transport for London. These measures will continue to be dealt with by condition.

- 6.12.4 The Pollution Officer has also recommended that the number of parking spaces be reduced. However, this aim conflicts with the requirements of the Transportation who indicate that, due to the relatively low public transport accessibility of the application site, a reduced parking provision could lead to on-street parking problems and a reduction in highway safety. Furthermore, the take up of the proposed parking spaces for this development is intended to be minimised through the use of Travel Plan monitoring, to be secured by legal agreement, and a suite of other measures described already in this report that aim to maximise use of sustainable modes of transport by occupiers of the development.
- 6.12.5 Therefore, although it is understood that air pollution may increase as the result of this development, it is considered that the maximum reasonable degree of air quality mitigation that is able to be provided would also be included within the development.
- 6.12.6 As such, on balance, it is considered the application is acceptable in terms of its impact on air quality, given the limited negative impact from increased air pollution would be significantly outweighed by the other public benefits of the scheme, as described in the sections above, such as making the best use of a currently vacant brownfield site, providing new high quality housing that meets a defined need and providing policy compliant levels of affordable housing, amongst other benefits.
- 6.12.7 Saved UDP Policy ENV11 and emerging Policy DM23 require development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors. London Plan Policy 5.21 supports the remediation of contaminated sites and to bringing contaminated land back in to beneficial use.
- 6.12.8 A Phase II Site Investigation Report by Leap Environmental Ltd has been submitted. This includes a summary of a Phase 1 Desk Study and details of an Environmental Risk Assessment undertaken in 2007. The assessment identified a number of contaminants including oils, hydrocarbons and asbestos. However, the Pollution Officer has stated that *'no discussion or consideration of the hospital's past use as an infectious disease control hospital has been addressed. Therefore radioactive substances and bacteriological materials/spores have not been considered. Therefore a revision of the Phase I and Phase II investigations taking into account potential radiological and microbiological contamination must be undertaken.'*

6.12.9 This outstanding matter can be dealt with by condition in the event of an approval. No other issues with the submitted documentation have been raised. Other than the above, no objections are raised by the Council's Pollution Officer in respect of land contamination matters. As such, the application is considered to be acceptable in terms of its impact on pollution and land contamination.

6.13 Emergency Planning and Security

6.13.1 The London Fire Service and the Council's Emergency Planning sections have no objections to the proposal.

6.13.2 Local Plan policy SP11 requires proposals to incorporate solutions to reduce crime and fear of crime. Emerging Policy DM2 makes clear that development should comply with the principles of 'Secured by Design'.

6.13.3 The Metropolitan Police have also provided comments to state that the development is likely to achieve Secured by Design accreditation as currently proposed. This will be secured by condition.

6.13.4 As such, the development is acceptable from an emergency planning and security perspective.

6.14 Employment

6.14.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs.

6.14.2 The applicant has agreed to provide employment and training opportunities during the construction of the development and this will be secured by legal agreement.

6.14.3 As such, the development is acceptable in terms of employment provision.

6.15 Conclusion

6.15.1 This application is a major development that has generated a significant amount of comment from local residents. Having assessed all relevant material planning considerations, officers consider that:

- The development is acceptable in principle, given the derelict and vacant nature of the existing buildings on site, given that the site allocation SA55 promotes residential use at the site and given the housing need in the Borough;

- The development provides a high proportion of affordable housing at an acceptable density and with an appropriate mix of dwelling types;
- The demolition of a non-designated heritage asset of limited significance is acceptable in the context of this application, as any negative impact on local heritage considerations is outweighed, , by the very high quality of the design of the proposed scheme and also given the substantial public benefit from the development in the form of 54% affordable housing;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook, or privacy, or in terms of a negative impact from excessive noise, light or air pollution;
- The development would provide high quality living accommodation for residents, including accessible and adaptable units, 10% wheelchair accessible units, sufficient private and communal amenity space provision and dedicated play space for under-5s;
- The development would provide a high proportion of parking spaces which is acceptable given the site's relatively low access to public transport, a proposed Travel Plan, and other sustainable transport initiatives which will be secured by condition and legal agreement;
- The development would protect a significant number of high quality trees within the existing site and plant an additional 60 trees of varying species, and would also provide bat and bird boxes;
- The development would be acceptable in terms of its impact on carbon reduction and sustainability through mitigation methods such as green/brown roofs and solar panels, as well as providing sustainable drainage systems to minimise surface water run-off;
- The development would not lead to excessive increases in air pollution and land contamination matters would be adequately dealt with by condition;
- The application is acceptable for all other reasons as described below.

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

6.16 Community Infrastructure Levy

6.16.1 Based on the information given on the plans, the Mayoral CIL charge will be £173,767 (4,039.7 sqm x £35 x 1.229) and the Haringey CIL charge will be £1,128,328.61 (4.39.7sqm x £265 x 1.054).

6.16.2 This is based on the following figures. Social housing is CIL exempt and therefore removed from the final calculation:

- Total new floor space – 7878sqm;
- Market housing – 4039.7sqm;
- Social housing – 3838.3sqm.

6.16.3 This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

7 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to s.106 and s.278 Legal Agreements.

Applicant's drawing No.(s):

2702_20_001 Rev. 1, 002, 004 Rev. 1, 101, 102 Rev. 2, 103 Rev. 2, 104 Rev. 2, 105 Rev. 2, 106 Rev. 2, 107 Rev. 2, 108 Rev. 2, 109 Rev. 2;
2702_20_300 Rev. 1, 301, 302 Rev. 1, 303 Rev. 2, 304 Rev. 2, 305 Rev. 2 (October 2016 – to be checked), 306 Rev. 1, 307 Rev. 1, 308 Rev. 1, 309;
2702_20_500 to 510, all Rev. 3;
AQ1;
IA-395-LGA-P-01, 02;
IA-395-TP-P-01;
S15-289-200, 201;
16008/07.

Supporting documents also approved:

Design and Access Statement dated July 2016, Planning Statement (by Savills), Statement of Community Involvement dated July 2016, Bat Emergence Survey dated June 2016, Bird Breeding Survey dated June 2016, Reptile Survey dated May 2016, Site Wide Sustainable Drainage Strategy (Revision: X2 – Ref. J2393-Doc-06), Daylight and Sunlight report dated August 2016, Basement Impact Assessment (Including Site Investigation) (Revision: X1 – J2393-Doc-07), Air Quality Assessment dated September 2016, Transport Assessment dated September 2016, Travel Plan dated September 2016, Environmental Noise Survey and Noise Impact Assessment Report dated October 2016, Water Management Statement dated October 2016; Phase II Site Investigation Report dated July 2016; Heritage Statement dated September 2016; Biodiversity Strategy dated September 2016, Landscape Design Statement dated September 2016, Ecological Assessment dated June 2016, Arboricultural Implications Assessment & Arboricultural Method Statement dated July 2016, Thermal Comfort Assessment dated September 2016, Energy Report dated September 2016, Block E South Elevation / Site Entrance Sketch (dated December 2016), Surface Water Exceedence Flow Path mark-up drawing dated 22nd November 2016.

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

2702_20_001 Rev. 1, 002, 004 Rev. 1, 101, 102 Rev. 2, 103 Rev. 2, 104 Rev. 2, 105 Rev. 2, 106 Rev. 2, 107 Rev. 2, 108 Rev. 2, 109 Rev. 2;
2702_20_300 Rev. 1, 301, 302 Rev. 1, 303 Rev. 2, 304 Rev. 2, 305 Rev. 2
(October 2016 – to be checked), 306 Rev. 1, 307 Rev. 1, 308 Rev. 1, 309;
2702_20_500 to 510, all Rev. 3;
AQ1;
IA-395-LGA-P-01, 02;
IA-395-TP-P-01;
S15-289-200, 201;
16008/07.

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

3. Details of finishing materials to be used for the external surfaces of the development (including samples) shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Brick treatments shall be demonstrated to be appropriately variegated. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. Details of the finishing treatments for site boundaries and amenity screens shall also be provided as appropriate.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. Prior to the commencement of the development hereby approved the applicant shall submit a heritage management strategy to the Local Planning Authority for its written approval that describes, with reference to the submitted Heritage Statement, how the historic elements of the existing site will be retained, restored and reused in the approved development as appropriate. In particular, the strategy shall:
 - describe how the iron railings to the east of the site are to be retained and restored;
 - consider the restoration and relocation within the application site of the main entrance doorway surround of the administration building;
 - describe how, and to what degree, tiles within the administration building will be reused in building entrance lobbys;
 - consider all other reasonable heritage retention/reused possibilities and describe how and to what degree they will be implemented.

Once approved the development shall be constructed in accordance with the approved details and maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

Reason: In order to respect local heritage and therefore to comply with Paragraph 135 of the NPPF and Policy SP12 of the Core Strategy.

5. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval three months prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Coppetts Road, Osier Crescent and the

roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.

6. Prior to the commencement of the development hereby approved the applicant is required to submit to the Local Planning Authority for its written approval Delivery and Service Plan (DSP), details of which must include servicing of the residential units including facilities to collect deliveries for residents when they are out via concierge or parcel drop.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation

7. Prior to occupation of the development hereby approved, 20% of car parking shall be provided with electric vehicle charging infrastructure, with a further 20% allocated for passive provision.

Reason: To provide residential charging facilities for Electric Vehicles and to encourage the uptake of electric vehicles consistent with Policy 6.13 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

8. Prior to the commencement of the development hereby approved the type of cycle parking to be provided shall be submitted to and agreed in writing by the Local Planning Authority, in discussion with Transport for London. A minimum 5% of cycle spaces should be suitable for enlarged cycles and the type of stand proposed must be clarified. The recommendations and requirements of the London Cycle Design Standards document should be followed.

Reason: In accordance with Policy 6.3 of the London Plan.

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

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water

Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

10. The construction works of the development hereby granted shall not be carried out before 0800 hours or after 1800 hours Monday to Friday or before 0800 hours or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

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

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

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

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

removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

12. Prior to the commencement of works on site a meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees. Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural method statement. The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition. The tree protective measures must be periodically checked the Consultant Arboriculturist and reports made available to the Council Arboriculturist. All construction works within root protection areas (RPA) or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

13. No development shall proceed until details of all existing and proposed levels on the site in relation to the adjoining properties be submitted and approved by the Local Planning Authority. The development shall be built in accordance with the approved details.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

14. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 or any Order revoking or re-enacting that Order, no development with Classes A-G of Schedule 2 Part 1 of that Order shall

be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy 7.4 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

15. The development hereby approved shall be designed to Secured by Design Sections 2 and 3 Compliance.

Reason: To ensure that the proposed development meets the Police standards for the physical protection of the building and its occupants. and to comply with Haringey Local Plan 2013 Policy SP11.

16. The development must be constructed in accordance with the energy efficiency standards as set out in the approved Energy Strategy, by CalfordSeaden, dated September 2016.

Building Element	Proposed specification for the development (u-values)
External walls	0.15 (flats) 0.14 (houses)
Roof	0.18 (flats) 0.13 (houses)
Ground floor	0.13
Windows	1.2
Air tightness	4 m ³ /hr/m ² for houses 5 m ³ /hr/m ² in the flats

The development shall then be constructed and deliver the U-values set out in this document, thereby achieving the agreed carbon reduction of 3.3% beyond Building Regulations 2013 with a carbon saving of 3.3 tonnes. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to and approved in writing by the local planning authority within 6 months from completion of works on site. This report will show emissions figures at design stage to demonstrate building regulations

compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.

Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

Reason: To comply with London Plan Policy 5.2 and local plan policy SP:04

17. All combination gas boilers that are to be installed in the 11 houses on the site are to have a minimum SEDBUK rating of 91%. The boilers shall also have dry NOx emissions not exceeding 20 mg/kWh @0% O₂. The applicant will demonstrate compliance by supplying installation specification documents within 3 months of completion of works on site. Once installed they shall be operated and maintained as such in perpetuity.

Reason: To comply with London Plan Policies 5.2 and 7.14, Local Plan Policy SP:04 and GLA SPG Sustainable Design and Construction.

18. Details shall be submitted to and approved in writing by the Local Planning Authority at least 6 months prior to any works commencing on site in respect of the site boiler facility and associated infrastructure, which will serve heat and hot water loads for all the flats on the site. The details shall include:
- a) a review of the feasibility of connection to neighbouring sites (specifically the school to the north)
 - b) location of the single energy centre which will contain all required plant;
 - c) specification of equipment (including thermal storage, number of boilers and floor plan of the plant room);
 - d) flue arrangement;
 - e) operation/management strategy;
 - f) the route and connections from the energy centre into all other blocks (from the basement of Block F into all units of blocks A, B, C, D and F; and
 - g) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

The installation of the boiler facility and associated infrastructure shall be carried out strictly in accordance with the details so approved, and shall be fully installed and operational prior to the first occupation of the development. The facility/infrastructure shall be maintained as installed thereafter.

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and Local Plan Policies SP:04 and DM 22.

19. Prior to commencement of the development details of the communal boiler must be submitted to and approved in writing by the Local Planning Authority including evidence to show that the chimney stack/flue will be at a sufficient height and discharge velocity etc to disperse the exhaust emissions. The communal boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40mg/kWh of dry NOx (at 0% O₂). An Air Quality Neutral calculation for 'building emissions' shall also be provided.

Reason: To Comply with Policy 7.14 of the London Plan, the GLA SPG Sustainable Design and Construction, and to protect local air quality.

20. The applicant will install the renewable energy technology (PV Solar Panels) as set out in the document Energy Strategy, by CalfordSeaden, dated September 2016. This renewable technology will deliver a carbon saving of through the generation of 75.9kWp of electricity to the development site. Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

Reason: To comply with London Plan Policy 5.7. and Local Plan Policy SP:04

21. The applicant must deliver the sustainability assessment as set out in the Energy Strategy, by CalfordSeaden, dated September 2016. The development shall be constructed in strict accordance of the details so approved, and shall achieve the rating of Home Quality Mark Level 3 for all units on the site, and shall be maintained as such thereafter. A post construction certificate shall be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local planning authority for its written approval within 6 months of completion on site.

In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costs of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.

22. Prior to the commencement of development on site details of the living roof shall submitted to and approved in writing by the local authority. The submitted details will include the following:

- a. A roof(s) plan identifying where the living roofs will be located (Blocks A, B, C, D, and F);
- b. Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s);
- c. Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- d. Details on the diversity of substrate types and sizes;
- e. Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates;
- f. Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- g. Details of the location of log piles / flat stones for invertebrates;

Confirmation that the living roof will not be used for amenity or sitting out space of any kind will be required. Access will only be permitted for maintenance, repair or escape in an emergency.

The installation of the living roof(s) shall then be carried out strictly in accordance with the details approved by the Council, and shall be maintained as such thereafter.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.

23. Prior to commencement of works on site details of the living wall on Block F facing the Pocket Green, shall submitted to and approved in writing by the local authority. The submitted details will include the following:

- a. Plan(s) identifying where the living walls will be located and what surface area they will cover;
- b. Details on the substrate depths across the walls;
- c. Details on the diversity of substrate types and sizes;
- d. Details on the range of native plant species to benefit native wildlife. The living wall will not rely on one species of plant life such as Sedum (which are not native);

- e. Details of the watering regime and commentary on how this will be sustainably watered in the future.

The living wall(s) shall then be carried out strictly in accordance with the details approved by the Council, and shall be maintained as such thereafter.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and screening for the development. In accordance with Policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local plan policy SP:05 and SP:13.

24. The Biodiversity features as set out in Coppetts Wood Biodiversity Strategy dated 16th September 2016, by Ireland Albrecht, must be delivered as part of the development hereby approved. This will include:

- The incorporation of at least 15 bird boxes into the northern side of the development buildings and neighbouring trees;
- The incorporation of at least 8 bat boxes into the northern side of the development buildings and neighbouring trees.

The development shall then be constructed in strict accordance with these details, and the developer shall provide evidence of these measures being installed to the local planning authority no later than 3 months after construction works have completed. Once installed these measures shall be maintained in perpetuity and if necessary replaced as approved.

In the event that these measures are not installed a full schedule and costs of remedial works required to achieve a similar level of biodiversity improvements on site shall be submitted for the written approval of the local planning authority within 4 months of the completion of works on site. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.

25. To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modelling (in respect of London's future temperature projections) for internal spaces will be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site. Any measures required to mitigate overheating shall be operational prior to the first occupation of the development hereby approved. The model and report should include

details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and passive ventilation) to ensure adaptation to higher temperatures are addressed and the units do not overheat. Air Conditioning will not be supported unless exceptional justification is given.

Once approved the development shall be constructed in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

Reason: London Plan Policy 5.9 and Local Plan Policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.

26. Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.
- c. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.
- d. 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: London Plan Policy 5.9 and Local Plan Policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.

27. To demonstrate that there is minimal noise disturbance to future residents of the proposed properties, the applicant shall submit a report to be approved in writing the Local Planning Authority that considers the installation of noise mitigation measures identified in the detailed Environmental Noise Survey and Noise Impact Assessment Report by Hann Tucker Associates and provides them where possible.

Once approved the development shall be constructed in accordance with the approved details and maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

Reason: To comply with emerging Policy DM1 of the Local Plan.

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

Reason: To comply with Policy 7.14 of the London Plan.

29. No works shall commence on site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details

proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

Informatives:

INFORMATIVE : In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE : Based on the information given on the plans, the Mayoral CIL charge will be £173,767 (4,039.7 sqm x £35 x 1.229) and the Haringey CIL charge will be £1,128,328.61 (4.39.7sqm x £265 x 1.054).

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

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

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

INFORMATIVE : With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer

Services will be required. They can be contacted on 0800 009 3921.

INFORMATIVE : Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required.

INFORMATIVE : Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

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

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

INFORMATIVE: The development hereby approved shall be completed in accordance with the associated Section 106 & Section 278 agreements.

Appendix 1: Consultation Responses from internal and external agencies

Appendix 1: Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Conservation Officer	<p>The Heritage Statement draws out the significance of the existing buildings and I agree with the conclusions. Although the buildings are not listed or locally listed, neither in a conservation area, they do have some significance as non-designated assets. However, I agree with the conclusion that the significance is confined to local heritage value through its association with the historic use of the hospital. The architectural interest is limited as much of the fabric has been altered internally. As such, I am of the opinion that the demolition of the buildings would cause limited harm.</p> <p>Additionally, to address the concerns raised by the Quality Review Panel with respect to options of retention of these buildings, the applicants have addressed this, including part retention and conversion of the building. It has been demonstrated that the conversion of the buildings would be difficult due to the poor structural condition of the buildings and due to their form which do not easily relent themselves to be converted to modern residential units. This will result in a poorer form of development which cannot be justified given the limited heritage value of the buildings. The redevelopment of the site on the other hand would create a more wholesome form of development that would be high in design quality and would enhance the area, providing much needed affordable housing. This would be considered as public benefit that would outweigh the limited harm caused due to the demolition of the non-designated assets.</p> <p>In assessing this proposal, the statutory tests do not apply as the assets are not under the statutory protection. However, NPPF paragraph 135 would apply which states that 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non</p>	Comments noted.

Stakeholder	Question/Comment	Response
	<p>designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'</p> <p>I have given regard to the NPPF paragraph 135 and I consider that the total demolition of the non-designated buildings would cause some harm. However, I feel that the retention of the buildings in part or full will result in a much poorer form of development that could not be justified against the limited heritage value of the buildings. As such on balance, the demolition of the buildings is acceptable as the less than substantial harm is outweighed by the high quality design and the public benefits of the development.</p> <p>Overall, it is considered that whilst the existing buildings on site does have some merit, it is limited to their local heritage value. As such their demolition would cause less than substantial harm. This less than substantial harm would be outweighed by the public benefits from the scheme and would be acceptable.</p>	
Design Officer	<ol style="list-style-type: none"> 1. The site is in the far north-west of Haringey, close to the borders of the borough of Barnet, north-west of the centre of Muswell Hill, about 1.4km from The Broadway, in an open, lower density area where the ground falls to the valley of the Strawberry Vale Brook about 350m north of the site. The valley is increasingly dominated by open space and undeveloped land, but this is no rural idyll, as the bottom of the valley is dominated by the extensive, noisy traffic corridor of the North Circular Road, the A406, here built to near motorway standards and named Pinkham Way. 2. The street that the site faces, Coppetts Road, connects the centre of Muswell Hill to the North Circular, but only at a restricted T-junction onto a sliproad that forms part of the grade-separated junction with the more important B550 Colney Hatch Lane, parallel to Coppetts Road some 400m 	Comments noted.

Stakeholder	Question/Comment	Response
	<p>to its east. Coppetts Road is the main street in the area as well as forming the east boundary, the frontage, of the site. In the vicinity of the site it is characterised by large scale developments set well back from the street behind wooded, landscaped frontages, with a discontinuous pavement, although as it continues southwards up the gentle slope towards Muswell Hill it becomes more built up, urban and fine grained, becoming fronted by semi-detached or terraced houses closer to the street, especially when south of Page's Lane it changes name to Tetherdown.</p> <p>3. Nearby open spaces include Coppetts Wood itself, some 450m north of the site, Coldfall Wood some 400m south-west, both surviving areas of ancient woodland under council ownership, the adjoining Muswell Hill Recreation Ground immediate north of Coldfall Wood and some 100m west of the site, the vast Islington and Camden Cemetery west of that park, Halliwick Recreation Ground just 50m south-east of the site on the other side of Coppetts Road, the extensive playing fields of Coppetts Wood Primary School 75m east of the site and the extensive Halliwick Park Allotments starting just over 30m north of the site.</p> <p>4. The site itself is on a smaller finger of built-up land between open spaces, running along Coppetts Road, broadening out into the built-up extent of Muswell Hill, on the ridge of the hill to the south, narrowing to a point where it meets the North Circular. Although the centre of Muswell Hill was developed at the end of the nineteenth century as consistent of grand, decorative, red-brick, 2/3 storey houses, surrounded by more crescent-form streets of early twentieth century semi-detached and short terraced houses, this site immediate surroundings were mostly developed as institutional buildings in grounds, industrial buildings and post war estates, with landscaping and an "arms-length" relationship to the street. Many of these have been recently redeveloped at higher density 3 and 4 storey housing; e.g. Gilson Place on a former industrial site just 80m north and Osier Crescent on the rest of the former Coppetts Wood Hospital site.</p> <p>5. Coppetts Wood Hospital itself was originally built at the end of the</p>	

Stakeholder	Question/Comment	Response
	<p>nineteenth century as an isolation hospital, before evolving into a general hospital, as a complex of disparate buildings in extensive grounds, as described in the applicants' Design & Access Statement. Much of the site was closed in 1990s and was redeveloped as Osier Crescent for housing; this site represents the last section of the hotel to be closed, and includes the original Admin. Building, three ward blocks and the Mortuary; their functions have now like the rest of the hospital earlier been moved to the Royal Free Hospital in Hampstead.</p> <p>6. Osier Crescent, like the nearby Gilson Place, consists of a mixture of terraced townhouses and small mansion blocks of flats; although mostly built in the first few years of the 21st century, they are in a style popularised in the 1980s, of "post-modern" reinterpretations of classical and vernacular domestic forms; characterised by blocks sitting in landscape, served off curving crescent-streets as much as any 1960s estate, the blocks do nevertheless address the street to some degree and many, especially the "townhouses" have private back gardens, however their frontages appear car dominated. Heights are 3, 4 and 5 storeys, with pitched roofs containing dormers and roof lights, brick facades and traditional styled modern windows.</p> <p>7. Other immediate neighbours include the Martins Walk estate immediately opposite; a 1950s or 60s council estate of 2 and 3 storey flatted blocks and short terraces "scattered" in grass landscaping. Between Martins Walk and the entrance to Coppetts Wood School to its north, the site of the former Bravanese Community Centre, demolished in 2013. Immediately north of the site facing Coppetts Road is Strawberry Terrace, a terrace of 2 storey 1980s houses, fronted by hardstanding for parking, culminating in a 3 storey flatted block immediately adjacent to the site. Beyond that and stretching behind to the site boundary is the Muswell Hill Church of Jesus Christ and the Latter Day Saints another low-rise building of '80s appearance with extensive grassed grounds and parking. Behind the church is the former Greenfields School, now the London School for</p>	

Stakeholder	Question/Comment	Response
	<p>Children with Cerebral Palsy, a 1960s 2 storey school building currently being extended, in wooded grounds. This school looks onto Muswell Hill Playing Fields to the north-west and are accessed off a lane off Coppetts Road to the north</p> <p>8. The border between Haringey and Barnet boroughs runs along Coppetts Road in front of the site; the east side of the road is therefore in Barnet. At the northern end of Coppetts Road, the border turns south between Muswell Hill Rec / Coldfall Wood and the cemeteries, so that the Coppetts Road area forms a finger of Haringey into Barnet, with the area east between Coppetts Road and just east of Colney Hatch Lane forming a finger of Barnet into Haringey.</p> <p>9. The site, along with the school and buildings/land to its north, form the Site Allocation SA55 "Coppetts Wood Hospital" in the Pre-Submission Draft Site Allocation (January 2016). The allocation reads: <i>"Consolidation of existing land uses to create potentially mixed use community and residential development."</i>, with the commentary: <i>"Consolidation of existing land uses to create potentially mixed use community and residential development."</i>. The only relevant Site Requirement is that the hospital function should <i>"demonstrate it is no longer required, or has been reprovided elsewhere, before any change of use may occur"</i>; whilst the relevant Development Guidelines are; <i>"The possibility to include the Church of Jesus of the Latter-day Saints building into this scheme should be considered."</i>; <i>"The amenity of the properties on Coppetts Rd should be respected by the new development."</i>; <i>"A piling statement will be required prior to any piling taking place."</i>; and <i>"Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application"</i>. The DPD has been through Examination in Public and no relevant modifications are proposed to this arising from the EiP; the allocation can therefore be considered to have considerable planning policy weight.</p> <p>10. Apart from the Site Allocation, there are no relevant local planning</p>	

Stakeholder	Question/Comment	Response
	<p>designations on the site or immediately adjoining land. However a large amount of the nearby open space is designated Metropolitan Open Land under the London Plan, with the same protection as Green Belt. Coldfall Wood and Coppetts Wood are Sites of Importance for Nature Conservation (SINC) of Borough Importance (Grade 1) and Muswell Hill Playing Fields is SINC Grade 2. Coldfall Wood and Muswell Hill Rec are also designated Local Nature Reserves. However the application site is not immediately adjacent to any of these designated open spaces so I would consider there is little need for the proposals to respond significantly to them.</p> <p><u>Principal of Development</u></p> <p>11. The site is well located and suitable for residential development; it is a predominantly residential area and is immediately surrounded by housing in the Osier Crescent and Martins Walk estates, but also has nearby educational, religious, community and particularly sport and leisure facilities. However it is not particularly close to shopping or other town centre facilities. The nearest corner shop is 500m away on the corner of Coppetts and Wilton Road; there are a few more shops and a local (Barnet Council) library some 700m away (by road; shorter but not walkable as the crow flies) on Colney Hatch Lane; and some 1.4km to the edge of Muswell Hill town centre, although this is a good town centre with a wide range of quality shops and facilities.</p> <p>12. The site is also poorly connected to public transport, with a PTAL of 2. A bus route, but only one, the 234, does stop right outside the site every 10-13 minutes each way during the day, every 20 minutes in the evening, to the centre of Muswell Hill and on to East Finchley Station and Highgate Wood south, as well as north to Friern Barnet and High Barnet. More busses are available on Colney Hatch Lane (frequently) and (infrequently) the North Circular, but the nearest stations are New Southgate (Great Northern main line, infrequent) 2.5km north east and East Finchley (Northern tube line, frequent) 2.6km south west, beyond most walking distance. The hilly terrain, busy roads and lack of segregated cycle routes</p>	

Stakeholder	Question/Comment	Response
	<p>tend to reduce cycling in this area.</p> <p>13. Therefore, although the expectations are for higher density development to seek to go some way towards meeting near overwhelming housing need, six to eight storey development typically appropriate elsewhere in the residential hinterlands of the borough would not be appropriate in the whole development here, and a development that stepped down to the height of the existing context would I feel, be in principle appropriate.</p> <p><u>Existing buildings</u></p> <p>14. Amongst the existing buildings on the site, the Admin Building and Mortuary are recognised by the applicant as well as by officers, including myself, and more importantly, by the Council’s Conservation Officer, as having some architectural quality and historic interest; both are amongst the earliest buildings built at the hospital, and are constructed in attractive decorative brickwork. The Admin Building in particular features a prominent and striking frontage to Coppetts Road, in two wings, each of a pair of decorated gabled bays, linked by an elaborately decorated porticoed entrance; decorative features formed in rich, warm red brick and/or terracotta, as well as an attractive roof containing decorated timber dormers and brick chimneys. There are also attractive wrought iron railings to the Coppetts Road frontage.</p> <p>15. The applicant has investigated possible retention and reuse in whole or parts of both the Admin Building and Mortuary but has demonstrated with comprehensive and robust evidence that the condition of both and the economics of possible conversion layouts preclude this. At my request they investigated the following extents of retention of the Admin Building; wholesale, with extensions up and behind, retention of just the frontage up to the roof ridge, retention of just the front (and possibly parts of the sides) facade(s), retention of just key parts such as the gabled bays and entrance portico, and reuse elsewhere of elements and decorative bricks. I felt that it would assist in anchoring the design of the proposals into its locality and</p>	

Stakeholder	Question/Comment	Response
	<p>history, as well as providing the scheme with some distinctiveness, for as great an extent or as many elements of the good quality existing buildings to be retained or reused in the development as possible, regardless of whether or not that would be justified in heritage and conservation grounds.</p> <p>16. This latter strategy is proposed, with the main entrance archway and portico, the most impressive element of the Admin Building, to be retained and re-erected at the entrance to a small park space within the development, known by the applicant as the “Pocket Green”. The wrought iron railings will be refurbished and retained where Block F fronts Coppetts Road and Osier Crescent, with the gates repositioned as the other entrance to the Pocket Green. Finally the glazed tiles from the entrance lobby of the Admin Building will be reused in the entrance lobbies of Blocks C and D.</p> <p>17. I had hoped the applicant would seek to salvage decorative brickwork / terracotta from elsewhere in the Admin Building for reuse in the relatively blank end flank wall of Block E (the townhouses facing Coppetts Road), as was discussed at the last pre-application meeting. However the applicant has not followed this through, regarding other design changes as having alleviated my concerns. I would still prefer to see this, but do not regard it on its own as a serious omission.</p> <p>18. None of the buildings on the site are statutorily or locally listed nor is it in a Conservation Area. The Conservation Officer’s comments should be referred to for a heritage and conservation analysis of the proposals.</p> <p><u>Use, Form & Development Pattern</u></p> <p>19. The applicant considers the site falls into an “urban” character area from the point of view of the London Plan definition (Table 3.2). It is true that neighbouring housing includes mansion blocks and terraced housing of 3 and four storeys, suggesting urban character, but it also includes as much if not more 2 storey semi-detached housing, on small building footprint and of just two storeys; my view is that the character of the area is more of a</p>	

Stakeholder	Question/Comment	Response
	<p>mix between “urban” and “suburban”. My view is that the proposal, of mansion blocks and terraced housing, of heights rising from two to six storeys, fits into this mixed character whilst, not unreasonably, reinforcing its urban rather than suburban characteristics.</p> <p>20. The main move in planning the development has been to create a new east-west street across the site, and to organise access and line buildings along this and the Coppetts Road frontage. I consider this an exemplary strategy that will give the development clarity of layout, obvious visibility of house and block entrances and the best possible integration into context, including the possibility that the new east-west street could be connected to the very far end of Osier Crescent, where it loops back and terminates in a green space facing back towards Coppetts Road at the western boundary of this application site.</p> <p>21. The fact that such a connection, for pedestrians, is not apparently currently possible is, I think, regrettable. I would not wish for a vehicular connection, but I would welcome a cyclable connection. I understand the applicant considers both the level change (the application site is about 1m above this part of Osier Crescent), legal obstacles and existing residents’ opposition have led to this, to me obvious, improvement not being pursued, but I would hope that in the future, as the development “beds in”, it may become possible, and I am therefore satisfied that the form of development does not preclude such a connection being made in the future.</p> <p>22. Neighbouring Osier Crescent is laid out with its main entrance off Coppetts Road, leading to a “mini-roundabout”, against the southern boundary of the application site, with the mini-roundabout providing a vehicular entrance north-west into the application site and the continuing Osier Crescent to the south-west. One of Osier Crescent’s mansion blocks faces its west side, addressing the mini-roundabout and Osier Crescent entrance, with a second identical block on its south side. I would estimate that it was intended development of this site would be accessed here, but the car dominated nature of Osier Crescent has not been a successful model and</p>	

Stakeholder	Question/Comment	Response
	<p>its junction already suffers from vehicle congestion.</p> <p>23. Therefore the connection created off the mini-roundabout on Osier Crescent is to be simply a pedestrian /cycle connection, into a small pocket park between the main block in the proposed development, Block F, and the linear blocks that line the east-west street, the “Pocket Green”. In addition to its residents and public amenity functions, I am confident this will provide a useful local (non-vehicular) street function providing useful local connections between the proposed development and Osier Crescent, and via Osier Crescents own link, into the public park at Coldfall Wood / Muswell Hill Rec.</p> <p>24. Gates mark the transition from Osier Crescent to the Pocket Green (the reused existing Admin Building entrance) and from the Pocket Green to the east-west street (the reused wrought iron boundary gate); this point of the street marks its transition from the site entrance, between Blocks E and F, to the more courtyard character central and western ends of the east-west streets, between blocks C and D and ultimately between Blocks A and B. North of this crossing, a final, 4th “street” element is a semi and then fully private parking court between the back of the townhouses (Block E) and the side of Block C; this is a semi and then quickly fully private service space; gated after the 1st 2 spaces, hiding away the largest area of surface parking and necessary access to the substation and mature trees on the boundary. More significantly, as alluded to above, from this crossing point the east-west street becomes more “courtyard-y” in character between Blocks C and D, before another transition where two street trees are proposed in front of the entrances to Blocks A and B, where it becomes a fully fledged “homezone” of shared surfaces, and then finally, in front of the mews style houses at the western end of the street, it becomes a grassed amenity space.</p> <p>25. Building blocks line the proposed street network in a logical manner that recognises the street hierarchy. The largest mansion block, Block F, and the largest houses, the 3 ½ storey townhouses of Block E, address</p>	

Stakeholder	Question/Comment	Response
	<p>Coppetts Road; the townhouses having their own front door off a front garden off Coppetts Road whilst the mansion block has a grand entrance on the corner of Coppetts and the east-west street. The “medium sized” flatted blocks, Blocks C and D, face the courtyard street element of the east-west street, close to the “crossroads”. The smallest flatted blocks, Blocks A and B, are entered from and address the point where the courtyard transitions to the homezone, framed by a pair of trees. And finally the two storey mews houses at the western end of the site face a grassed amenity space at the western end of the east-west street.</p> <p><u>Height, Bulk & Massing</u></p> <p>26. Bocks A and B, the smaller flatted blocks and mews houses at the western end of the east-west street, is proposed to be at two and three storeys, Blocks C and D, the flatted blocks facing each other across the centre of the east-west street at 4 storeys, Block E, the townhouses facing Coppetts Road, 3 1/2 storeys and Block F, the mansion block facing Coppetts Road of 6 storeys; a 3 storeys with a set back 4th floor and a “mini-tower” of 6 storeys at its north-east corner.</p> <p>27. The highest point of Block E (and of the development) reaches its maximum, at 6 storeys, as what I am describing as a “mini-tower” at the north-west corner of that block. It will be highly visible from the entrance to the site and as such will perform a useful function as a visual marker of the main entrance to the development and of this being the main (in numerical terms) building in the development. However as it is set back from the Coppetts Road facade it will have a reduced impact on longer views along Coppetts Road and will in all likely hood be invisible a short distance up or down the road. The applicants Design & Access Statement shows that it would not be seen from the south until close to the site (Pages 62-3). It is designed as a slender tower, with a ribbed effect to emphasise its verticality and a rootedness in the north east corner of the building where its six storeys drop to the pavement. It will therefore be legible, and assist in marking the entrance to the underground parking, at its base, and this</p>	

Stakeholder	Question/Comment	Response
	<p>key corner of the site; the “crossroads” between the east-west street and pocket green / parking court. However six storeys is not an excessive height that could create detrimental environmental effects and its shadow will mostly fall over the onsite street network rather than any neighbouring dwellings or amenity spaces.</p> <p>28. The remainder of Block F steps down considerably from the in any case not excessive height of the “mini-tower” to 3 storeys along the Coppetts Road frontage, with a significantly set back 4th floor that it likely to have an only minimal visual impact from the street. This matches the height of Block E, the proposed town houses also fronting Coppetts Road north of the east-west street. It also turns the corner into Osier Crescent in the same manner, before the set back 4th floor becomes the building height as it turns into the Pocket Green. This 4 floor height is matched in Block D across the Pocket Green; Block C that otherwise mirrors block D sets back its top floor from its east side only, where it faces onto the parking court and across to the townhouses (Block E), which also has a set back 4th floor both front and back. Hence buildings around the development set up dialogues in height between those across separating streets and spaces.</p> <p>29. Height also steps down to respond to neighbouring buildings. In particular the buildings either side of the east-west street step down from east to west, so that the mews style houses closest to the houses and block at the end of Osier Terrace are only of 2 storeys. Admittedly the fact that the ground level is higher than that of Osier Crescent on this (western) boundary means that it will not match the eaves level of the neighbouring 2 storey houses, but as a flat roofed rather than pitched design its highest points will be below theirs. It is regrettable that the applicants felt they were unable to grade the ground level of their site more to match neighbouring land; this is more pronounced at the northern end of Block E, the townhouses facing Coppetts Road, where the 1m or so drop, along with presumably higher floor to ceiling heights and the parapet design, means that a building of the same number of floors (three, not including the room</p>	

Stakeholder	Question/Comment	Response
	<p>in the roof) to the neighbouring existing three storey flatted block, appears about a floor higher.</p> <p>30. However, overall, I consider the height, bulk and massing of the proposals to be acceptable and well within the expected increase in development form its older neighbours, and not significantly at variance from the range of heights found within the most recent existing neighbours.</p> <p><u>Approach to the front door(s). Accessibility & Legibility of the street layout</u></p> <p>31. The proposals create their own contribution to enhancing and extending the network of public streets and squares to enable access to the deep site. It is particularly to be welcomed how well integrated is this aspect of the proposals. As mentioned above the east-west street creates a clear public street into the site, with a strongly marked, obvious junction with Coppetts Road, the potential to connect to the far end of Osier Crescent and an actual, secondary “green path” link into the entrance to Osier Crescent.</p> <p>32. What is more, all the residential properties directly face and open up off either the existing Coppetts Road or the proposed east-west street, with their house or communal front doors clearly visible and directly approached from the public realm of one of these two streets. The hierarchy of streets is reflected in the significance of blocks and their front doors, with the busiest and most important front door, that onto Block F, the largest flatted block containing 28 flats, in a large entrance door and lobby right on the wider pavement at the corner of the entrance to the site off Coppetts Road.</p> <p>33. The largest, 3/4 storey townhouses of Block E similarly have entrances from Coppetts Road directly, with front doors off decent sized front gardens, and with the corner unit with a front door on the corner, adding to animation and overlooking of the corner. The medium sized flatted blocks, Blocks C and D, sit at the middle of the site with their communal front doors off the internal street closer to the crossing and the entrance to the site than the western end of the site. The smaller flatted blocks, Blocks A and</p>	

Stakeholder	Question/Comment	Response
	<p>B, again have front doors off the internal street, as finally do the westernmost mews houses, although there the street is quietest and most garden like.</p> <p>34. The only unaddressed element of the proposed street layout, that is the only element of the network of public spaces, public rights of way, without front doors opening onto them, is the “Pocket Green” and its corresponding short parking court north and south of the crossing of the east-west street. Both are public spaces of less significance than streets, with a measure of security or psychological indication of privacy by virtue of being gated, yet both are overlooked by upper floor windows from neighbouring flats, although generally without ground floor windows, unless they are screened, to avoid privacy loss to residents.</p> <p>35. None of the paths for purely service access are publically accessible and more significantly no existing neighbouring private spaces are backed onto with new public space; the relationship of existing neighbouring private gardens is always that their new immediate neighbours will always only be private back gardens or locked private service space (such as the sub-station).</p> <p><u>Dwelling Mix and Block(s) Layout, including Aspect</u></p> <p>36. The dwelling mix contains 22no. 1 bedroom flats, 39no. 2 bedroom flats, 8no, 3 bedroom flats, 3no. 3 bedroom houses (Mews houses), giving 11no. 3 bedroom units and 8no. 4 bedroom houses (3no. Mews houses, 5no. Townhouses).</p> <p>37. Despite having a block laid out east to west, as well as the larger, deeper plan main blocks north to south along the Lawrence Road frontage and townhouses on the east side of the courtyard, the proposals for the site completely avoids north facing single aspect flats and generally avoids south facing or ground floor single aspect flats. There are single aspect west facing one bedroom flats in Block A, facing Lawrence Road, but this aspect is acceptable in single aspect units, they are all 1 bedroom and they</p>	

Stakeholder	Question/Comment	Response
	<p>look out onto a busy street, from 1st to 4th floor only.</p> <p>38. The partial exception on south facing is Block B, the “Courtyard Block”, which consists solely of what would normally be described as single-aspect south facing one bedroom flats, including ground floor flats. These are designed with the location and aspect in mind to exploit the advantages and mitigate the concerns entailed. They <i>can</i> be described as effectively single aspect, but are laid out with a higher level kitchen window facing north onto the access deck, with the kitchen being open plan to the living room; this will ensure they all enjoy cross ventilation, mitigating the greatest concern with single aspect south facing flats (one exception being the end ground floor flat). The frontage is designed with layering so the living room and bedroom windows are separated from the pavement behind a landscape buffer and then the framed “exo-skeleton” containing staggered balconies and providing additional sun shading (particularly in summer when climbing plants are in leaf), as well as south facing outdoor amenity space off their living rooms, with better light due to the staggered plans, so that balconies the rooms balconies will provide shading to are bedrooms. This set of measures can be considered to allow the south facing flats to enjoy the great potential benefits of south facing aspect without suffering the harms.</p> <p><u>Residential Design Standards & Internal Layout(s)</u></p> <p>39. All flat layouts meet the Nationally Described Space Standards and Mayors Housing SPG space and layout standards (?).</p> <p>40. However, there are approximately 8no. single aspect north and south facing units; four north facing in Block D and four south facing in Block C. These are mitigated with larger windows and always having one window facing west on the projecting bay beside their balcony; they also each have a balcony that would have a west outlook.</p> <p>41. There are also 6no. single aspect ground floor units facing a street or other unsociable space not otherwise reasonably screened. Two are the ground</p>	

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	<p>floor versions of the flats mentioned in the paragraph above, in Blocks C and D, the other four are on the ground floor of Block F, the “mansion block”, which has public frontage on all four sides. However in all cases there is reasonable amount of screening to their ground floors; around Block Fin particular, there are fairly deep gardens in front of the affected flats, and in the cases of Blocks C and D it can be argued that the street is less busy here.</p> <p>42. Flats in the largest block, Block F, are laid out with normally 4 flats per floor (three on the 1st floor where one is omitted for the double height archway). All have simple layouts that meet minimum room sizes, and all have a private garden (at ground level) or balcony, including generous roof terraces to third floor flats.</p> <p>43. The flats in the smaller blocks are laid out with up to four flats per floor, 15no. in total (Blocks C & D, and two flats per floor, six in total (Blocks A and B). have been described in detail above under “Dwelling Mix and Block(s) Layout, including Aspect”, but it is also worth noting that in both here and at the rear of Block 1, layout and balcony location alternates floor by floor so that balconies are only ever above bedroom windows, meaning the balconies themselves and living room windows onto those balconies, get better daylight.</p> <p>44. The two layouts of family houses can be characterised as “townhouses” in Block E (at the front of the site, facing Coppetts Road) and “mews houses” in Blocks A and B (at the very back of the site, its western boundary onto the end of Osier Crescent). The Townhouses are large four bedroom houses with separate living room, dining-kitchen and study (which could be used as a separate bedroom), as well as large front, east facing and private, back, west facing gardens. Their back gardens benefit from separate service access, which is also where their bin store is located. All rooms and total sizes are well in exec of London & National standards and recommendations. They are designed to be grand and luxurious, which meets a demand and helps improve development viability.</p>	

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	<p>45. The Mews House are more “homely” and modest, at two storey, three bedroom in Block B (south side of the east-west street) and three storey, four bedroom in Block A (on the north side). They nevertheless both feature separate living rooms and dining kitchens on the ground floor, opening onto their generous sized (by London standards) private rear gardens facing north or south but in both cases deep enough to get day long sunshine. They then have two bedrooms and a family bathroom on the 1st floor and the main bedroom, with en suite bathroom, and a small, front, west facing roof terrace. Again minimum room sizes are comfortably met, and they are provided with dedicated, secure, covered refuse and cycle storage besides their front doors.</p> <p><u>Sunlight, Daylight, Overshadowing, Privacy & Overlooking</u></p> <p>46. The applicants have both provided Daylight Sunlight and Overshadowing Reports on their proposed development and potentially affected neighbours, prepared in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011)¹, known as “The BRE Guide”.</p> <p>47. The applicants’ report shows that <i>no</i> neighbouring windows to habitable rooms potentially affected by this proposed development would experience a <i>loss of sunlight</i> of a noticeable level as defined by the BRE Guide.</p> <p>48. Their report further shows that only a very small number of neighbouring habitable rooms would receive a noticeable loss of daylight as defined by the BRE Guide and in each case the loss would or not reduce the amount of daylight to an unacceptable level. Specifically:</p> <ul style="list-style-type: none"> • four windows to no. 207-229 Osier Crescent, a 4 storey flatted block immediately west of the application site, would experience reductions in 	

¹ Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011)

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	<p>Vertical Sky Component (VSC), one of two measures of daylight adequacy, to a greater degree than that the BRE Guide defines as acceptable. However, in all these cases the windows concerned are not the only or main windows lighting the rooms concerned, and the expectation of the BRE Guide is that where the room layout is known, only the “main” window need be assessed (or if there are two or more similar sized windows, the mean of all of the main windows taken). In each case the main window to the affected rooms are understood to be large south facing French doors onto balconies, that provide plentiful daylight and will be unaffected by this development. Furthermore, in all of these cases the rooms lit by these windows would not experience a reduction in area within the No Sky Line (NSL) the other of the two measures of daylight adequacy, to a greater degree than that the BRE Guide defines as acceptable. I am therefore satisfied that these rooms would not actually experience an unacceptable loss of daylight within the BRE Guide definitions.</p> <ul style="list-style-type: none"> • Five rooms in flats in the Martins Walk estate east of the development would experience reductions in NSL greater than acceptable; two rooms in no. 92 Coppetts Road and one room in each of nos. 94, 98, 112 and 114 Coppetts Road. No properties in Martins Walk would experience a detrimental loss of VSC to any of their windows, but the standard in the BRE Guide is that loss to either VSC or NSL would be detrimental to neighbours daylight. However the NSL of the affected rooms would remain at quite high levels of 70% of the room area (60% to no. 114). These existing houses have a surprisingly good level of daylight by the standards typically found in London. Although no guidance is set in either the BRE Guide or planning policy for minimum absolute levels of NSL acceptable, The BRE Guide, which admits is based on a low density suburban housing model and not always suitable for being slavishly followed in more urban locations, suggests that any VSC of 27% or above would appear well daylit, and the GLA London Housing SPG recognises 20% VSC as “reasonably good” and 	

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	<p>values in the mid teens as “deemed acceptable”. No window in these properties would fall below 19.7% (from 22.9%), and the vast majority would be in the low 30%s. I am therefore satisfied that the loss of daylight to these properties is minor and acceptable in this well daylight situation.</p> <p>49. The applicants’ consultants did not assess the daylight and sunlight achieved in the proposed housing, but it is reasonable to assume it will be acceptable; there are no reasonable grounds for concern. They also did not assess the sunlight achieved on proposed amenity space within the development, nor the effect on sunlight achieved on nearby neighbouring amenity space.</p> <p>50. The layout of the proposal carefully and comprehensively avoids detrimental overlooking of and therefore loss of privacy for neighbouring existing residential properties. The layout of the estate generally and Blocks B and D particularly places terraces parallel to and sufficiently distant from nos 295-315 (odd) Osier Crescent that distance alone prevents loss of privacy, given that at distances over 18m human faces cannot be recognised; at their nearest point the proposed would be 20.1m from the nearest part of Osier Crescent. The closer blocks at the western end of the site where they are only a couple of metres away from houses and a flatted block at the very far end of Osier Crescent, and at the northern boundary on the Coppetts Road frontage where no. 1-3 Strawberry Terrace is similarly close, are blank flank walls in the proposal and close to aligning with the existing blocks in plan.</p> <p>51. Within the development, blocks face other blocks across public space, the internal east-west street and “Pocket Green”. We do not generally consider privacy such a great concern at upper floors across a public street. Nevertheless the distances across the east-west street are never less than 18.5m. Across the Pocket Green and parking court, i.e. between Blocks D and F, and C and E, the relationship is of side to back and is controlled by limiting the number of habitable room windows in the sides of</p>	

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	<p>Blocks D and B. Nevertheless there are some; importantly to provide overlooking and passive surveillance of the Pocket Green and Parking Court, but they are angled oriel windows so there is no direct line of sight from Block D to F or C to E.</p> <p><u>Elevational Treatment & Fenestration</u></p> <p>52. The proposed elevational treatment and fenestration needs to give the development a distinctive identity whilst enabling it to fit comfortably into its context. However the immediate context is of a wide variety of building materials, architectural styles and patterns of development on their plots.</p> <p>53. Crucially, the elevational treatment and fenestration needs to and in my view does reinforce the composition of the Coppetts Road frontage, as a bold block of a mansion-block style, proportioned appropriately for the street, with a strong three storey datum, and with the higher elements as either a set back floor to Block E (the Townhouses) and the south side of Block F (the mansion block), with the “mini-tower” (the north side of Block F) set back slightly further from the frontage. This three storey “street wall” has regularly spaced, strongly vertically proportioned fenestration arranged in paired bays, marking each townhouse and the five bays (and two recesses housing balconies) of the mansion block.</p> <p>54. The elevational composition of the “mini-tower” is composed with a “base”, “middle” and “top”; each of two storeys, separated with a lighter coloured band. The base is designed with less fenestration; the middle has windows connected with spandrel panels to appear as single large windows, the top is broken up into ribs with recesses or fenestration in between. Balconies also progressively increase in number and/or depth at each layer. The overall effect should be that it appears more light weight higher up.</p> <p>55. The blocks behind, lining the east-west street, act as a pair of terraces, each with three distinct elements, of descending scale and height going from east to west, into the site (despite in “block” terms being defined for this development as two blocks each; Blocks C and A or Blocks D and B).</p>	

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	<p>In each, the three elements step down from four, to three to two storeys (the three storey mews houses on the north side having dormer windows in the roof). These are simple, elegant elevations with careful composition of predominantly vertically proportioned windows. Initially, the rear elevations were rather utilitarian, but in response to my comments, these have been improved with subtle recesses.</p> <p><u>Materials & Details</u></p> <p>56. The materials palette is predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. A limited palette of just 2 different, interesting and variegated bricks provide sufficient variety; a predominantly red, highly variegated brick to the mansion block (Block F) and family houses (Block E), and light buff, still somewhat variegated brick to the blocks along the east-west street (Blocks A-D). I was initially concerned that the brick to Blocks A-D be concerned if the light buff brick was too yellow, but in the applicants' renderings it would appear to be proposed to be too much of an "off-grey", but detailed samples and precedents have convinced me this would be elegant and have sufficient "softness", "warmth" and variety to be successful. Both respond to local precedent without being a slavish match, as there is no dominant precedent and it is considered the rather bright, yellow bricks used in some recent developments (Osier Crescent and Gilson Place particularly) have not been as successful as hoped. Precise choice of brick will be subject to conditions.</p> <p>57. Contrasting materials are used to bands to the mini-tower, balustrades to balconies, bays, entrances and of course window frames. I am confident these are all of appropriate quality and distinctiveness, and complimentary to the main dominant brickwork. It should also be noted that generally, although some balconies are projecting, others recessed, all balconies are all designed to have solid balustrades, giving privacy to residents and screening from the street.</p>	

Stakeholder	Question/Comment	Response
	<p>58. Conditions will be required to secure quality materials and that their detailing is robust, particularly of choice of brick, cladding, louvres, balustrades, rainwater goods and other materials, and detailing of parapets, window reveals and around recessed balconies, including their soffits.</p> <p><u>Conclusions</u></p> <p>As design officer I am satisfied that the necessary design quality has been achieved to permit the exceptional height and visibility in this sensitive location. I am also happy that the quality of residential accommodation will be high, and that the relationship of the proposed development to the street and context will be immensely positive and go a long way towards beginning to repair the urban grain of its location.</p>	
Transportation	<p><u>Transport Context</u></p> <p>The proposed development site is bordered to the south by Osier Crescent to the north by the Church of Latter Day Saints, to the west by Muswell Hill playing fields and to the east by Coppetts Road. The site currently shares an access with Osier Crescent via two mini roundabouts, one that links Osier Crescent with the site access and the other which links Osier Crescent with Coppetts Road. Coppetts Road is a 20mph Road with some traffic calming measure which has been implemented to restrict vehicular speeds, at the time of the site visit vehicles were observed travelling in excess of 20 mph. It was also observed that due to very little deflection at the mini-roundabout which links Osier Crescent which Coppetts Road vehicles were not slowing down.</p> <p>The site is located in an area with which has a low public transport accessibility level PTAL 1-2, however the site is located within walking distance of 4 bus routes: 1 bus route (234) located 188 metres from the site on Coppetts Road and 3 bus routes (134, 43, and 232) located some 547 metres form the site on Colney Hatch Road; these routes when combined offers some</p>	<p>Observations have been taken into account. The recommended legal agreement clauses, conditions and informatives will be included with any grant of planning permission.</p>

Stakeholder	Question/Comment	Response
	<p>32 buses per hour for frequent connection to and from the site. The area surrounding the site is not located within a control parking zone and has been identified as an area suffering from high car parking pressures. In addition the 2011 census data identifies this ward (Fortis Green Ward) has have a car ownership levels with a car ownership of 0.90 cars per dwelling. The area surrounding the site also suffers from high car parking pressures as a result of parking demand generated by the nearby Muswell Hill playing fields; there are no proposals to consult on a control parking zone (CPZ) for the area surrounding the site.</p> <p><u>Accident Analysis</u></p> <p>The applicants transport consultant Milestone Transport Planning LTD has reviewed 5 years accident data for the area surrounding the site including: Coppetts Road, Osier Crescent and Trott Road. There were 6 accidents within a 200 metres radius of the site over the last 5 years period between 2010 and 2014. We have considered that the accident data submitted with the applicant is not the most recent accident and requested the most up recent accident data from Transport for London (May 2013 to May 2016). The most recent accident data concluded that there has been 4 recorded accidents in the last 3 years. All the accidents have been recorded as been slight accidents; none of the accidents involved pedestrian and were all vehicular/ vehicular accidents, with a range of factors contributing towards the accidents. One of the accidents was at the junction of Coppetts Road junction with Osier Crescent, where “vehicle one” (a coach/ Bus) braked sharply as the second vehicle turned right across the path of the first vehicle, causing a passenger travelling on the coach/bus to fall over.</p> <p><u>Description of Development</u></p> <p>The applicant is proposing to demolish the existing building and redevelop the site to provide 80 residential units containing 69 flats comprising (22x1 bed,</p>	

Stakeholder	Question/Comment	Response
	<p>39x 2 bed, 8x3 bed) and 11 family size house, construction of a new vehicular access to the development on Coppetts Road north of the existing roundabout at the junction of Coppetts Road with Osier Crescent. The applicant is also proposing to provide a total of 80 off street car parking spaces (75 car parking space including 8 wheel chair accessible car parking space, 3 visitor car parking spaces and 2 car club spaces). Of the c car parking spaces proposed 27 of the proposed 80 car parking spaces are at surface level the remainder of the car parking spaces, 53 car parking spaces including 4 wheel chair accessible car parking spaces will be provided in an underground car park. The applicant is proposing to provide 14 secure sheltered cycle parking spaces in each of the 5 residential blocks, the house will have cycle parking in the rear gardens.</p> <p><u>Trip Generation</u></p> <p>The applicant's Transport consultant Milestone has produced trip generation forecast as part of the Transport Assessment in support of the application, the sites selected for the Trip Generation forecast was generated using sites from the TRICS database based, using similar site characteristics (low public transport accessibility level). Based on the following sites from the TRICS database (Featherstone Road, Uxbridge Road, Judge Heath Lane, and Larshal Road) the proposed development of 80 residential units, would generate a total of 93 in/out persons trips during the AM peak hour and 70 in/out persons trips during the PM peak hour. Applying the 2011 census data for the super output area Lower Layer this development would generate 36% of its trips as a car drive/ passenger, with 48% of the trips generated by the site will be by public transport, 8% by pedestrians and 5% by cyclist.</p> <p>Based on the modal spit from the2011 census data, the proposed development would generate 32 in/out vehicular trips during the AM peak periods and 24 in/out vehicular trips during the PM peak periods. The impact of the additional traffic generated by the proposed development has been</p>	

Stakeholder	Question/Comment	Response
	<p>modelled at the key junctions which includes: Coppetts Road/ new site access and Coppetts Road junction with Osier Crescent, we have reviewed the model outputs and have concluded that the additional traffic generated by the proposed development would not impact on the operation of the transport and highways network. The construction of the new access will require amendments to the highways networks this will be secured byway of aS.278 agreement.</p> <p><u>Pedestrian Access</u></p> <p>The applicant is proposing to retain the existing pedestrian access from Osier Crescent, this will be a pedestrian and cycle access only, and the development will also provide pedestrian access via the new access point onto Coppetts Road, into a shared surface area which will have dedicated pedestrian areas, we have considered that give the limited number of car parking spaces that are at surface level, and the relative low vehicular movement during the peak trip generation period a shared surface is considered acceptable.</p> <p><u>Parking Provision</u></p> <p>The applicant's Transport consultant has conducted parking survey of the roads within a 200 metres walking distanced of the site, this included the following roads: Coppetts Road, Osier Crescent and Martins Walk, the results of the parking survey concluded that the areas surrounding the site are suffering from high car parking pressures. The applicant is proposing to provide a total of 80 car parking spaces for the 80 residential units, 3 of the car parking spaces will be allocated for visitors, 8 car parking spaces will be assigned to the accessible residential units, the applicant is also proposing to provide 2 car club spaces.</p> <p>The proposed car parking provision when the visitors and car club car parking provision are taken into consideration is 0.94 car parking spaces per unit, this</p>	

Stakeholder	Question/Comment	Response
	<p>is largely in line with the 2011 census data which has conclude that the Fortis Green Ward has car parking provision of 0.90 car parking space per unit. The number of car parking spaces proposed is slightly high than that recommended by the Council's parking standard as per Saved UDP Policy M10. However we have considered that as the site is located in an area with a low public transport accessibility level, with moderate public transport connectivity, any under provision in car parking to support the development would result in displaced parking onto the local highways network. Considering that the area surrounding the site is suffering from high car parking pressures, any displaced parking would impact on residents on Osier Crescent and local highways safety as residents park on double yellow line which in turn will impact on visibility splays/forward visibility, potentially increasing vehicular/ vehicular and vehicular/ pedestrian collision. We have therefore considered that a higher car parking provision for this site is acceptable, we will require the applicant to provide a car parking management plan which includes details on the allocation and management of the proposed car parking spaces. The applicant will be required to provide electric charging points for the proposed car parking spaces, 20% of the proposed car parking spaces must have active provision with a further 20% passive provision for future conversion.</p> <p><u>Access and Servicing Arrangements</u></p> <p>Servicing of the proposed development will take place via the proposed vehicular crossover on Coppetts Road in the landscaped court yard the applicant has provided vehicle swept path analysis of refuse vehicle and other service vehicles which demonstrated that vehicles can entering and leaving the site in forward gear. The applicant will be required to provide service and deliver plan which includes details of deliver of parcels by way of a parcel drop boxes or concierge service.</p> <p><u>Travel Plan</u></p>	

Stakeholder	Question/Comment	Response
	<p>The applicant has provided a Draft Travel Plan as part of the application; the applicant will be required to provide a full Travel Plan no later than 3 months after the development has been occupied. The applicant's travel plan has a modal split target of 5% of trips by cycle, we will therefore require a revise draft Travel Plan which includes a cycle strategy to achieve the 5% target mode share. The developer will be required to pay a sum of £3,000 pounds for monitoring of the travel plan for 3 years post first occupation; this should be secured via the S.106 agreement.</p> <p><u>Highways layout</u></p> <p>The applicant has proposed a number of changes to the highways network in order to facilitate improved pedestrian access and safeguard pedestrian, as per Drawing No:2702-20-103, these include: Construction of a new bell mouth access and footway onto Coppetts Road, improvements to the raised crossing to the north of the site access and traffic calming measures.</p> <p>The above highways improvements have been reviewed by the Council's Highways infrastructure team as per Drawing: (CRE_PD_001_A) and estimated the cost of the works to be £40,000 (forty thousand pounds), the applicant will be required to enter into to S.278 agreement to fund the proposed improvements.</p> <p><u>Construction Management</u></p> <p>During construction period a significant amount of construction traffic will be generated by the development, the developer will be required to submit a Construction Management and Logistic Plan to minimise the impact of construction activity on the local highways network in particular impact on access to the nearby Coppetts wood Primary school.</p> <p><u>Recommendation</u></p>	

Stakeholder	Question/Comment	Response
	<p>On reviewing the above application and supporting documentation (Transport Assessments and draft Travel Plan) we have concluded that we would <u>not object to the above application</u> subject to the following S.106/ S.278 obligations and planning conditions:</p> <p>1) A residential travel plan must be secured by way of the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.</p> <p>a) The applicant submits a Travel Plan for each aspect of the Development and appoints a travel plan co-coordinator for the private and affordable housing aspect of the development and the travel coordinator must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for no less than 3 years.</p> <p>b) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and time-tables to all new residents, travel pack to be approved by the Council's transportation planning team. Cycle parking to be provided in line with the London Plan (2015)</p> <p>c) The applicant provides a cycle strategy as part of the travel plan to support the proposed 5% cycle mode share proposed as part of the Transport Assessment and Travel Plan. We will also require details on how the cycle parking facility will be secured and means of access for residents (keys or electronic fobs) and how this will be monitored.</p> <p>d) Establishment or operation of a car club scheme, which includes at least 2 (two) cars. The developer must offer free membership to all residents of the development for at least the first 2 years, and £50 (fifty pounds) car club credit for each unit. Evidence of which must be submitted to the Transportation planning team.</p> <p>e) The developer is required to pay a sum of £3,000 (three thousand pounds) per travel plan for monitoring of the travel plans.</p> <p>f) A site management parking plan. The plan must include, details on the</p>	

Stakeholder	Question/Comment	Response
	<p>allocation and management of on-site car parking spaces in order to maximise use of public transport. Electric Vehicle charging points (EVCPs) must be provided in accordance with the London Plan (2015)</p> <p>Reason: To promote travel by sustainable modes of transport to and from the site in line with the [line unfinished]</p> <p>2) The applicant will be required to enter into a S.278 agreement for the implementation of: a new vehicular access point, new raised pedestrian crossing, traffic calming measures and footways resurfacing site side the cost of the works have been estimated at £40,000 (forty thousand Ponds).</p> <p>Reason: To mitigate the impact of the proposed development on the local highways network and to facilitate access to the development.</p> <p>Pre-commencement conditions;</p> <p>1). The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Coppetts Road, Osier Crescent and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.</p> <p>3) The applicant is also required to submit a Delivery and Service Plan (DSP), details of which must include servicing of the commercial unite, and servicing of the residential units including facility to collect delivers for residents when</p>	

Stakeholder	Question/Comment	Response
	<p>they are out concierge or parcel drop.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation</p> <p>Informative</p> <p>The new development will require naming and numbering. The applicant should contact the Local Land Charges section on 020 8489 5573.</p>	
<p>Housing</p>	<p>Affordable housing provision</p> <p>The Applicant is proposing a development that will deliver new homes of which 51.2 % will be for affordable housing. This exceeds the borough wide target set in Haringey’s ‘Strategic Policies’ which states that the Council will seek <i>‘to maximise the provision of affordable housing by requiring all development capable of providing 10 or more residential units to provide affordable housing to meet an overall borough target of 40% by habitable rooms.</i></p> <p>The scheme is compliant with the adopted London Plan strategic policy 3A.10 which seeks the maximum amount of affordable housing.</p> <p>Dwelling mix and Tenure</p> <p>The Council will seek 60% affordable rent and 40% intermediate housing with a recommended mix (Housing Strategy 2017 -22) for affordable rent housing of 11% 1beds 45% 2beds and 33% 3beds 11% 4bed; for private sale/rent and intermediate tenure mix of 30% 1 beds, 60% 2beds, 10% 3beds.</p> <p>This development offers in excess of the borough wide target of 40%. The tenure split between affordable rent and intermediate amounts to 49:51</p>	<p>Comments noted, although the affordable housing percentage is actually higher at 54% of the total number of units.</p>

Stakeholder	Question/Comment	Response
	<p>percent by habitable rooms marginally in favour of the intermediate tenure. Policy for the west of the borough requires 60:40 split in favour of rent however as the overall yield of affordable housing units is greater than quantum required by policy the scheme proposal is acceptable on those term.</p> <p>The unit mix for the affordable housing amounts to 43 units, 51% by habitable rooms HR (equivalent to 125 HR) 13 x 1 bed, 24 x 2 bed, 3 x 3 bed and 3 x 4 bed.</p> <p>The council requires 10% if all new residential developments across all tenures to be fully wheelchair accessible to ensure housing choice for disabled residents.</p> <p>Consultation</p> <p>Pre-application consultation undertaken meeting with local residents and members.</p> <p>CONCLUSION:</p> <p>This scheme complies with the Councils Strategic Policies, SP2 ,DM10 (new supply), and DM13 (affordable housing) principally on the grounds that it will provide a good supply of new affordable housing in the west of the borough where there is a shortage of affordable housing available for rent and intermediate tenures.</p> <p>The Housing Commissioning, Investment and Sites team supports this scheme in terms of the proportion of affordable housing that is being proposed.</p>	
Regeneration	From an economic development perspective, I do not have any adverse	Comments noted.

Stakeholder	Question/Comment	Response
	<p>comments to make.</p>	
<p>Arboricultural Officer</p>	<p>Tree cover at this site consists of a variety of species, the most important of which is a group of trees on the northern boundary consisting of mature Oak and Horse chestnuts. The trees are a significant amenity feature and as a group are of high biodiversity value. It is proposed to retain the majority of the trees categorized as A and B trees, which are of high or moderate quality and value. There are other trees on the site which are categorized as C and U trees and are specified for removal.</p> <p>The tree removals will not result in a detrimental impact on the site or the wider local area as new tree planting will mitigate this. The new landscaping proposal includes over 60 new trees. Planting a selection of new trees of various species, forms and sizes would improve the sustainability of the site and enhance biodiversity, while also increasing the quality of life for future residents.</p> <p>The Arboricultural method statement outlines how the trees to be retained will be protected in accordance with BS 5837: 2012. The tree protection plan shows the location of the protective fencing, which must be secured into the ground, shown as 'type 1' on the drawing. All new hard surfacing proposed within the root protection areas must be constructed using a 'No-Dig' method as specified in the method statement.</p> <p>In my opinion, re-development of the site would have minimal impact on the important trees on site, if protective measures are installed in accordance with the recommendations of the Arboricultural method statement.</p> <p>An application for a group Tree Preservation Order (TPO) will be made for the important trees on site.</p>	<p>Observations have been taken into account. The recommended conditions will be included with any grant of planning permission.</p>

Stakeholder	Question/Comment	Response
	<p>When drafting planning conditions, they must include reference to the following;</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees.</p> <p>Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural method statement.</p> <p>The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition.</p> <p>The tree protective measures must be periodically checked the Consultant Arboriculturist and reports made available to the Council Arboriculturist.</p> <p>All construction works within root protection areas (RPA) or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.</p>	
Cleansing	<p>I believe the plan is acceptable re waste collection, however, I have copied in Dave from Veolia who may wish to comment as he is the waste collection manager.</p> <p><u>Additional comments from David Lynas, Veolia</u></p>	Comments noted.

Stakeholder	Question/Comment	Response
	Looking at the attached, it all seems correct for the collections requirements.	
Drainage Officer	<p>The calculations regarding the rain water runoff and storage from the proposed development are acceptable and meet Haringey's requirement.</p> <p>We note the extensive CCTV survey that was carried out and the report states the current pipe work on the site is in poor condition mainly with root ingress and pipe structures showing signs of cracking. We require details on how this is going to be remedied to ensure the functionality of the system in the future.</p> <p>As part of the drainage proposal the consultant has included a pump system for the underground car park, pumps are not something we generally encourage unless there's justification that no other method can be used to remove water, we would like confirmation that this is the case with this site and if so, what will be put in place should the pump fail to operate and the area becomes overwhelmed.</p> <p>We need to see evidence that Thames Water has consented to the proposal of connecting to their existing network and there's sufficient capacity in the system to cope with the volumes.</p> <p>We note the maintenance of the SuDS will be undertaken by Catalyst Housing Group Ltd, confirmation is required that this will be for the lifetime of the development.</p> <p>We are pleased to see the variation of the SuDS techniques for the proposal and request details how these will operate in regards to how water will enter the system used i.e., the rainwater gardens, raised planters and where the water discharges to.</p> <p>We request a marked plan of the site showing the flow path and clarification on</p>	<p>Comments noted.</p> <p>Additional information was provided during the course of the assessment of this application that dealt with the Officer's original concerns.</p>

Stakeholder	Question/Comment	Response				
	<p>how exceedance will be dealt with should the site become overwhelmed with water.</p> <p>Overall the consultant/developer has put together an encouraging drainage proposal and has maximised the sites potential.</p> <p><u>Additional comments</u></p> <p>We have now reviewed the responses to our questions raised with the consultant regarding the drainage strategy for the Coppetts Wood site, the drainage strategy meets Haringey's criteria and is acceptable.</p>					
<p>Carbon Management</p>	<p>Energy – Overall The scheme delivers a 35.2% improvement beyond Building Regulations 2013. The policy requirement is 35% improvement beyond Building Regulations 2013.</p> <p>Energy – Lean The applicant has proposed an improvement of beyond Building Regulations by 3.3% through improved energy efficiency standards in key elements of the build. While this is not best practice it is policy compliant and a positive. This should be conditioned to be delivered on site:</p> <p>Suggested Condition: You must deliver the energy efficiency standards (the Lean) as set out in the Energy Strategy, by CalfordSeaden, dated September 2016.</p> <table border="1" data-bbox="606 1260 1642 1386"> <thead> <tr> <th data-bbox="606 1260 1079 1386">Building Element</th> <th data-bbox="1079 1260 1642 1386">Proposed specification for the development (u-values)</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	Building Element	Proposed specification for the development (u-values)			<p>Observations have been taken into account. The recommended conditions will be included with any grant of planning permission.</p>
Building Element	Proposed specification for the development (u-values)					

Stakeholder	Question/Comment	Response										
	<table border="1" data-bbox="606 228 1640 492"> <tr> <td data-bbox="606 228 1079 272">External walls</td> <td data-bbox="1079 228 1640 272">0.15 (flats) 0.14 (houses)</td> </tr> <tr> <td data-bbox="606 272 1079 316">Roof</td> <td data-bbox="1079 272 1640 316">0.18 (flats) 0.13 (houses)</td> </tr> <tr> <td data-bbox="606 316 1079 360">Ground floor</td> <td data-bbox="1079 316 1640 360">0.13</td> </tr> <tr> <td data-bbox="606 360 1079 404">Windows</td> <td data-bbox="1079 360 1640 404">1.2</td> </tr> <tr> <td data-bbox="606 404 1079 492">Air tightness</td> <td data-bbox="1079 404 1640 492">4 m³/hr/m² for houses 5 m³/hr/m² in the flats</td> </tr> </table> <p data-bbox="529 529 1633 854">The development shall then be constructed and deliver the U-values set out in this document. Achieving the agreed carbon reduction of 3.3% beyond BR 2013 with a carbon saving of 3.3 tonnes. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.</p> <p data-bbox="529 894 1633 1036">Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p data-bbox="529 1076 1633 1114">Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p data-bbox="529 1149 764 1187">Energy – Clean</p> <p data-bbox="529 1187 1633 1333">The scheme has stated that it has investigated area wide networks locally and has deemed that there are none. But there is no evidence of having investigated neighboring sites for local connection. The neighboring local school has the opportunity to link into this network and should be explored.</p> <p data-bbox="529 1369 1633 1403">The scheme proposes individual boilers on the 11 houses. The applicant has</p>	External walls	0.15 (flats) 0.14 (houses)	Roof	0.18 (flats) 0.13 (houses)	Ground floor	0.13	Windows	1.2	Air tightness	4 m ³ /hr/m ² for houses 5 m ³ /hr/m ² in the flats	
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Stakeholder	Question/Comment	Response
	<p>given justification for not connecting them to the central energy centre, which has been approved. A higher level of energy efficiency in these boilers should be conditioned. This is suggested below:</p> <p>Suggested Condition That all combination gas boilers that are to be installed in the 11 houses on the site are to have a minimum SEDBUK rating of 91%.</p> <p>The applicant will demonstrate compliance by supplying installation specification at least 3 months post construction. Once installed they shall be operated and maintained as such thereafter.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>There will be a single energy centre operated by boilers which are located in the basement of building F. This energy centre will serve all flats on the development site.</p> <p>There are no details of how the single energy centre proposed on the site will interlink to all flatted units, and there are no details of how this single energy centre will be designed (through reserved space and basement wall plugs) to connect to a local network at a later date.</p> <p>Therefore based on these issues, at this stage the clean energy proposals are not policy compliant. We recommend that these are addressed through the following condition:</p> <p>Suggested Condition: You shall submit details of the site boiler facility and associated infrastructure, which will serve heat and hot water loads for all the flats on the site.</p> <p>This shall be submitted to and approved in writing by the Local Planning</p>	

Stakeholder	Question/Comment	Response
	<p>Authority at least 6 months prior to any works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> a) a review of the feasibility of connection to neighbouring sites (specifically the school to the north) b) location of the single energy centre which will contain all required plant; c) specification of equipment (including thermal storage, number of boilers and floor plan of the plant room); d) flue arrangement; e) operation/management strategy; f) the route and connections from the energy centre into all other blocks (from the basement of Block F into all units of blocks A, B, C, D and F; and g) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) <p>The boiler facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22.</p> <p>Energy – Green That application has reviewed the installation of various renewable technologies. They have concluded that the most appropriate technology is solar PV panels which will generate 75.9kWp which is 34% of the sites regulated energy demand. These are installed on all flat roofs of the</p>	

Stakeholder	Question/Comment	Response
	<p>development on top of living roofs.</p> <p>This is supported and should be conditioned:</p> <p>Suggested condition You will install the renewable energy technology (PV Solar Panels) as set out in the document Energy Strategy, by CalfordSeaden, dated September 2016.</p> <p>This renewable technology will deliver a carbon saving of through the generation of 75.9kWp of electricity to the development site.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.7. and local plan policy SP:04</p> <p>Sustainability Assessment The applicant has submitted a Sustainability Assessment within their Energy Strategy. They have proposed that the scheme undertakes a Home Quality Mark and achieves a level 3 outcome. The Home Quality Mark</p> <p>The Home Quality Mark is similar to the BREEAM Assessment and the Code for Sustainable Homes, but it does not include targets on Energy.</p> <p>This approach is policy compliant and supported, it should be conditioned.</p> <p>Suggested condition: You must deliver the sustainability assessment as set out in the Energy Strategy, by CalfordSeaden, dated September 2016.</p>	

Stakeholder	Question/Comment	Response
	<p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the rating of Home Quality mark level 3 for all units on the site, and shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p>In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p>Living Roof A living roof is proposed on flatted blocks A,B,C, D, and F. While this is supported there are no details on its design or plant mix. More details should be given to the local planning authority.</p> <p>Therefore it suggested that the following condition is used:</p> <p>Suggested Condition: That prior to commencement on site details on the living roof shall submitted to the local authority for approval. This will include the following:</p> <ul style="list-style-type: none"> • A roof(s) plan identifying where the living roofs will be located (Blocks A, B, C, D, and F); 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s); • Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat; • Details on the diversity of substrate types and sizes; • Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates; • Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native); • Details of the location of log piles / flat stones for invertebrates; <p>Confirmation that the living roof will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.</p> <p>The living roof (s) shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p> <p>Living Wall A planted wall is proposed along the ground-floor elevation of block F facing the Pocket Green. This wall extends vegetation vertically enhancing the façade of the building, creating a soft natural boundary to the Pocket Green garden.</p> <p>Suggested Condition</p>	

Stakeholder	Question/Comment	Response
	<p>That prior to commencement on site details on the living wall on Block F facing the Pocket Green, shall submitted to the local authority for approval. This will include the following:</p> <ul style="list-style-type: none"> • Plan (s) identifying where the living walls will be located and what surface area they will cover; • Details on the substrate depths across the walls; • Details on the diversity of substrate types and sizes; • Details on the range of native plant species to benefit native wildlife. The living wall will not rely on one species of plant life such as Sedum (which are not native); • Details of the watering regime and commentary on how this will be sustainably watered in the future. <p>The living wall (s) shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and screening for the development. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p> <p>Biodiversity A number of bird and bat boxes are proposed. These will be fitted into the mature trees and also the building construction.</p> <p>It is recommended that alongside the bat and bird boxes being fitted into trees, that at least half of these are integrated into the building along the north side of the development. The Council is not recommending these manufacturers, but highlighting that building integrated bat and bird boxes are available. Other manufacturer are available. (see - http://www.habibat.co.uk/ and http://www.ecosurv.co.uk/product/bird-box-range)</p>	

Stakeholder	Question/Comment	Response
	<p>Suggested condition You must deliver the Biodiversity features as set out in Coppetts Wood Biodiversity Strategy dated 16th September 2016, by Ireland Albrecht.</p> <p>This will include:</p> <ul style="list-style-type: none"> - The incorporation of at least 15 bird boxes into the northern side of the development buildings and neighbouring trees - The incorporation of at least 8 bat boxes into the northern side of the development buildings and neighbouring trees <p>The development shall then be constructed in strict accordance of the details so approved, and the developer shall provide evidence of these measures being installed to the local planning authority no more than 3 month after construction. Once installed these measures shall be maintained and if necessary replaced as such thereafter.</p> <p>In the event that these measures are not installed a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 4 months of completion on site. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p> <p>Overheating Risk</p> <p>The thermal model submitted shows that the units are at risk from overheating,</p>	

Stakeholder	Question/Comment	Response
	<p>specifically the units facing south and east.</p> <p>The simulations demonstrated that the kitchens-lounge rooms facing west are most likely to manifest temperatures above the thresholds.</p> <p>The application then recommends a list of passive measures that will have a positive impact in lowering the risk of overheating and improving the indoor thermal comfort during occupied hours. But do not confirm the measures that will be installed, to which standard and that with these measures that the units do now not overheat based on the model.</p> <ul style="list-style-type: none"> - Installation of windows with lower solar factors. - Increasing of exposed thermal mass - Containing indoor heat gains (i.e. insulation district heating pipes) - Reducing windows area - Promoting cross ventilation realizing dual aspect flats <p>Suggested Condition</p> <p>To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modelling (under London’s future temperature projections) for internal spaces will be given to the Council for approval. This should be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site and any measures shall be operational prior to the first occupation of the development hereby approved.</p> <p>This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and passive ventilation) to ensure adaptation to higher temperatures are addressed and the units do not overheat. Air Conditioning will not be supported unless exceptional justification is given.</p> <p>Once approved the development shall be constructed in accordance with the</p>	

Stakeholder	Question/Comment	Response
	<p>details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.</p>	
<p>Pollution (Air Quality & Contaminated Land)</p>	<p>Air Quality</p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least ‘air quality neutral’ and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made onsite. <p>The proposals for the development include 80 parking spaces for a total of 80 residential units, of these spaces two are Car Club and three visitor spaces.</p>	<p>Comments have been taken into account. Mitigation of the air quality impacts will be sought by condition and legal agreement. Conditions are also added in respect of land contamination.</p>

Stakeholder	Question/Comment	Response
	<p>An Air Quality Assessment (SLR Reference: 402.05488.00004, September 2016) has been submitted. It is proposed that space heating and hot water will use a mixture of site wide heat network and individual boilers. The communal boiler will be located in the basement of block F and will serve blocks A, B, C and D. However no information on the size, type, or emissions of the combustion plant has been provided. Consequently the AQ assessment does not incorporate emissions from the boilers into the dispersion modelling assessment or air quality neutral assessment. Therefore the report is incomplete.</p> <p>Table AQ1-2 states modelled speeds for transport emissions used 32k/h and with a 20km/h corresponding 'slow-down' phase prior to roundabouts and junctions in accordance with guidance presented within LAQM.TG (16) however no account has been taken into account of the steep gradient of the road which also has a significant effect on emissions.</p> <p>In any case the AQ Neutral assessment calculates that the transport emissions of the proposed development are well in excess of the calculated benchmark figures for both NO_x and PM₁₀ emissions. The NO_x emissions of the proposed development are 586kg/annum compared to a benchmark figure of 124kg/annum. The PM₁₀ emissions are 101kg/annum compared to the benchmark of 21kg/annum.</p> <p>Therefore the development is not only AQ neutral, but emissions are considerably in excess of AQ neutral standards set by the GLA Supplementary Planning Guidance on 'Sustainable design and construction' are almost 4 times greater. However no specific additional mitigation has been proposed to reduce these transport emissions.</p> <p>The high rate of parking proposed (80 spaces will be provided) exceeds the councils parking standards which allows for 65 spaces. While the site has a</p>	

Stakeholder	Question/Comment	Response
	<p>PTAL banding of 2 the transport assessment also states that the 'proposed development has very good access to alternative means of travel to the private car' yet despite this, parking is being provided at unsustainable levels.</p> <p>Therefore to make the development acceptable measures should include:</p> <ul style="list-style-type: none"> • a reduction in parking spaces • only low emission vehicles deployed at proposed car club spaces; • electric vehicle charging points should be installed; • a requirement for of a service and delivery plan; • and the minimisation of emissions from combustion plant by selecting boilers and CHP with as low emissions as possible. <p>Contaminated Land</p> <p>A Phase II Site Investigation Report (Reference: LP00863 dated 19 July 2016) has been submitted. This includes a summary of the Phase 1 Desk Study but does not include the previous studies or reports. An 'Environmental Risk Assessment' undertaken in 2007 (included in Appendix D) does not follow current methodology nor does it provide a list of the potential previous contaminative uses within the site or surrounding area. In addition at the time of the report's preparation a different use of the site was envisaged as the report makes reference to the end use of the site as a college with no gardens. The preliminary risk assessment identified the following possible sources of contamination (identified by third parties):</p> <ul style="list-style-type: none"> • Diesel generator and storage tank potentially involving oil spills; • Electricity substation involving oil and polychlorinated biphenyl (PCBs) spills; • Above-ground propane storage tank; • Below-ground boiler room; • Hydrocarbons contained within the blacktop hardstanding could provide a source for contamination. 	

Stakeholder	Question/Comment	Response
	<p>In addition Asbestos in the form of sheeting was identified during the site work and the made Ground could be contaminated by metals, PAH and asbestos.</p> <p>The Phase II Site Investigation Report concludes ‘The granular Made Ground materials are contaminated with a range of metals and PAH compounds above acceptable limits for residential, public open space and allotment end uses. Furthermore, the existing topsoil has been shown to be contaminated with chrysotile and crocidolite asbestos fibres.’ In addition an assessment of the ground gas regime considered it likely that the site sits within Characteristic Situation 2 and gas protection measures will be required or the Made ground removed.</p> <p>However no discussion or consideration of the hospital’s past use as an infectious disease control hospital has been addressed. Therefore radioactive substances and bacteriological materials/spores have not been considered. Therefore a revision of the Phase I and Phase II investigations taking into account potential radiological and microbiological contamination must be undertaken.</p> <p>Recommended conditions</p> <p>❖ <u>Combustion and Energy Plant:</u> Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh @0% O2.</p> <p><i>Reason: To protect local air quality</i></p> <p>Prior to commencement of the development, details of the communal</p>	

Stakeholder	Question/Comment	Response
	<p>boiler must be submitted to evidence that the unit to be installed. The communal boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40mg/kWh @0% O2.</p> <p><i>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</i></p> <p>❖ <u>Contaminated land: (CON1 & CON2)</u></p> <p><u>CON1:</u></p> <ul style="list-style-type: none"> • Before development commences other than for investigative work: <ul style="list-style-type: none"> 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 	

Stakeholder	Question/Comment	Response
	<p>investigation being carried out on site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p><u>And CON2 :</u></p> <ul style="list-style-type: none"> • Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>❖ <u>Management and Control of Dust:</u></p> <ul style="list-style-type: none"> • No works shall be carried out on the site until a detailed Air Quality 	

Stakeholder	Question/Comment	Response
	<p>and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.</p> <p><i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i></p> <ul style="list-style-type: none"> • Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. <p><i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i></p> <ul style="list-style-type: none"> • No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. <p><i><u>Reason:</u> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <ul style="list-style-type: none"> • An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of 	

Stakeholder	Question/Comment	Response
	<p>emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p><i>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <p><u>As an informative:</u></p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p> <p><u>Additional Comments</u></p> <p>Prior to commencement of the development details of the communal boiler must be submitted including evidence to show that the chimney stack/flue will be at a sufficient height and discharge velocity etc to disperse the exhaust emissions. The communal boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40mg/kWh of dry NOx (at 0% O2). An Air Quality Neutral calculation for 'building emissions' shall be provided.</p>	
Education Services	<p>We anticipate this development will increase demand for primary school places though our latest 2016 School Place Planning report suggests that we have sufficient capacity of reception places in Planning Area 1 where the development is sited</p>	<p>Comments noted.</p>

Stakeholder	Question/Comment	Response
Emergency Planning	No comments received.	Noted.
EXTERNAL		
Transport for London	<p>Pinkham Way to the north forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and any works temporary or permanent would need to be agreed with TfL. TfL is therefore concerned with any development which may impact on the safe and normal function of the highway network, including proposed works within TfL highway.</p> <p>Having reviewed the submitted documents, TfL have the following comments.</p> <ul style="list-style-type: none"> • The site registers a Public transport Accessibility Level (PTAL) of 1b on a scale of 1 to 6b which indicates a poor level of accessibility. • The applicant proposes to close the existing vehicular access on Osier crescent and replace it with a priority junction on Coppetts Road. TfL note the existing dropped kerb on Coppetts Road and request the applicant clarify that the new vehicular access will use that location. Furthermore there is a bus stop marked on Coppetts Road and the applicant should clarify that the new access will not interfere with the bus cage and kerb. • The applicant proposes 80 parking spaces comprising; 67 residential spaces, 8 Blue Badge spaces, 3 visitor spaces and 2 car club spaces. Residential parking will be provided at a ratio of 0.83 which TfL are content with. Parking will be located at surface level and in a new basement car park accessed via a ramp which TfL have no objection to. The London plan states that 20% of spaces will be fitted with active Electric Vehicle Charging Points (ECVP) with a further 20% passive provision. TfL request the applicant provide ECVPs in line with London Plan standards as well as identifying their location on plans. The council 	<p>Comments are noted.</p> <p>The existing access will be used and there will be no impact on the bus cage (15m separation).</p> <p>Full details of car parking are demonstrated on the attached plans.</p> <p>The majority of additional trips are expected to use bus services (including those on Colney Hatch Lane) but many will also use the rail/underground services which are an approximate 30 min walk/10 min cycle from the nearest stations.</p> <p>Conditions will be added as appropriate to any grant of planning permission.</p>

Stakeholder	Question/Comment	Response
	<p>should secure full details of car parking by condition.</p> <ul style="list-style-type: none"> • The Transport assessment proposes 140 cycle spaces overall which complies with London plan standards and is supported by TfL. TfL also assess storage and design of cycle facilities against the standards set out in the London Cycle Design Standards (LCDS), cycle parking will be located in secure stores around each block, on the ground-floor and at basement level and every house in Block E will have a rear store for 2 cycles. TfL find the location of cycle parking secure but request the applicant identify the type of stands to be used. Cycle parking should take into account all users needs, therefore 5% of spaces should be suitable for enlarged cycles. Furthermore there should be a minimum door width of 1.2m to any cycle store room and 1m for any cycle lift. TfL request full details of cycle parking secured by condition, with reference to the London Plan and LCDS. • The applicant has provided a modal impact assessment forecasting 44 two way trips in the AM peak made on public transport. TfL expects these trips to use the bus services but require the applicant to clarify. • TfL have no objection to the proposed refuse and servicing arrangements. <p>Based on the above request being met, TfL have no further comment.</p> <p><u>Additional Comment (in response to applicant's comments that they would prefer to avoid submitting a plan demonstrating the location of the ECPVs.</u></p> <p>No problem with any of these comments and in regards to the ECVPs have no objection to removing the location clause as long as the quantity is London Plan compliant</p>	
Thames Water	<u>Waste Comments</u>	Observations have been taken into account and

Stakeholder	Question/Comment	Response
	<p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required. Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling</p>	<p>recommended conditions/informatives will be included with any grant of planning permission.</p>

Stakeholder	Question/Comment	Response
	<p>will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>‘We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: “A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via “www.thameswater.co.uk/wastewaterquality.”</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of</p>	

Stakeholder	Question/Comment	Response
	<p>petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p><u>Water Comments</u></p> <p>On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
<p>London Borough of Barnet</p>	<p>Raises no objection.</p>	<p>Comments noted.</p>
<p>Metropolitan Police</p>	<p>I have looked through the documents on the website and make the following comments for your consideration.</p> <p>I struggled to open some of the documents online so there may well be items that I have missed.</p> <ol style="list-style-type: none"> 1. GF vehicle access to basement parking needs a suitable gate with electronic controlled access/egress. 2. The detail on the lower panels to the west façade of Block F must be considered carefully as it could become a climbing opportunity if the slats are horizontal and the gaps too large. 3. Block C and D East and West facades appear to have almost no natural 	<p>Observations have been taken into account and amendments to the plans made where possible. The recommended condition will be included with any grant of planning permission.</p>

Stakeholder	Question/Comment	Response
	<p>surveillance to ensure deterrent against criminal activity at this point. Can additional windows be added to the first floor and above please.</p> <p>4. Please ensure that distances between GF walls and 1st floor balconies above are large enough to prevent climbing above by a competent climber.</p> <p>5. Can front gates be fitted to the houses? At Block E (west).</p> <p>6. There appear to be almost no natural surveillance Block E (south) elevation which is needed to ensure a deterrent against criminal activity at this point. Can additional windows be added to the first floor and above please.</p> <p>7. There appears to be almost no natural surveillance Block E (north) elevation which is needed to ensure a deterrent against criminal activity at this point. Can additional windows be added to the first floor and above please.</p> <p>Having reviewed the application and available documentation we have taken into account Approved document Q and the design and layout there is no reason why, with continued consultation with a DOCO and the correct tested, accredited and third party certificated products that this development would not be able to achieve Secured by Design award.</p> <p>I would therefore seek to have a planning condition submitted where this development must achieve Secured by Design accreditation.</p>	
London Fire Service	The Brigade is satisfied with the proposals for fire fighting appliance access, subject to ADB Vol 2 B5.	Comments noted.
Natural England	Natural England has no comments to make on this application.	Comments noted.
National Health Service	No comments received.	Noted.
LOCAL		

Stakeholder	Question/Comment	Response
REPRESENTATIONS	<p>Alternative uses could be provided:</p> <ul style="list-style-type: none"> • Care home should be built on the site • Student housing could be an option for the site • Site should be a school/sports facility/doctors' surgery • Community facilities should be provided on an NHS site • A community growing area could be provided • Why is there no shop on the site? • Site Allocation is for 21 units only • The existing hospital use of the site should be retained <p>Clarification is sought on the type of affordable housing:</p> <ul style="list-style-type: none"> • Will new homes be affordable? • Will the affordable housing be available for 'right to buy' <p>Height, bulk and massing is excessive:</p> <ul style="list-style-type: none"> • Excessive scale • Overdevelopment of the site • Excessive density • Area is semi-rural • Local area is already overdeveloped • Local area is already overpopulated <p>Historic character is not protected</p> <ul style="list-style-type: none"> • Loss of historic character • Site has visual, historical, evidential and communal value • The site is a non-designated heritage asset • No attempt to preserve heritage which is held in local affection • Medical historian finds this site of great interest 	<p>The site has been identified for residential purposes as part of site allocation SA55. This matter is described in detail in the case officer report.</p> <p>54% of new affordable housing is proposed with tenure split between affordable rent and shared ownership.</p> <p>Issues relating to proposed scale and massing are fully addressed within the report. Officers consider that the proposed development does accord with development plan policies.</p> <p>Although a non-designated heritage asset of limited value would be lost this would be outweighed by the</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Facade of admin building is a local landmark and should be retained • Metal railings are not retained <p>Poor detailed design:</p> <ul style="list-style-type: none"> • Development has commercial appearance • Development does not follow design of Osier Crescent properties • Design of the building is poor/inappropriate (industrial appearance) • Out of keeping with the character and appearance of the area • Design is bland, generic • Design is dull, ugly • Basement is out of character with area • Where is the clock – will it be used in this development, as with previous development approvals? <p>Poor layout of units:</p> <ul style="list-style-type: none"> • Family homes should have been built next to family homes • Insufficient accessibility for emergency access • Lack of amenity space • Insufficient play space is provided • No facilities are provided for teenagers <p>Negative impact on neighbouring amenity:</p> <ul style="list-style-type: none"> • Increased noise disturbance • Loss of outlook • Loss of day/sunlight • Loss of privacy • Increased crime • Increased pollution 	<p>new affordable housing for which there is high local demand. Some historic elements would be retained.</p> <p>The design is considered to be exceptional by the Council's Design Officer and would be a positive contemporary addition to local character.</p> <p>Family homes within the development are located adjacent to family homes on adjacent streets. Sufficient play space and amenity space is provided.</p> <p>Independent reports on noise, light and basement digging record no significant impact on existing residents. Distances to new units would be appropriate for</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Increased rubbish, noise and air pollution • Clarity is needed on whether policy still exists requiring each floor above ground floor to be set back 10m more than the usual 20m • 20m separation is not correct for some properties • New development would impact in views from local parks • Impact on foundations from basement excavation <p>Insufficient local public transport:</p> <ul style="list-style-type: none"> • Existing public transport is insufficient (single bus is irregular and overcrowded; otherwise too far to walk esp at night) • Bus service is irregular • Bus service is inadequate • Bus route is slow/overcrowded and will not help to alleviate problems caused by proposed lack of parking <p>Excessive/Insufficient parking:</p> <ul style="list-style-type: none"> • Loss of existing on-street parking • Insufficient off-street parking provided • Gilson Place is already suffering parking issues • Overspill parking is inevitable and dangerous • Existing Osier Crescent parking demonstrates that 1:1 parking is not realistic • Number of visitor parking spaces is insufficient • Car ownership in the area exceeds one per household, contrary to 2011 census data • Coppetts Road is not suitable for additional parking pressure <p>Impact on traffic, highway and pedestrians:</p>	<p>an urbanised area. Appropriate waste collection facilities have been provided.</p> <p>TfL note there are four bus routes within a short walk of the site, and consider the existing facilities adequate for this development.</p> <p>Parking provision is marginally in excess of the Council's maximum standard and is appropriate given proposed sustainable transport initiatives.</p> <p>Transportation and TfL</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Loss of road/pedestrian safety (especially close to school) • Exacerbates existing traffic congestion problems • Large number of traffic hazards in the area close to this site • Parking problems prevent the efficient delivery of urgent care • Location of pedestrian access makes Osier Crescent attractive for overspill parking • Emergency access to Osier Road dwellings will be compromised <p>Lack of local amenities/services:</p> <ul style="list-style-type: none"> • Insufficient local amenities (i.e. doctors'/dentists', surgeries, schools, retail facilities) to support this number of new dwellings • All local schools are already oversubscribed • Local infrastructure is poor and will continue to worsen • Nearby schools should receive financial payments to help mitigate negative impacts • No community benefits <p>Impact on the environment and biodiversity:</p> <ul style="list-style-type: none"> • Negative impact to/loss of local wildlife (studies may be inaccurate) • Bird watching brief should be undertaken • Loss of birds/vegetation • Environmental damage <p>Impact on trees/landscaping:</p> <ul style="list-style-type: none"> • Loss of trees and other foliage • Additional tree planting must be provided • Insufficient green space/landscaping 	<p>raise no objections to the impact of the development on the public highway.</p> <p>Education note existing school provision is sufficient for the development. Financial contributions from CIL go towards public infrastructure.</p> <p>Soft landscaping, tree planting, green/brown roofs and bat/bird boxes would be installed to maximise biodiversity improvements.</p> <p>Good quality trees on site will be protected with 60 new trees planted, in addition to new planting.</p>

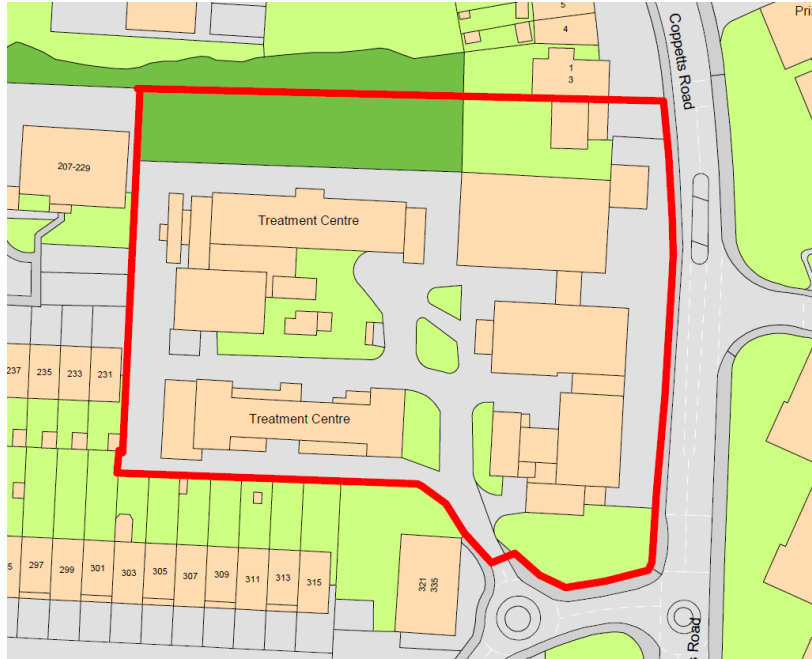
Stakeholder	Question/Comment	Response
	<p>Other considerations:</p> <ul style="list-style-type: none"> • People were buried in the grounds; how will this be managed and is it hazardous? • Refuse collections on neighbouring developments have not worked • Waste management is already a problem in the area (overflowing bins, illegal dumping, lack of recycling infrastructure) <p>Non-Planning Related Comments:</p> <ul style="list-style-type: none"> • Loss of a private view • Social problems could arise from overdevelopment • Increase in anti-social behaviour • Impact from construction works (i.e. dust/noise, loss of highway and pedestrian safety) • Increased air pollution during construction works • Neighbouring school will need extensive protection during construction to avoid affecting the highly sensitive children • Advertisement for the public meeting was insufficient • Catalysts management of the existing site has been ineffective • Data in parking/traffic studies is unrealistic • Transport statement data is not fully representative, and in some places inaccurate • Impact on structure of road/tarmac 	<p>Sufficient waste provision is provided within the site and land contamination matters will be dealt with by condition.</p> <p>These matters are not material planning considerations and therefore have not been assessed as part of this application.</p>
<p>COUNCILLOR REPRESENTATIONS</p>	<p><u>Cllr Martin Newton (Ward Cllr)</u></p> <ul style="list-style-type: none"> • Pleased to see high level of AH • Overlooking and loss of amenity need to be addressed • Concern over lack of local infrastructure; i.e. bus service, doctors, 	<p>CIL contributions will be put towards local infrastructure and LB Barnet has raised no objections to this</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="674 233 890 264">schools, shops</p> <ul data-bbox="632 269 1640 415" style="list-style-type: none"> <li data-bbox="632 269 1640 337">• Parking is an 'issue' particularly when Muswell Hill Fields are used for football <li data-bbox="632 342 1640 415">• Barnet and Haringey should work together and provide local plan for infrastructure in this area <p data-bbox="533 456 1619 487"><u>Andrew Dismore (London Assembly Member – Barnet and Camden): Labour</u></p> <ul data-bbox="632 532 1587 873" style="list-style-type: none"> <li data-bbox="632 532 1346 563">• CWPS should received S106//CIL contributions <li data-bbox="632 568 1535 599">• Inadequate parking provision with inevitable overspill parking <li data-bbox="632 604 1587 672">• Existing building has historical value and architectural merit; is of great interest to community <li data-bbox="632 677 1115 708">• Metal gates should be retained <li data-bbox="632 712 1230 743">• Overdevelopment in a suburban setting <li data-bbox="632 748 1031 779">• Excessive size and scale <li data-bbox="632 784 1041 815">• Insufficient amenity space <li data-bbox="632 820 1167 873">• Negative impact on local amenities 	<p data-bbox="1667 233 2034 553">application. Parking is in excess of the Council's parking standard. Design, density and impact on residential amenity is discussed in detail in the case officer report. Metal gates are to be retained.</p>

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Appendix 2 Plans and Images

Existing and Proposed Location Plans





Appendix 3 QRP Note

Summary

The Quality Review Panel strongly recommend that the high quality existing administration building fronting Coppetts Road should be retained. The panel feel this historic building is of sufficient quality to justify local listing, and that it is a significant local landmark for this part of Muswell Hill. Exploration of alternative site layouts could achieve a scheme that retains the attractive administration building, alongside high quality contemporary development. As part of this process, the panel thinks a fundamental rethink of site access and circulation is required.

Reducing the height of the tallest elements of the proposed development would also create a more neighbourly scheme. In terms of quality of life, the panel think single aspect units should be avoided, and the layout and landscape design of public space could improve its quality, safety and value for residents. The panel also notes that the mature trees on the site frontage have significant value and that every effort should be made to retain them. Further details on the panel's views are provided below.

Place-making, character and quality

- The panel feels that the administration building of Coppetts Wood Hospital is a local heritage asset, and that every effort should be made to retain it.
- The panel notes that the previous planning consent for this site did not establish a precedent for demolition. The administration block is of sufficient quality to be locally listed, and the panel also highlights the architectural merits of the mortuary building and the lantern-lit building.
- They feel that the administration block fronting onto Coppetts Wood Road is a high quality Victorian building, and there are precedents across London for similar buildings being successfully refurbished and redeveloped.
- Whilst the panel understands that additional affordable rent and shared ownership homes are proposed as part of the justification for demolition of the historic buildings, they note however, that these types of housing have significant value, close to that of market homes.
- **The panel strongly recommends retention of the administration building fronting Coppetts Road, and ideally also the mortuary and lantern-lit building.**

Massing and development density

- The panel has significant concerns about the visual impact of the six-storey element in the eastern section of the site.
- **The panel would suggest a reduction in the height of this element to a more neighbourly datum of four storeys, perhaps with a setback fifth storey penthouse level with an interesting roofline.**

Public space and landscape

- The panel notes that play spaces are most successful when they are located at the heart of a scheme, and have good levels of natural surveillance and overlooking.
- Currently the proposed play space is adjacent to a parking ramp, overshadowed by a six-storey wall, and is not adequately overlooked – and the panel think this should be reconsidered.
- A narrow strip of land to the south of the site is currently proposed as a community orchard, but this may compromise the security of the new development and neighbouring homes. The panel thinks it would be preferable to create private gardens backing onto the existing gardens of homes on Osier Crescent.
- **The panel would welcome further consideration of the location, design and function of the amenity spaces within the site, to improve their quality and security.**
- **Whilst retention of existing mature trees on the northern boundary of the site is welcome, the proximity of blocks A and C to this boundary should be reconsidered to maximise light levels internally.**
- **The panel also suggests that the two mature trees on the frontage of the site adjacent to Coppetts Wood Road have sufficient quality to merit retention; and every effort should be made to retain them.**

Relationship to surroundings: access and integration

- The panel questions the provision of a new vehicular access off Coppetts Wood Road; they feel that it could potentially be more sensible in safety terms to share the access off Osier Crescent.
- Relocating the main vehicular access onto Osier Crescent could also enable a more interesting site layout that allows for retention of the high quality historic administration building.
- **The panel would encourage further consideration of the location of the main vehicular entrance to the site, and think access from Osier Crescent could be safer and enable an improved site layout.**
- **Pedestrian access at the western boundary with the adjacent residential development would improve local connectivity and integration of both developments.**
- **The retention of the frontage buildings would also require a fundamental reconsideration of the parking strategy for the development, as underground parking may not be achievable.**

Scheme layout

- The panel notes that there are a high proportion of single-aspect units within the new residential blocks.
- North-facing single aspect accommodation is unacceptable, whilst southfacing single aspect units require careful consideration to mitigate overheating.
- **The panel recommends that the residential layout should be revised to eliminate the north-facing single aspect units, whilst minimising and mitigating the other single aspect accommodation.**

Architectural expression

- The panel think that the architectural expression of the new blocks requires further consideration, to achieve a contemporary development that matches the quality of the existing historic buildings.
- **They would encourage the architects to explore the use and specification of quality brickwork, deep reveals and balconies to provide texture and interest.**

Inclusive and sustainable design

- **The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.**

Next Steps

The panel strongly recommends a fundamental re-think of the redevelopment of the Coppetts Wood Hospital site as they feel that it is significantly flawed in a number of ways. The panel would like to see an alternative proposal that makes the most of the existing historic buildings and mature trees, as well as dealing with access and connectivity in a more coherent way.

The panel would not support a planning submission based on the current proposals, and would welcome an opportunity to comment on a revised scheme. A number of action points are highlighted (in bold text) for consideration by the design team, in consultation with Haringey officers.

Appendix 4 DM Forum Note*Attendees*

18 local residents attended, most of whom the team recognised as having attended the exhibition as well.

One of the Liberal Democrat ward councillors attended.

Overview

The Forum was advertised to residents by Haringey Council via A4 signs posted around the site. The team also informed attendees to our exhibition of the Forum and it was included on our exhibition boards. However, several attendees at the Forum felt that the event had not been well advertised and were concerned that other residents who may have been interested were not aware of it.

Generally, the discussion was robust and attendees had the chance to raise any concerns or questions and have them answered by officers or the project team.

Issues

Issue	Detail
Notification	<p>Some attendees requested a second DM Forum event as they were concerned that some residents had not heard about it. There was a general wish for letters to be sent to all residents, though the council officers confirmed they did not have the resource to do that.</p> <p>The ward councillor expressed a wish for local residents to be properly informed when the application is submitted.</p>
Design	<p>Some attendees felt that the designs were not in-keeping with the character of the area and expressed preference for more traditional architecture like Osier Crescent with dormers.</p> <p>Attendees generally accepted that the design was of high quality and some expressed support for more modern</p>

	architecture.
Parking	<p>Residents of Osier Crescent and Gilson Place explained that their streets are both overcrowded with cars and their concerns were that new residents would park on their roads.</p> <p>The team explained that the proposals are above council policy and that there was a level of commercial restriction as new residents will know that there is only one parking space per unit.</p>
Distance from Osier Crescent	<p>Some residents of Osier Crescent raised the distance of the proposals from their buildings and expressed their view that 20m was not sufficient.</p> <p>The team and officers explained that the proposals were above policy.</p>

Other issues raised:

- Impact on the local ecology
- Impact on local services (incl. buses)
- Servicing arrangements
- Impact on traffic levels on Coppetts Wood Road

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/2184

Ward: Tottenham Hale

Address: Land north of Monument Way and South of Fairbanks Road N17

Proposal: Outline application for development of the site to create 54 affordable residential units (Class C3) (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units) in three blocks ranging in height from 4-stories to 5-stories (appearance, landscaping, layout and scale are reserved)

Applicant: Newlon Housing Trust

Ownership: Council

Case Officer Contact: Adam Flynn/James Hughes

Site Visit Date: 10/11/2016

Date received: 10/11/2016

Drawing number of approved plans:

- Proposed Ground Floor Plan (16017_00_07_010)
- Proposed Site Plan (16017_00_07_004)
- Proposed Building Heights (1601700_07_003)

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

1.2.1 The proposed development, which would provide a 100% affordable housing development - 54 units of Affordable Rented Housing, would make a contribution to targeted housing delivery in the locality and the regeneration of Tottenham Hale. The scheme is judged to broadly accord with the emerging site allocation and the guidance contained in the Tottenham Hale District Centre Framework. The level of affordable housing is wholly welcome.

1.2.2 The outline application stage, with all matters reserved other than access, results in the loss of undesignated open space. However, it is considered this loss is mitigated by the provision of affordable housing stock and environmental amenity

improvements in the vicinity of the site including the forthcoming provision of a designated pocket park.

- 1.2.3 The overall percentage of affordable housing provision is acceptable and the proposed provision of 100% affordable rented housing considerably exceeds targeted provision in policy and is looked upon favourably by officers. The dwelling and tenure mix of the scheme is also acceptable given the location of the scheme within the Tottenham Hale Housing Zone.
- 1.2.4 The principle of the re-provision of car parking is acceptable given the subject to the imposition of a planning condition on any grant of planning permission around a management plan and suitable planning obligations ensuring the re-provided spaces serve existing residents.
- 1.2.5 The unreserved matter of the Means of Access is acceptable and the proposed accesses to the redline site area for vehicles, pedestrians and cyclists are suitable in planning terms, subject to the provision of additional details at reserve matters stage.
- 1.2.6 In respect of reserved matters that relate to the design of the development, the scheme is considered to generally relate well to the character of the area, and the built form the development is broadly compatible with its surroundings, subject, again, to the provision of reserve matters details. The site is also capable of providing a scheme that meets with secure by design principles.
- 1.2.7 The site would be capable of providing sufficient child play space and accessible wheelchair units, and there is no 'in principle' reason why the noise and vibration impacts from external sources are not capable of being appropriately mitigated.
- 1.2.8 While an indicative assessment concludes there will be planning harm arising in relation to the impacts of the scheme on existing adjoining occupiers (in terms of daylight/sunlight impacts and outlook) the application is subject to reserve matters details. Given the likely distribution of the impacts to dual aspect dwellings to the north, the amenity harm is mitigated by the presence of non-affected windows within dwellings.
- 1.2.9 The proposed building lines will generally accord with the established building lines of the terraces. The transition in heights between existing and proposed development at the end-of-terrace properties will be highly visible however the proposed development would not be so overbearing that it would merit planning permission being refused.
- 1.2.10 The planning harm to the amenity of adjoining occupiers is weighed against the other material planning considerations that form part of the application, including the imperative need for affordable housing, including affordable rental housing

and housing in general. The Council's targeted housing delivery seeks to provide housing for all residents, but the Housing Strategy notes affordable rented accommodation is "desperately needed" in the locality. Given this clear and pressing need, the planning harm apparent in the outline design is outweighed by the need for additional affordable housing of rental tenure in Haringey.

- 1.2.11 No specific objections from properties directly north of the proposed blocks have been received by the Council, and extensive public consultation has been undertaken both at pre-application and submission stages. A full assessment of privacy is not able to be formulated until the reserve matters stage.
- 1.2.12 The proposed development would not generate material increase in traffic or parking demand which would otherwise have a significant impact on the highway and transportation network therefore the proposed development is acceptable in transport terms.
- 1.2.13 The site is capable of delivering sustainable development with respect to energy and drainage, subject to reserve matters details. The scheme is acceptable in sustainability terms.
- 1.2.14 Given the retention of the higher quality trees on the site, and in consideration of other the positive planning benefits of the proposed scheme including the provision of affordable housing and the current regeneration of Tottenham, the planning harm arising as a result of the loss of amenity with removal of the 11 specified trees is considered to be acceptable.
- 1.2.15 Air quality impacts, land contamination issues, flood risk, waste and recycling provision, and ecological matters are capable of mitigation, subject to the submission of details at the reserve matters stage.

2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT outline planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the legal agreement referred to in resolution (2.1) above is to be completed no later than 1st March 2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and

- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.

List of Conditions – The full text of recommended conditions is contained in Section 8 of this report.

- 1) Time limits for Reserved Matter (LBH Development Management)
- 2) Discharge of Reserved Matter (LBH Development Management)
- 3) Development in Accordance with Approved Plans (LBH Development Management)
- 4) Total Quantum of Residential Development (LBH Development Management)
- 5) Fixed Building Heights (LBH Development Management)
- 6) Dwelling Mix (LBH Development Management)
- 7) Construction Management Plan (CMP) and Construction Logistics Plan (CLP) (LBH Transportation)
- 8) Reserve Matters – Transportation Details (LBH Transportation)
- 9) Reserve Matters – Parking Layout (LBH Transportation)
- 10) Car Parking Management Details (LBH Transportation)
- 11) Cycle Parking Details (LBH Transportation)
- 12) Electric Vehicle Charging Points Details (LBH Transportation)
- 13) Wheelchair Dwelling (LBH Development Management)
- 14) Child Play Space Strategy (LBH Development Management)
- 15) Boundary Treatments (LBH Development Management)
- 16) Hard and Soft Landscaping (LBH Development Management)
- 17) Drainage (LBH Senior Drainage Engineer)
- 18) Impact Piling Method Statement (Thames Water)
- 19) Tree Re-planting Plan (LBH Development Management)
- 20) Tree Protection Method Statement (LBH Tree & Nature Conservation)
- 21) Tree Protection Site Meeting (LBH Tree & Nature Conservation)
- 22) Inspection of Tree Protection Measures (LBH Tree & Nature Conservation)
- 23) Ecological Improvement Implantation Plan (LBH Development Management)
- 24) Noise Mitigation – (LBH Development Management)
- 25) Secure by Design Details (Metropolitan Police Secure By Design Officer)
- 26) Waste Management Details (LBH Development Management)
- 27) Feasibility of the Connection to a District Energy Network (LBH Development Management)
- 28) Feasibility of Provision of a Single Boiler System (LBH Development Management)

- 29) PV Panels Details - Reserve Matters (LBH Development Management)
- 30) Code for Sustainable Homes – Post Construction Certificate (LBH Carbon Management LBH)
- 31) Code for Sustainable Homes – Remedial Details or Cost Agreement (LBH Carbon Management)
- 32) Dynamic Thermal Modelling Details (LBH Development Management)
- 33) Land Contamination 1 (LBH Environmental Health)
- 34) Land Contamination 2 (LBH Environmental Health)
- 35) Revised Air Quality Assessment (LBH Environmental Health)
- 36) AQMA – Details of Traffic Related Impacts (LBH Development Management)
- 37) Air Quality and Dust Management Plan (AQDMP) (LBH Environmental Health)
- 38) Considerate Constructors Scheme (LBH Environmental Health)
- 39) Plant and Machinery – EU Directive (LBH Environmental Health)
- 40) NRMM – Registration and Notification to LPA (LBH Environmental Health)
- 41) Inventory of NRMM During Development
- 42) Revised Daylight/Sunlight Assessment (LBH Development Management)
- 43) Details of Central Dish/Receiving System (LBH Development Management)
- 44) Individual Satellite Dishes or Television Antennas Precluded (LBH Development Management)

List of Informatives - The full text of recommended informatives is contained in Section 8 of this report.

- 1) Working With the Applicant (LBH Development Management)
- 2) Hours of Construction Work (LBH Development Management)
- 3) Party Wall Act (LBH Development Management)
- 4) Designing Out Crime – Certified Products (Metropolitan Police)
- 5) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres. (Thames Water)
- 6) Attenuation of Storm Flows (Thames Water)
- 7) Minimum Pressure and Flow Rate from Pipes (Thames Water)
- 8) Water Main Crossing Diversion (Thames Water)
- 9) Large Water Main (Thames Water)
- 10) Sprinkler Installation (London Fire Brigade)
- 11) Asbestos Survey (LBH Environmental Health)
- 12) Naming of New Development (LBH Transportation)

Legal Agreement Heads of Terms:

- 1) *Affordable Housing – 100% (54 Affordable Rented Units)*. All units in the development will be nominated units, with targeted rents in line with Haringey Housing Strategy as follows:

Number of bedrooms	Maximum affordable rents as % of local market rents
1 bedroom	Up to 80%
2 bedrooms	Up to 65%
3 bedrooms	Up to 55%
4 or more bedrooms	Up to 45%

- 2) *Management and Maintenance* - Obligations to secure that the buildings and their curtilage will be managed and maintained by the applicant. Management of the public realm (including re-provided parking) and the realigned Fairbanks Road will be the responsibility of Homes for Haringey (excluding on site disabled car parking provision).
- 3) *CPZ Feasibility* - a **£3, 000 (three thousand pounds)** contribution towards investigations for the feasibility of a new controlled parking zone.
- 4) *Car Free Development* - Obligation to secure that no residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.
- 5) *Residential Travel Plan* - An obligation to secure a detailed travel plan incorporating the following measures to maximise the use of public transport:
- a) The developer must appoint a travel plan co-ordinator to monitor the travel plan initiatives annually.
 - b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents.
 - c) The developer must offer one years free membership and £50 credit to each new residential unit.
 - d) The applicant's are required to pay a sum of, **£3,000 (three thousand pounds)** per travel plan for monitoring of the travel plan initiatives.

- e) A detailed scheme of works for the provision of a single on-site car club bay which will need to be agreed with the council and Homes for Haringey.
 - 6) Energy Plan to determine whether carbon offsetting contribution will be payable.
 - 7) Local labour requirements including 20% local employment during the construction phase.
 - 8) Considerate constructor.
 - 9) Obligation to enter into further legal agreement on acquiring any further interest to bind that interest to the above terms.
- 2.4 Members should be aware that a carbon offset contribution will be the subject of a future planning obligations agreement when design details come forward at the reserve matters stage. No section S278 agreement is required as Fairbanks Road is not an adopted public highway.
- 2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
- i. *In the absence of a legal agreement securing the provision of on-site affordable housing the scheme would fail to foster balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. The scheme would not make full use of Haringey's capacity for housing to meet targeted delivery of required homes. As such, the proposal is contrary to policy SP2 'Housing' of the Council's Local Plan March 2013 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.*
 - ii. *In the absence of planning obligations to provide 1) travel plans and future Traffic Management Order (TMO) amendments to preclude the issue of parking permits, and 2) financial contributions toward car club provision and CPZ feasibility funding, the proposal would have an unacceptable impact on the safe operation of the highway network and give rise to unsustainable modes of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.*

- iii. *In the absence of a management agreement setting out the building and land maintenance obligations and parking management responsibilities, the proposal would impinge the amenity of adjoining occupiers with respect to parking availability and the quality and character of adjoining development. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11, 6.13., 7.1 and 7.4.*

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

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

2.8 That authority is granted to enter into any subsequent agreement with the applicant or any third party at the same time that they acquire any further interest in the site on the same terms (unless otherwise agreed by the AD Planning and/or Head of DM) as the above agreement

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

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
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- 8.0 RECOMMENDATION

APPENDICES:

- Appendix 1: Consultation Responses & Letters of Objection and Support
- Appendix 2: Plans and images

3 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 The applicant seeks outline planning permission, with the matters of appearance, landscaping, layout and scale being reserved for approval under subsequent reserved matters applications. The applicant proposes up to 54 residential dwellings on the land (Use Class C3) and seeks planning permission for means of access to the site.
- 3.1.2 The scheme is proposed to be 100% affordable housing, with the tenure split comprised of 100% Affordable Rented Housing (ARH), which is welcomed.

- 3.1.3 While matters of scale and layout are reserved, the applicant has submitted parameter plans demonstrating the heights of three blocks ranging from 4-stories to 5-stories across the site. The applicant has also presented an illustrative site plan that gives an indication as to how the development is likely to be configured and the positioning of the three blocks. The applicant has also presented a site plan showing how the re-alignment of the highway running through the site is likely to be configured.
- 3.1.4 The three individual blocks are proposed to be arranged to 'run' roughly east to west, and Fairbanks Road is proposed to be re-aligned to the south, with vehicular accesses running between the proposed blocks, leading to the existing parking areas between the Chesnut Estate terraces. While matters of layout and appearance are reserved, the applicant's illustrative plans indicate that the blocks are designed to incorporate two-storey maisonette units on the ground and first floors, with flatted units above.
- 3.1.5 The three blocks, which are set out as Blocks A, B and C by the applicant, are arranged east to west, and are proposed to face Monument Way, with rear gardens for the maisonette units to the north of the blocks. Access cores to the flatted units are proposed to be set between maisonette units in each block. While matters of appearance are reserved, the applicant has indicated the top floor units of each block will be designed within a pitched roof space to lessen the massing of the built form.
- 3.1.6 Block A, on the western side of the site, is indicatively proposed to contain 9 units (4 one-bedroom units, 2 two-bedroom units and 3 three-bedroom units). Block A is proposed to be positioned to the south of No. 72 Fairbanks Road. The three bedroom ground floor units within this block are proposed to be wheelchair accessible dwellings. The applicant has submitted a parameter plan indicating Block A will rise to 4 stories, although the detailed scale of the building is a reserved matter.
- 3.1.7 Block B is proposed to contain 23 units (8 one-bedroom units, 8 two-bedroom units and 7 three-bedroom units). Block B is proposed to be positioned south of Nos. 44 and 45 Fairbanks Road, between Blocks A and C. 3 of the three-bedroom ground floor units are proposed to be wheelchair accessible dwellings. The applicant has submitted a parameter plan indicating Block B will rise to 5 stories.
- 3.1.8 Block C is proposed to contain 22 units (14 two-bedroom units and 8 three-bedroom units). This block is proposed to be positioned south of Nos. 26 and 27 Fairbanks Road on the eastern side of the site. The applicant has submitted a parameter plan indicating Block C will rise to 5 stories.
- 3.1.9 Across the site, the proposal will provide in total 12 one-bedroom units, 24 two-bedroom units and 18 three-bedroom units. The scheme is proposed to be 100%

affordable housing, with the tenure split comprised of 100% Affordable Rented Housing (ARH) and let by the applicant, Newlon Housing (an Affordable Housing Provider) will be acquiring a seven year leasehold on the relevant land, and the rent targets for the units will be secured by a legal agreement to this permission, as set out below:

Number of bedrooms	Maximum affordable rents as % of local market rents
1 bedroom	Up to 80%
2 bedrooms	Up to 65%
3 bedrooms	Up to 55%
4 or more bedrooms	Up to 45%

3.1.10 The proposal will re-provide 24 off street car parking spaces that would be lost as a consequence of the proposed development. The existing spaces are located south of Fairbanks Road. While matters of layout are reserved, the re-provision of car parking spaces are indicatively situated between the proposed blocks in rows, effectively continuing lines of existing car parking from the Chesnut Estate terraces southward toward the re-aligned Fairbanks Road. This re-provision of car parking spaces would be allocated for existing residents to the north of the site, and the use of re-provided car parking spaces within the red line (excepting disabled Blue Badge spaces) would be precluded for future residents of the blocks by way of a planning obligation on any grant of planning permission.

3.1.11 While matters of landscaping are reserved, the applicant has submitted indicative landscaping proposals where landscaping might be provided on the site. The applicant proposes increased pedestrian permeability to the site, with gaps created in a re-provided boundary wall along Monument Way, corresponding to the frontage of each proposed block.

3.2 Site and Surroundings

3.2.1 The application site is 0.61 Hectares (Ha) in area and is irregular shaped, but broadly rectangular. The site is bounded by Monument Way to the south and to the north by two and three storey post-war residential dwelling houses in 5 terraced rows, perpendicular to the northern plot line of the site. These dwelling houses form part of the wider Chesnut Estate. A primary school lies to the northwest of the site.

3.2.2 The site contains a highway, Fairbanks Road, which runs east to west within the redline area. Twenty four (24) off street car parking spaces currently lie south of Fairbanks Road (although not all of these spaces are currently in use for car parking). The site also contains a row of elm trees north of Monument Way, and several smaller trees dispersed within grassed areas which are not designated

as open space in the Local Plan. A brick boundary wall separates the site from Monument Way.

- 3.2.3 The site does not contain any statutory or locally listed buildings, although 62 High Cross Road, a Grade II listed Georgian dwelling is in the vicinity of the application site to the south. The Grade II listed Tottenham High Cross lies to the west of the site at the junction of Monument Way and the Tottenham High Road. The eastern boundary of the Tottenham Green Conservation Area lies approximately 90 metres from the western plot line of the site.
- 3.2.4 The surrounding area is of a mixed use character that is in transition. The application site will lie within the boundaries of the proposed Tottenham Hale District Centre. The area to the south of Monument Way has some uses of an industrial character, although there are also residential flats uses present. The area is primarily characterised by the lack of permeability created by high volume of road traffic along Monument Way and the boundary wall between the site and the wider area to the south. The land which was occupied by the former Welbourne Centre, which is programmed for comprehensive redevelopment, lies to the east of site. The wider Chesnut Estate lies to the north and east of the redline area.
- 3.2.5 The site lies to the west of Tottenham Hale Bus and Railway Station and the site attracts a Public Transport Accessibility Level (PTAL) rating of 5/6a across the site, indicating excellent access to public transport. The site is located in Flood Risk Zone 1. The site is also the subject of an emerging strategic designation (HT10) in the draft Tottenham Area Action Plan (AAP). The site is adjacent to archaeological priority area and within the Tottenham Hale Growth Area. The site is not within a Controlled Parking Zone (CPZ).

3.3 Relevant Planning and Enforcement history

- 3.3.1 There are no planning applications or enforcement investigations that are relevant to the current planning application under consideration.
- 3.3.2 The scheme has been through the councils pre-application process with officers and was presented to Haringey's Quality Review Panel (QRP) on 7th July 2016 and at a QRP Chair's Review Meeting on 14th December 2016. Officers from Planning and Regeneration considered the scheme prior to the submission of a formal outline planning application in November 2016. (A tabulation of QRP's comments and the officer response is contained in Section 5 below). The scheme was not presented at a Development Management Forum. However, the Applicants undertook their own public engagement with local residents regarding the proposed development and the Councils Regeneration Team undertook rigorous consultation with local residents towards submission stage.

4 CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- LBH Design Officer
 - LBH Head Of Carbon Management
 - LBH Housing Renewal Service Manager Housing & Health
 - LBH Tottenham Regeneration Team
 - LBH Arboriculture Team
 - LBH Flood and Surface Water Drainage
 - LBH Waste Management East Team
 - LBH EHS - Pollution Air Quality Contaminated Land
 - LBH Emergency Planning and Business Continuity
 - LBH Transportation Group Transportation
 - LBH EHS – Noise
-
- London Fire Brigade
 - Metropolitan Police Designing Out Crime Officer
 - Transport For London
 - Environment Agency
 - Natural England
 - Thames Water Utilities

4.2 The full text of comments from internal and external consultees that responded to consultation is contained in Appendix 1. A summary of the received consultation responses is below:

Internal:

1) LBH Carbon Management

After working through the London Plan energy hierarchy (Lean, Clean and Green measures) the development will achieve a regulated CO2 saving of 35.3% beyond Part L 2013 baseline. The London Plan policy target since October 2016 has required that all major Housing developments (which this is) are required to achieve a 100% improvement.

Carbon Offset payment may be secured by a LEGAL agreement (if required) once full design details are known. Conditions around PV Panels, Code for Sustainable Homes, Single Boiler System, Dynamic Thermal Modelling and a future District Energy connection recommended for imposition.

2) LBH Transportation

No objection to the proposal scheme subject to conditions and planning obligations. The multi modal trip rate generated is considered to be relatively modest and unlikely to give rise to any significant traffic impacts on the adjoining road and or public transport network.

The proposed re-alignment of Fairbanks Road will result in the loss of the existing cycle track that runs adjacent to Monument Way and a requirement to alter the layout of the existing inset bus shelter to the east of the site. No indication of the above re-provision/new layout has been shown on accompanying plans. TfL has provided a consultation response and raised no objection to this aspect of the development proposal. Standards conditions and informatives recommended for imposition.

3) LBH Regeneration

No objection to scheme. This scheme will support the wider regeneration of Tottenham Hale and is to be welcomed. It will provide new affordable housing within the existing urban context and will support the activation of Fairbanks Road and Monument Way in providing a safer pedestrian environment and retaining the existing green buffer.

4) LBH Environmental Health

No objection to scheme. Standard conditions around boiler emissions, dust management, non-road mobile machinery, land contamination, considerate constructor scheme and a standard informative around an asbestos survey are recommended for imposition.

5) LBH Tree & Nature Conservation Manager

No objection to scheme. Officers visited this site last week to inspect the trees. All those trees identified for removal are of low quality and value and therefore should not be a constraint to development. Therefore no objection to the current application, on the condition that the new landscape proposal includes at least 20 new trees planted in appropriate locations.

External:

6) Metropolitan Police – Secure by Design

Secure by Design Officer met with applicant and architect on 9th August 2016 to discuss Secured by Design practices and principles; however application has not been supported with a Secured by Design application form. Based on this,

objection to the project. Consultee seeks a Secured by Design condition. Informative certified products.

7) London Fire Brigade

The Brigade is satisfied with the proposals. Informative recommended – provision of sprinklers.

8) Thames Water

Thames Water would advise that with regard to sewerage infrastructure capacity, no objection to the above planning application. 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.

Standard conditions around piling method statement recommended. Standard informatives around Public Sewer Crossings, Attenuation of Storm Flows, Combined Sewer draining to nearest manhole, Connection for removal of ground water precluded, Approval required for discharge to public sewer, Minimum Pressure and Flow Rate from Pipes, Water Main Crossing Diversion and, Larger Water Mains.

9) Transport for London

No objection to scheme. Scheme adjoins TLRN Car Parking excessive. Conditions suggested around residential travel planning and cycle parking.

10) Natural England

No objection to scheme. Statutory nature conservation sites – no objection. Proposal not likely to have a significant effect on the interest features for which Lee Valley SPA and Ramsar sites that have been classified. Proposed not likely to damage or destroy the interest features for which the Walthamstow Reservoirs SSSI. Natural England have not assessed this application and associated documents for impacts on protected species.

The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application.

5 LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 517 Neighbouring properties by letter
- 1 Residents Association
- 4 Site Notices were erected close to the site

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

No of individual responses:

- Objecting: 5
- Supporting: 0
- Others: 1

5.3 The following local groups/societies made representations:

- None

5.4 The following Councillor made representations:

- None

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

- Building Height is unacceptable. Development should be two stories.
- Development will be overbearing in relation to properties north of the site.
- Layout of scheme will result in development with an insufficient separation distance to adjoining properties.
- Proposal will result in a loss of parking for existing residents.
- Proposal will block daylight/sunlight to existing dwellings and gardens.
- Construction impacts will be protected
- Boundary treatment and alterations to Monument Way wall unacceptable
- Scheme layout (openings in wall) will give rise to anti-social behaviour

5.6 The following issues raised are not material planning considerations:

- Consultation was insufficient (Officer comments: the Local Planning Authority has undertaken statutory consultation in accordance with relevant legislation and guidance. Non-statutory consultation undertaken by the Council's regeneration team is considered below.)
- Affordable Housing definition is unclear. (Officer comments: the applicant proposes 100% affordable rented accommodation. The affordable housing offer meets the definition of affordable housing as per the National Planning Policy Framework.)
- Placement of buildings is unknown (Officer comments: while the development must be constructed in general conformity with the site plan and to the heights noted in the parameter plan, matters of layout are reserved. Local residents will be consulted on any reserve matters application.)

5.7 Quality Review Panel (QRP)

- 5.8 The scheme was first presented to a 'full panel' QRP on 6th July 2016 at the informal pre-application stage. Allies and Morrison, the applicant's agent presented a detailed response to QRP's comments in November 2016. The scheme was progressed from its initial form by the applicants in response to QRP's comments, and amended prior to the submission of the current outline proposal. The scheme was re-presented to the QRP under a 'Chair's Review' on 14th December 2016. The QRP's final comments, and the officer responses, are tabulated below. (Members should note that while the Panel considered the illustrative material supplied by the applicant, matters of layout, scale, appearance and landscaping are reserved matters. It is the principle of the provision of 54 dwellings on the site and matters of access which are to be considered by Members as per the current outline planning application submission).

QPR Comments	Officer Response
<p>The panel warmly supports the approach taken by the design team to the boundary and landscape along Watermead Way, and feels that overall the layout of the scheme and landscape strategy are convincing.</p>	<p>Comment Noted.</p>
<p>The panel recognises that the scale of the proposed development fronting onto Watermead Way seems appropriate to the context.</p> <p>However, the relationship to the rear of the proposals is significantly different, where the proposed 4-5 storey blocks will sit immediately to the south of the existing 2-3 storey terraced housing of the Chesnut Estate.</p>	<p>Comment Noted. As assessment of amenity impacts is undertaken in Section 6.</p>
<p>The panel acknowledges the work undertaken to explore the extent of the loss of sunlight and daylight to the windows of the neighbouring properties as a result of the proposals, and notes the assessment of these impacts as minor.</p>	<p>Comment Noted. Daylight/Sunlight impacts are indicative at the outline stage, however officers have undertaken a preliminary assessment based on the applicant's submissions at the outline stage.</p>

<p>In contrast, the panel identifies that the proposed 4-5 storey blocks to the south of the adjacent terraces will result in a potentially significant loss of amenity and sunlight to the rear gardens.</p>	
<p><i>Public Realm</i></p>	
<p>The panel welcomes the retention of existing trees along the Watermead Way interface, and supports the concept of the sloping and variable boundary walls which serve to alternately open up and screen the development, in response to the gaps created between the new blocks.</p>	<p>Comments noted. The layout and physical appearance of the boundary wall (beyond the access points approved as part of this outline application) are reserves, however officers would expect a high quality boundary treatment in line with community consultation and that addresses TfL requirements.</p>
<p>The Panel welcomes the reconfiguration of the parking into defined courts between the new blocks; this should enable a significant improvement to the quality of the realigned Fairbanks Road.</p>	<p>Comments noted. Parking layout is expected to be provided in line with the indicative site plan provided.</p>
<p><i>Detailed Design and Architectural Expression</i></p>	
<p>The panel note that any reductions in massing achieved through detailed design of the rear of the blocks and the roof line would represent a gain in the level of sunlight penetration into the rear gardens of the residential properties to the north.</p>	<p>Comments noted. Massing is indicative and a reserve matter, however officers would expect a high level of detail that seeks to maximise exposure to existing dwellings at the reserve stage.</p>
<p>The Panel would encourage the design team to explore and refine the roofscape further during the detailed design phase; chamfering to the rear at the mid-way point may result in significant benefits at a 'cost' of only 2 or 3 lost units on the top storey.</p>	<p>Comments noted. Layout is indicative and a reserve matter, but as per the above, a high quality design is expected by officers.</p>
<p>Exploration of whether the roof to the</p>	<p>Comments noted. Layout is</p>

<p>uppermost deck access could be removed or reduced to increase the levels of sun penetration would be encouraged.</p> <p>The panel supports the inclusion of deck access along the north facades, and the location of bedrooms and living rooms to the south of the blocks, to minimise overlooking and safeguard privacy for the existing gardens to the rear.</p>	<p>indicative and a reserve matter. Issues of deck assess will be considered at the reserve matters stage.</p>
<p>The Panel would encourage the design team to consider incorporating a screen to the deck access, to further safeguard the privacy of existing residents.</p> <p>The panel notes that detailed design at the reserved matters stage should be carefully considered in order to mitigate as far as possible the loss of amenity and sunlight into the rear gardens, whilst at the same time improving the visual amenity and articulation of the rear facades.</p>	<p>Comments noted. Layout is indicative and a reserve matter. Appearance and screening to amenity areas is also a reserve matter.</p>
<p><i>Next Steps</i></p>	
<p>The panel offers qualified support for the proposals. The scale of the development works very well fronting onto Monument Way; however, the proposed 4-5 storey building heights will have a significant impact upon the amenity of the adjacent rear gardens.</p> <p>Careful consideration of the balance to be struck between these different issues will be required as the planning application is determined. Community consultation can help feed into this process.</p>	<p>Comments noted. The Panel's view must be considered in the overall planning balance, especially in the quantum and tenure of affordable housing to be delivered on the site. This is considered in the section below.</p>

5.9 In addition to QRP review, the Council's Regeneration Team has undertaken significant engagement with local residents in the vicinity of the site prior to the submission of the outline application. The applicant has also submitted a Statement of Community Involvement (SCI). The proposal is essentially a Council-led proposal, and as such a careful consideration of the impacts on local residents has been on going as part of work to define the future of the wider Tottenham Hale area. The following consultation has been undertaken:

- 2015 - Wider consultation with Tottenham Hale residents to inform the District Centre Framework. Feedback from residents was included in the DCF and site allocation specifications.
- Engagement events in September 2016 (1 afternoon weekend, 1 evening during the week) to allow officers to present recent parking study results and for the applicant to present the concept design for the scheme and receive resident feedback.
- The applicant has also presented the scheme on the 8th December 2016 at the Chesnut Estate Resident Association's public meeting
- An engagement session is programmed for 17th February 2017 where the applicant intends to present a 3D model of the scheme to residents.

6 MATERIAL PLANNING CONSIDERATIONS

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

- 1) Principle of the Development
- 2) Provision of residential development
- 3) Re-provision of Existing Car Parking Spaces
- 4) Loss of Undesignated Open Space
- 5) Development Density
- 6) Affordable Housing
- 7) Reserve Matters
- 8) Design
- 9) Impact on the Amenity of Adjoining Occupiers
- 10) Parking and Highway Safety
- 11) Energy and Sustainability
- 12) Tree Protection and Ecology
- 13) Air Quality
- 14) Land Contamination
- 15) Flood Risk
- 16) Waste and Recycling

6.2 Principle of the development

- 6.2.1 The NPPF establishes overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process and supports “approving development proposals that accord with the development plan without delay”. The NPPF also expresses a “presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.”
- 6.2.2 The NPPF has 12 core planning principles. These include clear statements about the importance of a plan led approach, and the need to plan creatively, and actively to promote growth whilst considering local characteristics, securing high quality design and amenities and supporting the move to a low carbon economy, whilst optimising land use and densities and conserving and respecting heritage interests.
- 6.2.3 The NPPF encourages the “effective use of land by reusing land that has been previously developed”. In respect of applications that include provision of housing, the NPPF highlights that delivery of housing is best achieved through larger scale development.

The Development Plan

- 6.2.4 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan consists of the London Plan (2016), Haringey’s Local Plan Strategic Policies and the saved policies of Haringey’s Unitary Development Plan (2006). The Examination in Public (EiP) into the Council’s suite of forthcoming strategic policy documents, including the Tottenham Area Action Plan (AAP) and Development Management Policies Development Plan Document (DPD) concluded in September 2016. The Council undertook an 8-weeks public consultation on the Inspector’s Main Modifications arising from the Local Plan examination hearings. The consultation concluded January 13th 2017. There were no modifications proposed to the relevant site allocation TH10. The AAP and the DPD are on track to be adopted by council later in 2017.

The London Plan

- 6.2.5 The consolidated London Plan (2016) sets a number of objectives for development through various policies, the key relevant ones are set out below:
- To promote and enable growth within London (Policies 2.7 and 4.1).
 - To promote growth in Opportunity Areas (Policy 2.13) (this site lies within the Lee Valley Opportunity Area) and investment in Regeneration Areas (Policy 2.14) (Tottenham is a Regeneration Area)
 - To recognise the importance of increasing housing supply and choice (Policy 3.3), optimising housing output (Policy 3.7)

- To create mixed communities through meeting needs and fostering social diversity (Policies 3.1 and 3.9) and through providing affordable housing (Policy 3.10).
- Provide positive and practical support to address housing needs and increasing housing delivery (Policy 3.8)
- Mitigate climate change, reduce carbon dioxide emissions, encourage decentralised energy and ensure environmental sustainability (Policies 5.1 to 5.9)
- To support high density development relative to accessibility and public transport capacity (Policy 6.1).
- To create lifetime neighbourhoods through designing to interface with surrounding land (Policy 7.1) and achieve high standards of accessible and inclusive design (Policy 7.2).
- To safeguard the setting of heritage assets (Policy 7.8).

6.2.6 The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) that provide further guidance. The key relevant SPG are set out below:

- Housing (March 2016)
- Accessible London: Achieving an Inclusive Environment (October 2014)
- The Control of Dust and Emissions During Construction and Demolition (July 2014)
- Character and Context (June 2014)
- Sustainable Design and Construction (April 2014)
- All London Green Grid (March 2012)
- Draft Affordable Housing and Viability Guidance (November 2016)

Upper Lea Valley Opportunity Area Planning Framework

6.2.7 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London Plan and encompasses over 3,000 hectares of land covered by the London Boroughs of Enfield, Haringey, Waltham Forest and Hackney and was produced by the GLA. The OAPF sets out the overarching framework for the area which includes the application site. The objectives for the Upper Lee Valley are set out as follows:

- Growth at Tottenham Hale, Blackhorse Lane, Meridian Water in Central Leaside and Ponders End.
- Optimised development and redevelopment opportunities along the A10/A1010 Corridor, in particular the Tottenham High Road Corridor and Northumberland Park.
- Over 15,000 new jobs by 2031 across a range of industries and a green industrial hub creating greater learning and employment opportunities.
- Over 20,100 new well designed homes by 2031.

- Full integration between the existing communities and the new jobs, homes and services provided as part of the new developments.
- A Lea Valley Heat Network linked to the Edmonton Eco Park.
- Significant investment and improvements to transport infrastructure, including four trains per hour on the West Anglia Main Line and improvements to help people walk and cycle more easily through the area.
- A fully accessible network of green and blue spaces which open up the Lea Valley Regional Park. The networks between them will be improved benefitting both people and wildlife.

6.2.8 This site lies to the east of the A10/A1010 corridor and the OAPF states that the area is subject to major development proposals, which taken together with the other growth areas, has the potential to improve the social, physical and environmental infrastructure of the Lea Valley to provide homes and jobs.

Housing Zone

6.2.9 Key to the delivery of regeneration at Tottenham Hale is the Council's participation in the Mayor of London's Housing Zone programme. Tottenham Hale's designation as a Housing Zone provides funding for new infrastructure and allows policy interventions such as tax incentives, simpler planning regulations and the use of compulsory purchase powers. The programme seeks to deliver a total of 5,500 new homes – 1,700 more than would otherwise be viable – through the unlocking of brownfield sites. Some of the development that that will be delivered through the Housing Zone is proposed to be mixed-use and provide a new creative quarter in Tottenham Hale, with a focus on leisure, arts and retail industries, which would help to create 4,000 new jobs. The Housing Zone approach also seeks a portfolio approach to housing delivery to better align public sector resources. This approach also balances housing tenures and dwelling mixtures across Housing Zone areas.

Haringey Local Plan Strategic Policies (2013)

6.2.10 Haringey's Local Plan Strategic Policies document highlights the importance of growth areas within the Borough and notes that Tottenham Hale will be one of the key locations for Haringey's future growth. Proposed changes to Haringey's Strategic Policies reflect a number of changes in the overarching planning framework at the national and regional level, which affect planning locally.

6.2.11 The pre-submission draft proposing changes to Haringey's Strategic Policies was considered alongside the Tottenham AAP and Development Management DPD at an Examination in Public (EiP) that concluded in September 2016, as noted above. The most significant to the Strategic Policies arise as a result of the adoption of the Further Alterations to the London Plan (FALP) that significantly increased Haringey's strategic housing target from 820 homes per

annum to 1,502 homes per annum, effective from April 2015 – an 83% increase. The plan also reflects the more challenging position in respect of affordable housing delivery. Given the progression of the alterations to the Strategic Policies in the plan making progress, they may be given significant weight by Committee.

6.2.12 The altered Haringey Local Plan Strategic Policies (2013) seek to:

- Provide new homes and the majority of new business floorspace up to 2026;
- Maximise site opportunities;
- Provide appropriate links to, and benefits for, surrounding areas and communities;
- Provide the necessary infrastructure; and
- Ensure that development is in accordance with the full range of the Council's planning policies and objectives.

6.2.13 The Local Plan sets out the future aspirations for Tottenham Hale as being:

- Integration of new and existing communities. Clear and explicit links must be made between new opportunities in Tottenham and the existing community, to ensure regeneration benefits include local people;
- Continuing the returning of the gyratory to two-way traffic.
- The provision of additional open space, play areas and community facilities as required by development of the area in order to meet the needs of the resident population;
- Introducing measures to reduce flood risk such as the de-culverting of the Moselle Brook, application of sustainable urban drainage systems, and support for the introduction of measures to reduce water consumption to improve water efficiency;
- The creation of a new facility for Front Line Services including recycling at Marsh Lane which will promote green industries in the area; and
- A new high quality station square and a state of the art new public transport interchange at Tottenham Hale.

6.2.14 The alterations to the Strategic Policies also make clear the need for affordable housing outstrips supply in Haringey. The most recent Strategic Housing Market (SHMA) informing the alterations indicates that with a shortfall in provision of 11,757 homes over the plan period. As a proportion of the total net housing requirement for all tenures (20,172), this equates to 59%. At an annual rate, this is 784 affordable homes out of 1,345.

6.2.15 The following altered Strategic policies are relevant with respect to the determination of the application:

- SP2-Affordable housing
- SP4 Working towards a Low Carbon Haringey
- SP5 Water Management and Flooding
- SP6 Waste and Recycling
- SP7 Transport
- SP10 Town Centres
- SP11 Design
- SP13 Open Space and Biodiversity
- SP14 Health and Well-Being

Emerging Tottenham Area Action Plan (AAP) pre-submission version 2016

6.2.16 The Tottenham Area Action Plan (AAP) pre-submission version 2016 is being prepared in order to ensure that the scale of development and change proposed for Tottenham through 2026 and beyond is positively managed and guided by a planning framework. It also ensures that investment decisions meet the aspirations of the local community and the Council for the area as a whole, as well as specific places and locations within it.

6.2.17 Given the progression of the AAP in the plan making process noted above, it is considered to be a material planning consideration that can be accorded substantial weight. The document provides site specific and area based policy to underpin the delivery of the spatial vision set out in the adopted and proposed alterations to the Strategic Policies DPD and the suite of DPDs emerging alongside the Tottenham AAP to articulate the spatial vision for growth. The following area wide policies are relevant for the determination of the application:

- AAP1: Regeneration & Masterplanning
- AAP2: Supporting Site Assembly
- AAP3: Housing
- AAP6: Urban Design and Character including Tall Buildings
- AAP7: Transport
- AAP9: Tottenham's Green Grid

6.2.18 The site does not fall within any designated 'site specific proposal' allocation pursuant to the Haringey proposals map (Unitary Development Plan 2006), however the site is also allocated in the Tottenham AAP as TH10: 'Welbourne Centre and Monument Way'. This allocated site comprises the application site together with the land that was occupied by the Welbourne Centre to the east. The Site Requirements for the wider allocation are:

- The site of the former Welbourne Centre forms part of the District Centre and should include uses that complement the Centre. The site has been identified as suitable for the location of a district health centre.
- Residential development will be permitted above.
- The site of the former Welbourne centre is considered a suitable location for a taller building marking the edge an enhanced Chesnut Road.
- A development complementing the end properties on the Chesnuts Estates will be acceptable, with new homes opening onto the existing (undesignated) open land to the south providing passive surveillance.
- Parking should be minimised on the former Welbourne Centre part of the site due to the excellent local public transport connections.

6.2.19 The Design Guidelines for the wider allocation are:

- Opportunities to address air quality issues and to create an improved access to the road network from the Chesnut Estate should be included
- Development on the Monument Way section of the site should respond to established heights within the Chesnut Estate. This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- A flood risk assessment is required. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- Development at the corner of Chesnut Road and the Hale will improve passive surveillance at this location.
- Development of this site should create a public realm which enables a safe connection between the Green Grid, the new District Centre, and Down Lane
- Park. This should include retention and improvements to the trees planted along Chesnut Road.
- Development will need to ensure that noise and air quality issues arising from Monument Way are not increased for existing residents, and are appropriately mitigated for new residents

Tottenham Hale District Centre Framework

6.2.20 The Tottenham Hale District Centre Framework (DCF) sets out that Tottenham Hale has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential or residential-led mixed-use development. In the next 10-15 years, it is expected that 5,000 homes will come forward on these sites. A mix of housing tenures will be

delivered, with emphasis on the affordable end of the market, to provide choice.

6.2.21 The DCF is not a Development Plan Document (DPD) but acted as a key part of the evidence base informing the Tottenham Area Action Plan (AAP). The Tottenham AAP will allow for the implementation of proposals for Tottenham Hale District Centre. The DCF work has also been informed through engagement with the community, stakeholders and key landowners / developers in the Tottenham Hale area. The DCF provides the following design guidance and parameters:

Form of Development

- New development along this axis should seek to improve the environment along Monument Way.
- New development should complete the exposed 'block-ends' along Fairbanks Road.
- Building heights along Fairbanks Road should not exceed 4 storeys.
- Building heights on the Welbourne Centre site should range from
- approximately 5 storeys to a maximum of 10 storeys.
- New development should help protect the existing private amenity of
- existing residents from the environment along Monument Way.

Access

- New development should be accessed off a realigned Fairbanks Road.
- Fairbanks Road should be moved south to release developable land adjacent to the existing Fairbanks Road terraces.
- Vehicular access off Chesnut Road to Fairbanks Road will continue to be required – potentially relocated west to better connect public open space with new community facilities.
- The potential for establishing future vehicular access to the Chesnuts Estates directly off Monument Way should be explored. Such an approach would require provision of a link road between Hamilton Road and Fairbanks Road
- On-street parking should be accommodated along Fairbanks Road.

Active frontages and streets

- Care should be taken to ensure new development does not turn its back to Monument Way.
- Realignment of access road would enable new development to directly address Fairbanks Road and improve the environment along Monument Way.
- The Welbourne Centre should address and be orientated towards the
- Tottenham Hale District Centre to the east.

Land uses

- New development along Fairbanks Road provides opportunities for new family housing.
- Monument Way will remain the principal vehicular and bus route between Tottenham Hale and Tottenham High Road and beyond. This prominent tree lined boulevard will benefit from buildings which overlook its length alongside an improved and reconfigured Fairbanks Road environment.
- The Welbourne Centre provides an opportunity for a new health centre and associated community uses on the lower floors.

6.3 Principle of the provision of residential development

- 6.3.1 The emerging site allocation (TH10 – Monument Way and the Welbourne Centre) within the Tottenham AAP pre-submission version 2016 seeks to promote a development complementing the end properties on the Chesnuts Estates with new homes opening onto the existing (undesigned) open land to the south, providing passive surveillance.
- 6.3.2 Whilst the application is in outline, the indicative site layout accords with the relevant site requirements of TH10 in that the blocks are generally orientated toward the southern plot line and the applicant proposes the retention of the remaining green space and mature trees along Monument Way. The height parameter plans are considered to broadly respond to the prevailing heights in the Chesnut Estate, whilst still optimising the site's potential and affordable housing delivery. The development also makes a transitional increase in height toward the site of the former Welbourne Centre, ensuring a visual continuity and stepped built form.
- 6.3.3 It is considered that the development guideline seeking the creation of a public realm which enables a safe connection between the Green Grid, the new District Centre, and Down Lane Park may be assessed at the reserved matters stage when landscaping and layout details are provided. The indicative plans provided by the applicant propose the re-provision of the existing boundary wall along Monument Way, with pedestrian openings to improve permeability. (The re-provision of the wall will be formally assessed at the reserved matters stage, as noted above.) The applicant proposes the retention of the maturing row of elm trees planted along Monument Way in broad accordance with the emerging site allocation. In principle, there is no reason why a Green Grid connection cannot be made based on the applicant's outline submission.
- 6.3.4 The proposal is considered to be in general conformity with Design Guidance and Site Parameters of the Tottenham Hale District Centre Framework (DFC), in so far as the indicative details presented at the outline stage allow for assessment. The indicative layout demonstrates the proposal generally completes the exposed 'block ends' at the termination of the relevant terraces (although a

suitable separation distance is indicatively proposed by the site plan) and Fairbanks Road is proposed to be re-aligned to run along the southern plot line of the site. While Blocks B and C slightly exceed the guidance heights stated in the DCF along Fairbanks Road, the illustrative details presented with the application show the top story of these blocks to be set back to lessen the visual impact of their built form and massing. The outline application includes a 'proposed building heights' parameter plan, and a condition is recommended requiring details of site levels and heights of proposed buildings to be in conformity with the building heights plan at reserved matters stage. However, issues regarding the roof forms will be assessed at the reserved matters stage.

- 6.3.5 More generally, the proposal is considered to be acceptable as the surrounding area is primarily comprised of residential uses and the introduction of additional residential households does not present an in principle conflict in land use planning terms. It is considered that the proposed development would not prejudice the future development of any remaining parcels in the wider TH10 allocated site area (including the Welbourne Centre site), and the scheme makes a contribution to the wider regeneration of Tottenham generally. The proposed development is therefore acceptable in principle.

6.4 Principle of the Re-provision of Existing Car Parking Spaces

- 6.4.1 Local Plan Policy SP7 and emerging Policy DM31 seek to minimise car parking and mitigate trip generation. As part of the proposed redevelopment, 24 existing off street car parking spaces along Fairbanks Road (some of which are out of use due to the stationing of storage containers on the land) would be relocated within the redline area. These spaces serve the existing terraces in the Chesnut Estate to the north, and will be removed in the event of redevelopment.
- 6.4.2 However, the applicant proposes to re-provide a total of 30 car parking spaces within the red line boundary and of these spaces, six are proposed to be Blue Badge spaces for disabled persons. While matters of layout and landscaping are reserved, the applicant has provided illustrative drawings showing the location of these car parking spaces. The spaces will lie between the proposed blocks on street and will effectively continue the rows of car parking fronting the dwellings of the existing terraces.
- 6.4.3 It should be noted the proposed development is intended to be car-free for future residents (excepting the 6 Blue Badge spaces) and the re-provided spaces on the site are to serve the existing development to the north. While adopted local and London Plan policy seeks to shift travel to sustainable modes and minimise parking provision, in the circumstances of this application (given that the spaces are serving existing residents) the re-provision is considered acceptable in

principle. Officers have had regard to the comments of Transport for London in reaching this conclusion.

- 6.4.4 The use of these spaces for existing residents only will be secured by way of a planning obligation and a condition requiring the applicant to provide a Car Parking Management Plan at the reserve matters stage is also recommended for imposition. The full transportation impacts of the proposal are considered in the section below.

6.5 Loss of Undesignated Open Space

- 6.5.1 Policy SP13 seeks to deliver sustainable development through provision of high quality, well designed and appropriately maintained open spaces that are accessible, safe and which help to support biodiversity. This approach is continued in emerging Policy DM 20 of the Development Management DPD pre-submission version 2016 and emerging Policy AAP 9 pre-submission version 2016.
- 6.5.2 The Tottenham AAP acknowledges that due to the significant need for new housing and employment in Haringey, and Tottenham, delivering new open spaces of a significant scale is not considered realistic. A key project in the development of the Green Grid will be a new axial east-west route between Tottenham High Road and the Lee Valley Regional Park through the Tottenham Hale area. The new route will pass across the northern section of the new Tottenham Hale district centre on a straight path which extends east the axis of Chesnut Road.
- 6.5.3 It is acknowledged that the re-alignment of Fairbanks Road will give rise to the loss of undesignated green space on the application site and the provision of up to 54 dwellings will result in a built footprint that is more developed than the existing planning position, whatever the layout of the scheme at the reserve matters stage. Given the outline nature of the scheme, the numerical loss is not able to be quantified until the reserved matters stage, but will likely mirror the indicative building foot prints given the road re-alignment.
- 6.5.4 The loss of open spaces is addressed through a project of greening Chesnut Road, which will create a pocket park and provide leisure facilities for local residents. These proposals have been the subject of consultation and are programmed for implementation in March 2017. The re-provision of the boundary wall with increased pedestrian permeability will also improve access to the Green Grid. In respect of the site layout, higher density blocks will allow for increased open space on the site in comparison to a potential terraced formation that might result in a more linear foot print with a greater land take. The maisonette units will also likely provide private garden spaces for future occupiers of the land given the site plans submitted. The site has excellent access to Down Lane Park and the wider amenities of the Lea Valley.

6.5.5 On balance, given the amount of open space re-provision with the road re-alignment and considering the creation of designated open space in the form of a pocket park in the vicinity of the site, the loss of undesignated open space is acceptable. The planning harm arising is in part mitigated by new provision in the vicinity of the site, the accessibility of other green spaces including Down Lane Park and the wider amenities of the Lea Valley, and the other positive benefits of the scheme, including a very high quantum of affordable housing and the wider regeneration of the area.

6.6 **Development Density**

6.6.1 London Plan Policy 3.4 (Optimising Housing Potential) indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. The reasoned justification to policy states that it is not appropriate to apply the London Plan Density Matrix mechanically - its density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure. This approach to density is reflected in adopted and emerging local policy.

6.6.2 The applicant proposes the provision of 54 residential units and the site attracts a PTAL rating of 5/6a. The site is 0.6145 Ha in area. The density of the proposed scheme by habitable room is not able to be assessed until the reserve matters stage, when details relating to unit layout are provided. However, the outline proposal will yield a gross density of 88 units per hectare (u/ha) which will fall within London Plan Density Matrix range for an urban site (for any range of habitable rooms per unit). While the density yield will likely fall on the lower end of the matrix, this is reflective of the site constraints that require a built form integrating with the existing pattern of lower density development in the area, and completing exposed flank elevations of the existing terraces.

6.6.3 The proposed development will yield a density that is comfortably within London Plan matrix guidelines, and is considered to optimise the site potential given identified constraints. The density of the scheme is acceptable, subject to detailed consideration at the reserve matters stage.

6.7 **Affordable Housing**

6.7.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site. Similarly London Plan 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 and the individual circumstances including development viability”.

- 6.7.2 Altered 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. This approach is reflected in Policy DM 13, which also sets out the affordable housing size mix as per the Council’s Housing Strategy (2017-2022) which was adopted by Cabinet in late 2016.
- 6.7.3 The applicant proposes 54 units of Affordable Rented Housing (ARH), which represents 100% provision of affordable housing by unit. This overall percentage is welcomed by officers. The tenure split of the affordable housing is proposed to be 100% ARH (i.e. no mix of social rented or shared ownership units is offered). This proposed tenure split is further assessed below.
- 6.7.4 The applicant has confirmed that the development will remain as affordable rent in perpetuity and occupation of the dwellings will be drawn from nominations made by the Local Housing Authority to the applicant. The Local Planning Authority will secure these items by way of a legal agreement following on from committee’s planning decision.
- 6.7.5 The target rents for the properties will be set as a percentage of local market rents. The Haringey Housing Strategy sets guidelines for target rents for affordable rented housing in Haringey, but acknowledges there is a challenge in setting rents for new affordable rented homes and that higher rents may be necessary to secure investment. The specific target rent for each unit is based on the number bedrooms in the dwelling and will also from part of legal negotiations with the applicant, which are as follows:

Number of bedrooms	Maximum affordable rents as % of local market rents
1 bedroom	Up to 80%
2 bedrooms	Up to 65%
3 bedrooms	Up to 55%
4 or more bedrooms	Up to 45%

Affordable Housing Tenure Split

- 6.7.6 Policy DM13C of the Development Management DPD pre-submission version 2016 requires developers within Tottenham to achieve an affordable housing tenure split of 40% of units for affordable rent and 60% for intermediate products (inline with the Haringey Housing Strategy). While the tenure split is not policy compliant, Policy DM13 states the Council may seek to alter the tenure of

affordable provision to be secured on a case-by-case basis, to avoid affordable housing of a certain tenure being over or under represented in an area.

- 6.7.7 The site is within the boundaries of a Housing Zone. The Housing Zone programme is explicitly designed to encourage developers, boroughs and other key partners to consider innovative and flexible approaches to accelerate sustainable development and increase housing delivery. Such an approach seeks to deliver a wide range of housing products using a targeted approach across a zone.
- 6.7.8 The affordable housing tenure proposed by the applicant is considered to be consistent with a “portfolio” approach to sites within the wider Tottenham Hale Housing Zone. This approach recognises that some sites are more suitable than others for affordable rent or intermediate housing. An overall delivery target comprising various sites that contributes towards targeted housing mix, depending on individual site characteristics and viability.
- 6.7.9 The provision of a scheme with a 100% of affordable housing but with a tenure split that does not achieve a 60/40 ratio is considered to be justified and welcomed given the flexibility noted in policy and the location of the site within a Housing Zone.
- 6.7.10 It is envisaged the high number of affordable rented homes in the current scheme will be balanced by other forthcoming developments in Tottenham Hale where the affordable housing provision will be oriented more toward intermediate affordable ownership products (i.e. shared ownership) and market units. For example, the Station Square West development in Tottenham Hale, which is proceeding through the planning process currently, proposes 90% affordable housing, but with a tenure split that is 100% shared ownership.
- 6.7.11 The Housing Zone portfolio approach optimises tenure on each site and in this case seeks to ensure Tottenham Hale delivers a mixed and balanced community but allows developers to specialise in respect of tenure to reduce delivery costs. On this basis, the proposed tenure split is considered to be acceptable.

Dwelling Unit Mix

- 6.7.12 London Plan Policy 3.8 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors, including the private rented sector. Local Plan Policy SP2 (Housing) and Policy DM11 of the Council’s emerging Development Management DPD continue this approach.
- 6.7.13 The scheme proposes the following housing mix:

Housing Mix: 100% Affordable Rented Housing

No. of bedrooms	No. of units	% of affordable units
1 bed units	12	22%
2 bed units	24	44%
3 bed units	18	34%
Total	54	100%

6.7.14 Haringey's Housing Strategy (2017-2022) sets out the following target dwelling mix for Intermediate Housing: 30% one bedroom units, 60 % two bedroom units and 10% three bedroom units. The dwelling mix is generally consistent with the Housing Strategy, and while the percentage of two-bedroom units is below the targeted provision, and three-bedroom units are over represented, the wider area is characterised by family housing and the proposed housing mix is considered to allow the development to successfully integrate into the existing area. The proposed mix also fits with Housing Zone objectives that may allow more 1 and 2 bedroom units in more urban settings around the Tottenham Hale Underground Station to be provided.

6.7.15 The Council's Housing Team does not raise an objection to the proposal. The quantum, tenure split of affordable housing is recommended to be secured by way of planning obligations. The mix of dwellings is recommended to be secured by the imposition of a planning condition. Such a condition is contained in Section 8.

6.8 Summary - Principle of Development

6.8.1 The proposed development will make a contribution to targeted housing delivery in the locality and the regeneration of Tottenham Hale. The scheme is judged to broadly accord with the relevant elements of the site requirements and development guidelines of the emerging site allocation, in addition to the guidance contained in the Tottenham Hale DCF, subject to the provision of details at the reserve matters stage.

6.8.2 While the application is at the outline stage, it is clear that some in principle planning harm arises with the loss of undesignated open space, however it is considered this harm is mitigated by the provision of environmental amenity improvements in the vicinity of the site (including the provision of a designated pocket park) and by the indicative design of the scheme which seeks to maximise remaining open space provision.

6.8.3 The overall percentage of affordable housing provision is welcomed, subject to details of targeted rent levels and the retention of the units as affordable housing in perpetuity, to be secured by way of planning obligations. The dwelling mix of the scheme is acceptable (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units), and the

tenure mix proposed is also considered acceptable given the location of the scheme within the Tottenham Hale Housing Zone.

6.8.4 The principle of the re-provision of car parking is acceptable given the circumstances, subject to a planning condition around a management plan and suitable planning obligations ensuring the re-provided spaces serve existing residents. Up to 54 residential units on the land is an acceptable quantum of development, and the gross density of the scheme is considered appropriate, subject to further details at the reserve matters stage.

6.9 Reserved Matters

Reserved Matters – Background

6.9.1 The National Planning Practice Guidance makes clear that reserved matters are those aspects of a proposed development which an applicant can choose not to submit details of with an outline planning application, (i.e. they can be 'reserved' for later determination). These are defined in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 as:

- 'Access' – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.
- 'Appearance' – the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- 'Landscaping' – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features;
- 'Layout' – the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
- 'Scale' – the height, width and length of each building proposed within the development in relation to its surroundings.

6.9.2 As noted above, all matters the subject of this application are reserved except for access. A consideration of detailed planning issues is undertaken below in so far as they relate to outline matters or matters of access. Where the applicant has presented indicative details that should be considered at the reserve matters stage, this is noted. An engagement with the illustrative scheme that was

considered at QPR, and is very likely to progress by the applicant, is undertaken where appropriate for Member's information.

- 6.9.3 Members should be aware that the planning decision on the subject application will not approve the visual appearance of any building on the site, and the internal unit layouts and positioning of amenity spaces are reserved by the applicant. The site-wide heights of the blocks (including level of roof form) will be fixed by way of a conditioned parameter plan, however the scale of the buildings is also a reserved matter.
- 6.9.4 The National Planning Practice Guidance notes that where details have been submitted as part of an outline application, they must be treated by the Local Planning Authority as forming part of the development for which the application is being made. Conditions cannot be used to reserve these details for subsequent approval. The exception is where the applicant has made it clear that the details have been submitted for illustration purposes only.

Means of Access

- 6.9.5 The site is proposed to be accessed by vehicles from Fairbanks Road at the eastern side of the site. Access to the existing car parking that lies between the terraces to the north of the development is also created by the re-alignment of Fairbanks Road, but this route does not allow through access – vehicles will still be required to access the existing and proposed dwellings by way of Chesnut Road. This means of access for vehicles is considered acceptable and will not allow a high volume of vehicles to penetrate the site or the adjoining development to the north, and will generally retain the existing character of the area.
- 6.9.6 While this matter is reserved, the indicative circulation within the site is also considered to be in accordance with the site allocation and the re-alignment of Fairbanks Road will allow a southern orientation of the proposed blocks toward Monument Way. This orientation will in turn increase security and ensure the increased permeability of the site (by way of breaks in the boundary along Monument Way) is successful. This design will create a naturally surveyed public realm in line with site requirements. The proposed circulation arrangement will also create a natural buffer separating the exposed southern flank elevations of the existing terraces from passing vehicular traffic.
- 6.9.7 The creation of a pedestrian access fronting Block A that continues westward toward existing green space and the institutional uses adjoining is a positive design, although the details are to be confirmed at the reserve stage. The proposal has responded well to the QRP Chair's comments around the layout of parking provision, and the layout of spaces between the blocks (with disabled parking adjoining the eastern most access) is considered a design improvement from the previous position.

6.9.8 While the openings in a re-provided boundary wall are considered acceptable in principle and in access terms, in so far as they allow the safe and sustainable movement of pedestrians to and from the site, the inter-action between the pedestrian accesses and the cycle track and its potential future layout are a reserve matter. It should be noted the form of the re-provided boundary (including its height, visual appearance and any landscaping to be provided or retained) is reserved by the applicant. The means of access to the site is acceptable. Further details would also be necessary to demonstrate that there would be no unacceptable degree of conflict between cycle, pedestrian and vehicular routes through the site at the reserved matter stage.

6.10 Design

6.10.1 The NPPF should be considered alongside London Plan 2015 Policies 3.5, 7.4 and 7.6, Local Plan 2013 Policy SP11, and Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. Local Plan policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

Use, Form and Development Pattern

6.10.2 The proposal envisages three linear blocks arranged east to west and orientated toward Monument Way. Block A is proposed to have an approximate footprint of 260m² and Blocks B and C are each proposed to have an approximate footprint of 470m². Blocks A and C are rectangular while Block B is articulated, inline with the re-alignment of Fairbanks Road. Subject to reserved details, the ground floor units will provide rear gardens, orientated to the north of the blocks. Access cores to the flatted units are set between maisonette units in each block. While matters of appearance are reserved, the applicant has indicated the top floor units of each block will be located within a pitched roof space to lessen the massing of the built form created.

Height, Bulk and Massing

6.10.3 The specific heights of the blocks are not fixed, however the parameter plan submitted by the applicant indicates that Block A is proposed to rise to 4 stories in height and Blocks B and C to rise to 5 stories in height. The scale of the buildings (in relation to their specific width and depth) is a reserve matter, however illustrative material submitted by the applicant indicates that the blocks are intended to incorporate pitched roofs with dormer projections.

6.10.4 The height of the blocks will give a “street presence” to Monument way in design terms and accord with the proposed pedestrian opening in the re-configured boundary treatment. Based on the indicative material presented, the layout and built form of the three blocks is considered to generally relate well to the character of the surrounding area. (As assessment of the impact of the development on adjoining occupiers is in the section below.)

6.10.5 Whilst it is acknowledged by officers the parameter plan heights of Blocks B and C exceed the guidance in the DCF by one storey, on balance the height of these blocks is considered to be acceptable in principle, subject to a detailed and robust consideration of the design details brought forward at the reserve matters stage, included details of the roof form and the placement and orientation of access and amenity areas for the units. Proposed materials are also a reserve matter that will determine the successful integration of the blocks at the heights and locations proposed.

6.10.6 The height, bulk and massing of the blocks as generally indicated on the site plan (and that have been the subject of local consultation prior to the submission of the outline application) are acceptable. It is recommended the fixed heights of each block (inline with parameter plans) are secured by way of a planning condition at the reserve matters stage. Such a condition is contained in Section 8.

Inclusive Access

6.10.7 Local Plan Policy SP2 and Policy 3.8 of the London Plan require that a minimum of 10% wheelchair accessible housing units or units easily adaptable for wheelchair users are provided. The applicant has indicated the wheelchair adaptable units are to be provided in Blocks A and B in the ground floor maisonettes. The policy compliance of the units with the London Plan is not able to be assessed until the reserve matters stage, however the provision of 6 wheelchair adaptable units is acceptable in principle and would meet policy requirement of 10% provision.

Child Playspace

6.10.8 Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation, inline with the Mayor’s SPG ‘Shaping Neighbourhoods: Play and Informal Recreation’, which sets a benchmark of 10m² of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum. This approach is reflected at the local level by Policy SP13 and the Open Space and Recreation Standards SPD 2008, which has been transposed into the emerging DM Development Management Document.

- 6.10.9 The London Plan Child Play calculator indicates a total child yield of 62 children for the proposed development, in the following age ranges: 29 under fives, 21 five-elevens and 13 twelve+, yielding a total play space requirement of 624m².
- 6.10.10 The location and layout of this child play space is a reserve matter, however the illustrative layout plan gives an indication that that the onsite requirements are capable of being met in principle. All of the maisonette units provided are indicatively designed to provide private rear gardens. The site plan also indicatively shows a communal amenity area of approximately 240m² in the southwest corner of the site, south of Block A. The site has excellent access to Down Lane Park, and a pocket park within the wider Chesnut Estate is forthcoming. Subject to details at the reserve matters stage, the site appears capable of providing suitable on site play space with remaining provision to be met off. A condition to articulate a child play space strategy is recommended for imposition on any grant of planning permission.

Noise and Vibration Impacts

- 6.10.11 London Plan Policy 7.15 (Reducing and Managing Noise) states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. LP Policy 7.15 also indicates that where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles. This approach is reflected in the NPPF and UDP Policy UD3.
- 6.10.12 The applicant has submitted a noise assessment prepared by Cass Allen Associated dated August 2016 and a Vibration Assessment also prepared by Cass Allen dated August 2016. The Noise Assessment concludes that the given the outline nature of the scheme a full assessment around the noise impacts to future occupiers cannot be formulated, however the report notes that “acceptable internal noise levels will be achievable in the development subject to the specification of suitable glazing and ventilation systems at the detailed design stage (which could be secured with a suitable planning condition).” Such a condition is contained in Section 8.
- 6.10.13 The consultant considers the noise impacts to internal habitable rooms to be acceptable in principle based on the preliminary assessment. The vibration assessment concludes that It is therefore reasonable to conclude that levels of vibration at the site are acceptable for the proposed development.

Designing Out Crime

- 6.10.14 The NPPF, London Plan Policies 7.1, 7.3, 7.4 and saved UDP Policy UD3. seek to ensure that policies and decisions should aim to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and create safe and accessible developments, containing clear and legible pedestrian routes and high quality public space, which encourages the active and continual use of public areas.
- 6.10.15 Whilst the objections of the Design Out Crime Officer (DOCO) are noted, these concerns appear to be primarily procedural, and the applicant's agent advises the applicants are committed to a secure design at the reserve matters stage that incorporates DOCO comments. It is also noted that Secure by Design issues must be balanced against site requirements around permeability and building orientation. It is considered that Secure by Design issues are primarily a reserve matter in this instance, and that the applicant may work with Designing Out Crime Officer to overcome any objections (including the submission further details allowing for a more full assessment) at the reserve matters stage. A condition is recommended to be imposed around a full Design Audit (as specifically requested by the DOCO) on any grant of planning permission to address designing out crime issues and is included in Section 8 of this report.

Summary - Development Design

- 6.10.16 The unreserved matter of the Means of Access is acceptable and the proposed accesses to the redline area for vehicles, pedestrians and cyclists are suitable in planning terms, subject to the provision of additional details at reserve matters stage. In respect of reserved matters that relate to the design of the development, the scheme is considered to generally relate well to the character of the area, and the built form the development is broadly compatible with its surroundings, subject to the provision of reserve matters details.
- 6.10.17 The illustrative details provided with the application indicate the scheme is capable of being delivered in conformity with the emerging site allocation. The site appears capable of providing sufficient child play place and accessible units, and there is no in principle reason why the noise and vibration impacts from external sources are not capable of being mitigated. The site is also capable of providing a scheme that meets with secure by design principles. The design of the development at the outline stage is acceptable, subject to the provision of details at the reserve matter stage.

6.11 Impact on the Amenity of Adjoining Occupiers

- 6.11.1 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Policy DM1 'Delivering High

Quality Design' of the Development Management DPD pre-submission version 2016 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

6.11.2 The Mayor's SPG Housing indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly within built up urban areas, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.

Daylight/Sunlight BRE Assessment Methodology

6.11.3 Members should note that matters of scale and layout are reserved matters, and the full impacts in relation to the changes in daylight/sunlight patterns arising from the development on adjoining occupiers will not be known until the reserve matters stage.

6.11.4 However, based on the nature of the applicant and the proposal, Officers consider the scheme is very likely to come forward inline with indicative plans and illustrative material, and on this basis the applicant's have commissioned a preliminary daylight/sunlight assessment. With paragraph 6.11.2 above in mind, The applicant's Design and Access Statement states that "A full BRE analysis will be submitted in due course to support the application." However an analysis has been undertaken of the preliminary impacts of the blocks as set out in the site plans and to the fixed heights of the parameter plans, to give members an impression of the impacts. Members should again be aware the assessment is based on impacts that are formally subject to change should the layout be modified at the reserve matters stage.

6.11.5 The applicants have included a preliminary Daylight Sunlight and Overshadowing Assessment with their application, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011).

6.11.6 The applicants' assessment finds that there would be some loss of daylight and sunlight to the habitable rooms of some neighbouring existing dwellings and some of their private amenity spaces. Specifically regarding each of those three:

- Daylight to Habitable Rooms - windows to habitable rooms in four neighbouring houses, nos. 27, 28, 45 and 46 Fairbanks Road would lose noticeable amounts of daylight such that they would no longer receive the amount of daylight the BRE Guide considers sufficient (27% Vertical Sky Component – VSC), a total of 15no. windows.
- Sunlight to Living Rooms - the BRE Guide advises care should be taken to avoid loss of sunlight to living rooms and conservatories with windows facing within 90° of due south, and the applicants' consultants' analysis finds two living room windows (& one bedroom window) to no.44 Fairbanks Road.
- Sunlight to Amenity Space (Overshadowing) – the BRE Guide recommends for an amenity space to appear adequately sunlit throughout the year, at least half of its area it should be capable of receiving at least 2hours sunlight on the equinoxes (21st March or October). The applicants' consultants' analysis finds that the amenity spaces – specifically private back gardens – of 11no. neighbouring existing dwellings would become overshadowed such that they would no longer meet the BRE Guide criterion for being considered adequately sunlit, specifically nos. 26, 27, 28, 29, 43, 44, 45, 46, 47, 48 & 49 Fairbanks Road.

6.11.7 In principle, it would be desirable that developments should not cause any loss of daylight or sunlight to neighbouring existing dwellings' habitable rooms or amenity spaces (nor to neighbouring existing workspace or public amenity space, although to these there is no concern in this case). The BRE Guide provides good criteria for assessing daylight and sunlight levels and for what constitutes acceptable levels.

6.11.8 It should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.

6.11.9 Secondly, it is noted that 15no. windows to 4no. separate dwellings would notice an unacceptable loss of daylight and 2no. windows to 1no. dwelling would notice an unacceptable loss of sunlight. It is significant that the dwellings whose windows would lose daylight are not the same as the dwellings whose windows would lose sunlight, and that in every case, those dwellings have other windows to the same rooms that would benefit from acceptable amounts of daylight and sunlight. This is because all the existing neighbouring dwellings are dual aspect, and where the proposal would overshadow one side of some dwellings, it would not overshadow the other and is therefore acceptable. As for the private amenity

space (back gardens), 11 no. dwellings would notice an unacceptable loss of sunlight; all these dwellings will still receive the same levels of sunlight to their frontages, but it is accepted that their private amenity space, their rear gardens, will fall below the criteria.

6.11.10 On balance while the indicative assessment indicates there will be planning harm in terms of daylight/sunlight impacts, the application is subject to reserve matters details. Given the distribution of the impacts to dual aspect dwellings, the application of BRE guidance, and the other planning and urban design benefits of the proposal (as is detailed in the summary section below) the daylight/sunlight impacts likely to be delivered by a scheme of comparative footprint and scale to the outline scheme are judge to be acceptable, subject to a full daylight/sunlight assessment. A condition requiring such an assessment at reserve matters stage is contained in Section 8.0 of this report.

Privacy and Overlooking

6.11.11 Given the outline nature of the application, the submitted parameter plans are limited to indicative footprints and heights, and do not include floor plan layouts for individual dwelling units.

6.11.12 The separation distance from No. 72 Fairbanks Road from the rear elevation of Block A is 8 metres along the northern plotline. The separation distances from Block B to existing development are more varied. At the closest point to No. 44 Fairbanks Road (at the existing front building line) a separation distance of 5 metres from the rear elevation of the proposed block will be retained. The separation distance widens westward to 10m when measured from the rear plot line of No. 44. The separation distance from the southern flank elevation of No. 45 Fairbanks Road to the eastern side of the rear elevation of Block B is proposed to be 5 metres. Block C at the closest point to No. 27 Fairbanks Road retains a separation distance of 5 metres. This separation distance increases to 10 metres at the rear plot line of No 26 Fairbanks Road, then narrows eastward to 5 metres at the front plot line of No 26.

6.11.13 The potential for overlooking arises primarily from the upper floor windows of the proposed blocks (and potentially access decks depending on the details of the unit design) to the rear gardens of the respective terraces to the north of the site. While there are some potential privacy impacts from upper floor windows of the proposed blocks to upper floor windows of the existing terraces, it is noted the established window orientations are primarily aligned with terraced rows facing each other, with inter-looking primarily in an east-west orientation, not southward toward the development site.

6.11.14 There are three flanking windows in the southern elevation of No. 72 Fairbanks Road at ground, first and second floor level. There is also a single flanking window at first floor level in the southern flank elevation of Nos. 44, 27 and 26 Fairbanks Road. According to the applicant's preliminary daylight and

sunlight assessment, these windows do not serve habitable rooms and serve either bathrooms or corridors. As such these windows would not give rise to privacy implications should the development be constructed in the foot print proposed.

- 6.11.15 Officers consider that a full assessment of privacy is not able to be formulated until the placement of habitable rooms (i.e. the placement of bedrooms and living rooms within each unit) and the orientation of amenity areas is brought forward at the reserve stage. This will also allow the developer to consider mitigation measures including privacy screening and placement of non-habitable rooms to sensitive elevations to reduce possible privacy and overlooking issues. However it appears that the site is capable of producing development that will protect the privacy of adjoining occupiers, and provide mitigation where planning harms arises.

Noise and Disturbance

- 6.11.16 UDP Policy UD3 seeks to resist developments involving an unacceptable level of noise beyond the boundary of the site. This stance aligns to the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan.

- 6.11.17 While the introduction of the development will give rise to additional noise and comings and goings generated from future occupiers, the potential noise emanating from the scheme would not create a level of noise and disturbance over and above that of typical dwellings/flats in an urban location. The noise and disturbance impacts generated by future occupiers of the land are acceptable in planning terms subject to further details at the reserve matters stage. The noise impacts to future occupiers arising from road traffic and vibration are considered in the section above.

- 6.11.18 The impacts are of construction noise for current adjoining occupiers are temporary and are proposed to be controlled by condition. A condition requiring the provision of a Construction Logistics Plans and Construction Management Plan are recommended for imposition. The applicant will also be required to join the Considerate Contractors scheme, with proof of registration provided to the Local Authority.

Summary - Development Impact to Adjoining Occupiers

- 6.11.19 While an indicative assessment indicates there will be planning harm in terms of daylight/sunlight impacts, the application is subject to reserve matters details. Given the likely distribution of the impacts to dual aspect dwellings to the north, the planning harm is mitigated somewhat by the presence of non-affected windows within dwellings. It is acknowledged the daylight/sunlight impacts likely to be delivered by a scheme of a comparative footprint and scale will impact the amenity of neighbouring occupiers.

6.11.20 This planning harm to the amenity of adjoining occupiers is weighed against the other material planning considerations that form part of the application, including the need for affordable housing, including affordable rental accommodation. The Council's targeted housing delivery seeks to provide housing for all residents, but the Housing Strategy notes affordable rented accommodation is "desperately needed" in the locality. Given this clear and pressing need, the planning harm presented by the outline design (in so far as it is assessed at the outline stage and not mitigated) is outweighed by the need for affordable housing in Haringey. Officers note no specific objections from properties directly north of the proposed Blocks have been received by the Council, and the public consultation undertaken to date is noted above.

6.11.21 A full assessment of privacy is not able to be formulated until the placement of habitable rooms and the orientation of amenity areas is brought forward at the reserve stage. The impacts are of construction noise for current adjoining occupiers are temporary and are proposed to be controlled by condition.

6.12 Parking and Highway Safety

6.12.1 Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32 of the Development Management DPD pre-submission version 2016.

6.12.2 As noted above the principle of the re-provision of car parking spaces on the site is acceptable. The Council's Transport Team have assessed the application with respect to detailed transportation matters, and provide the following comments.

6.12.3 The site has an excellent public transport accessibility level (PTAL) of 6a and is located close to 2 bus corridor (A503 Monument Way and A10 High Road), which provide access to some 9 bus routes with a combined frequency of 116 buses per hour (two way). The site is also within 826 metre walking distance of Bruce Grove railway station and 546 metres walking distance of Tottenham Hale Rail Station. The nearest car club bays is located on Park View Road to the north east of the site and Anthill Road to the south of the site both approx. 260m away.

6.12.4 The site is connected to Chesnut Estate by a number of privately maintained estate roads including Fairbanks Road and Hamilton Road. On-street estate parking bays are marked along these routes and managed by Homes for Haringey with parking enforcement notices signposted on site. Monument Way is part of the Transport for London Road Network (TLRN) with red route controls

(no stopping at any time) in force. A number of Controlled Parking Zones (permit only parking) are located in close proximity of the site including, 'Seven Sisters CPZ' to the south with controls in operation Monday to Saturday 8:30am – 6:30pm, and the 'The Hale CPZ' to the north with controls in operation Monday to Friday 8am to 6.30pm for zone.

6.12.5 Whilst the site itself is not within a controlled parking zone, the majority of roads between the above two CPZ zones and roads surrounding the site, are largely private estate roads subject to private parking enforcement. The nearest public roads to the site are Somerset Road and Rectory Road, both of which are largely covered by single and double yellow line restrictions.

6.12.6 The accident analysis for the area does not indicate any groupings of accidents or statistically high occurrence of accidents within the vicinity of the site. The multi modal trip rate assessment undertaken by the applicant is considered to be relatively modest and unlikely to give rise to any significant traffic impacts on the adjoining road and or public transport network.

Pedestrian Access / Highway Layout

6.12.7 Pedestrian access to each residential block will be via a re-aligned Fairbanks Road and three new pedestrian access ways (openings in the existing wall) from Monument Way. Final landscaping, access layout and alterations to the existing wall separating Monument Way with Fairbanks Road are reserved for future determination.

6.12.8 The existing estate (Fairbanks Estate) parking is accessed from Chestnut Road via Fairbanks Road. The proposed layout detailed on plan no. 16017_00_07_010 will result in the re-alignment of the western section of Fairbanks Road in order to enable the proposed development to the south of Fairbanks Estate. The proposed alignment/layout of Fairbanks Road will provide adequate passing space for two way vehicular movements, including refuse/emergency vehicles.

6.12.9 Transport for London, who maintain Fairbanks Road and the cycle track running along the grass verge adjacent to Fairbanks Road, has confirmed that the re-aligned section of Fairbanks Road (southern kerb) does not lie within TfL's ownership/maintenance boundary. LBH Officers therefore do not expect any impact/changes to the existing cycle track or inset bus shelter to the east of the site as a result of the proposed changes to Fairbanks Road.

6.12.10 The applicant should note that the Highway Authority will not be adopting Fairbanks Road and therefore parking management and enforcement will need to be undertaken by a private parking enforcement company, with agreement with Homes for Haringey, and in accordance with detail to be contained in a forthcoming parking management plan.

Access and Servicing Arrangements

6.12.11 The applicant has proposed providing refuse storage on the ground floor of each individual block accessed from Fairbanks Road. Swept path drawings demonstrate that the proposed layout (i.e. re-alignment of Fairbanks Road) will provide sufficient turning provision. A refuse truck will be able to stop on Fairbanks Road in close proximity of each refuse storage area.

Parking Provision

6.12.12 The section of Fairbanks Road that forms part of the application red line plan currently accommodates off street parking for residents of Fairbanks Estate and possibly residents of the wider estate. Signs erected on site suggest that parking controls are privately enforced on Fairbanks Road.

6.12.13 The accompanying transport assessment suggests that the development will be promoted as a 'car free development' however a total of 30 parking spaces (including 6 blue badge spaces) are proposed within the site and along a re-aligned Fairbanks Road. The applicant has recently submitted an addendum to the transport statement confirming that the proposed parking spaces (24) provided on Fairbanks Road (re-aligned section) will be re-provided solely for residents of the existing estate (i.e. no loss of existing parking bays). The proposals will therefore not have a detrimental impact on existing estate road parking availability provided that the spaces on the re-aligned section of Fairbanks Road are safeguarded for existing residents and the development is promoted and managed as a 'car free' proposal via the Travel Plan and a forthcoming Parking Management Plan.

6.12.14 The site is located within a private estate and roads surrounding the site are currently outside of the applicant's ownership and control. Any development related parking on Fairbanks Road is likely to result in the loss of existing estate parking provision. In light of excellent transport accessibility level of the site and in accordance with policy SP7 of the Councils Local Plan, a 'Car Free' proposal would be supported in this location.

Parking Management

6.12.15 The Transport Statement includes details of a parking study completed by Steer Davis Gleave to assist the Council/Homes for Haringey in the review and refinement of parking within Chesnut Estate, including the loss of the parking court to the south of Fairbanks Road. Consultation with residents of the estate has formed part of the above review.

6.12.16 As part of the above mentioned estate parking review, discussions have taken place between the council and Homes for Haringey regarding the continued maintenance, allocation/enforcement of parking on Fairbanks Road. In order to ensure that this arrangement is safeguarded, it is advised that a suitable

obligation/undertaken is detailed in the LEGAL to ensure that Fairbanks Road and associated parking will continue to form part of the wider estate parking with the exception of the proposed blue badge spaces.

Travel Plan

6.12.17 The applicant has provided a draft travel plan which includes modal shift targets and a monitoring schedule but falls short of detailing specific costs interventions in supporting and encourages modal shift. In order to support and encourage sustainable modes of travel, it is advised that legal obligation include a scheme of works for the provision of a single on-site car club bay which will need to be agreed with the council and Homes for Haringey. The travel plan should include one year free car club membership and £50 credit to all new residents.

6.12.18 It is expected that a full travel plan will be submitted and thereafter re-submitted in accordance with a Legal Travel Plan obligation. The travel plan must promote the development as a 'Car Free' scheme and support sustainable travel choice and modal shift. The council will seek a Travel Plan fee totalling £3000 to cover the cost of reviewing the TP at each monitoring/reporting stage. It will be necessary to secure it's delivery via a LEGAL schedule.

Transport – Summary

6.12.19 The proposed development will not generate a significant increase traffic or parking demand which will have and significant impact on the highway and transportation network subject to a legal agreement contained in the Heads of Terms above and relevant conditions contained in Section 8. The development is acceptable in transport terms.

6.13 Energy and Sustainability

6.13.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015).

- 6.13.2 The London Plan sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists proximate to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered. The Council's Planning Obligations SPD (October 2014) indicates that a non-financial obligation may be secured with respect to demonstration of connection to the district energy network by way of a planning obligations agreement.
- 6.13.3 The applicant has submitted an Energy Strategy prepared by XCO² dated September 2016. The applicant has also provided supplementary comments in response to internal consultee comments from LBH Carbon Management dated 27th January 2017. The Energy Strategy states that the proposed development at Monument Way will exceed the energy targets set out by Haringey Council and the Greater London Authority (GLA) and development is expected to achieve the necessary energy and CO₂ requirements within the London Plan and Haringey Council's Local Plan.
- 6.13.4 The Strategy notes the installation of roughly between 250 - 260m² of PV panels with a rated output of approximately 40kWp will reduce the development's regulated CO₂ emissions by, and that in total the development is expected to reduce regulated CO₂ emissions by 35.3% when compared with a notional building built to current Part L Building Regulations (2013), which meets the London Plan target set for all major developments.
- 6.13.5 However the Strategy also concludes that a centralized energy system is not suitable to a development of this size, attributed to the relatively large space required for the plant room, the small number of households to cover the capital costs and the small overall demand for heating rendering a centralised system inefficient. This view is also stated in the applicant's supplementary letter to the Council of 27th January 2017.
- 6.13.6 The Council Carbon Management Team has assessed the application and considers that there is some flexibility with respect to the provision of centralized energy and the connection to a future District Energy Network given that the application is at the outline stage, but that onus is on the applicant to demonstrate why policy compliant energy provision is not feasible once full design details are known. The Carbon Management Team has expressed a strong preference that individual boilers are avoided in the scheme. Following discussions with LBH Carbon Management, the issues are considered to be a reserve matter than can be addressed by feasibility studies once further detail details are known. Conditions to this effect are contained in Section 8.
- 6.13.7 It is also considered that a carbon offset payment can be addressed at the reserved matters stage when full design detail are known and the subsequent carbon impacts of the development may be fully assessed. A condition around

details of PV provision is also included in Section 8. There is no reason in principle why the site is not capable of delivering sustainable development with respect to energy. Subject to the provision of full details (including the feasibility studies noted above) the scheme is acceptable in suitability terms.

6.14 Tree Protection and Ecology

6.14.1 Policy OS17 of the Unitary Development Plan 2006 indicates the Council will seek to protect and improve the contribution of trees, tree masses and spines to local landscape character. This policy approach is reflected in emerging Policy DM1 and the Tottenham Area Action Plan (AAP) which indicates that existing street trees are a strong asset to the streetscape and should be preserved.

6.14.2 The applicant has presented an Arboriculture Assessment prepared by agb Environmental dated October 2016. There are no trees that are the subject of Tree Preservation Orders (TPO) within the redline area.

6.14.3 The Assessment has undertaken a survey of the site and has identified the existing Arboriculture assets. Based on the indicative site plan and the presumed foot print of new development on the site, the survey recommends that for reasons of incompatibility with the proposed development, the removal of 11 trees. The removal of the trees is as per the plan in Appendix 5 to the Arboricultural Impact Assessment, and as tabulated below.

Tree to be Removed (As per Tree Protection Plan)	Species
T2	Aspen
T3, T4 and T5	Field Maple
T6 and T12	Ash
T7	(unrecorded -below survey threshold)
T8	Apple
T9 and T20	Cherry
T11	Swedish Whitebeam

6.14.4 While the Assessment concludes that the loss of trees is significant, of the trees identified for removal are considered to be of low quality only, due to small size, unremarkable form or low potential for long-term retention. Therefore, any resulting loss of amenity value is considered to be correspondingly low.

- 6.14.5 The development also allows the retention of a prominent linear grouping of young elm trees along Monument Way with good potential to develop into a prominent, high quality feature within the local landscape. The Assessment considers the future growth of this group is considered to offer long-term compensation for any loss of amenity following tree removal. The Assessment also notes the requirement for various reductive tree works including crown lifting, tree pruning and ivy severance at several locations within the redline area.
- 6.14.6 The inclusion of new tree planting within the development's landscape scheme will provide compensation and has potential to increase species diversity within the site. Therefore a re-planting condition is also recommended for imposition, however it is considered the details of re-planting (in terms of location and species type etc) can be addressed at the reserve matters stage for landscape) provided the principal of addressing the loss of amenity in relation removal is secured by condition.
- 6.14.7 The Assessment finally concludes that the impact of tree removal and reduction from development will have minimal visual impact, with the harm arising being effectively compensated via new planting and future growth of retained trees within the site. The Council's Trees and Nature Conservation Manager has not raised an objection to the scheme. A tree re-planting condition, and standard conditions around the protection of retained trees during construction and other standard tree protection measures are recommended to be imposed as planning conditions.
- 6.14.8 Given the retention of the higher quality trees on the site, and in consideration of other the positive planning benefits of the scheme including the provision of affordable housing and the regeneration of Tottenham, the planning harm arising as a result of the loss of amenity with removal of the 11 specified trees (and the various other reductive tree works noted) is considered to be acceptable in planning terms.
- 6.14.9 The applicant has provided a Preliminary Ecological Appraisal prepared by abg Environmental dated September 2016. Appraisal concludes that no further surveys for protected / notable species are required. The Appraisal also concludes that no habitats within the site were considered to be above site importance. The main feature of ecological value identified within the site was considered to be the ivy clad wall with non-native shrubs and trees growing either side of it.
- 6.14.10 Natural England has assessed the proposal and is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the Walthamstow Reservoirs SSSI has been notified. Subject to a condition that an Ecology Plan is brought forward at the reserve matters stage of

the development that undertakes the recommendations outlined in the preliminary ecological report, the development is acceptable in ecological terms.

6.15 Air Quality

6.15.1 The NPPF states that planning decisions should ensure that any new development in Air Quality Management Areas (AQMAs) is consistent with the local air quality action plan. London Plan Policy 7.14 sets out the Mayor's commitment to improving air quality and public health and states that development proposals should minimise increased exposure to poor air quality.

6.15.2 At the Local level, Policy SP7 states that in order to control air pollution developers must 'carry out relevant assessments and set out mitigating measures in line with national guidance. This approach is reflected by emerging Policy DM23 which states that air quality assessments will be required for all major development and other development proposals, where appropriate. Policy indicates that where adequate mitigation is not provided, planning permission will be refused.

6.15.3 The applicant has provided an Air Quality assessment by XCO² dated September 2016. The site falls within the LBH Air Quality Management Area (AQMA) which is a borough-wide designation due to measured exceedances of the air quality objectives for nitrogen dioxide (NO₂) and particulate matter (as PM₁₀). The primary source of emissions of these pollutants in the Borough is road traffic.

6.15.4 The construction dust impacts of the proposal are assessed in line with the Mayor's SPG Control of Dust and Emissions During Construction and Demolition. The Council's Environmental Health Team has assessed the application. The construction phase impacts are considered to be addressed by the imposition of a planning condition, around the provision of a detailed Air Quality and Dust Management Plan (AQDMP). Such a condition is recommended for imposition in Section 8.

6.15.5 An assessment of the impact of vehicular emissions from existing traffic on Monument Way on future occupants of the proposed development has also been undertaken using the ADMS-Roads dispersion model. Meteorological data from the London City Airport (the closest suitable meteorological station to the development) for 2014 has been used for the assessment.

6.15.6 The Assessment concludes that annual mean NO₂ concentrations are predicted to exceed the air quality objectives at the ground-floor of the proposed residential dwellings. An exceedance is also predicted at the first-floor level of the most westerly block, which is closest to Monument Way (Block A). The assessment therefore recommends that mechanical ventilation is installed to provide a source of fresh air to the affected units. A condition requiring a revised Air Quality Assessment that provides an Air Quality Neutral assessment is contained in

Section 8 of this report. A condition is imposed on any grant of planning permission around the provision of details of the traffic generation impacts of the scheme in air quality terms at the reserve matters stage.

6.15.7 Subject to the provision of an AQDMP to address air quality construction impacts, and details of an updated Air Quality Assessment at the reserve matters stage to ensure appropriate mitigation to future occupiers is incorporated into the operational phase of the development, the air quality impacts of the scheme are considered to be acceptable and in accordance with the policy above.

6.16 Land Contamination

6.16.1 Saved Policy ENV1 and draft DM Policy DM32 require development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The emerging site allocation (TH10) also requires land contamination issues to be addressed given the site history.

6.16.2 The Council's Environmental Health Pollution Officer has assessed the proposal and raises no objections subject to the imposition of standard conditions around land remediation on any grant of planning permission. These conditions are recommended for imposition and are contained in Section 8.

6.17 Flood Risk

6.17.1 The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding from rivers and sea. As the development site is less than 1 hectare, a Flood Risk Assessment (FRA) is not required to support the application at the outline stage.

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

6.17.3 Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation.

6.17.4 Given the spatial location of the development in Flood Risk Zone 1 and outside a critical drainage area, the provision of sustainable drainage systems and their layout is considered to be a reserve matter that may be addressed by condition, and there is no in principle reason why the site is not capable of delivering

sustainable drainage, including a post development design to reduce the post development surface water run-off and discharge volume to the required attenuation rates as specified in London Plan guidance. Subject to details at the reserve matters stage, the proposal is acceptable in sustainable drainage terms.

6.18 Waste and Recycling

6.18.1 Local Plan Policy SP6 “Waste and Recycling” and Saved UDP Policy UD7 “Waste Storage”, require development proposals make adequate provision for waste and recycling storage and collection.

6.18.2 The site is physically capable of providing storage of waste and recycled materials, and there is no in principle reason why waste and recycled materials could not be collected from the site. On this basis, details of storage and collection of waste and recycled materials may be addressed at the reserve stage, and a condition requiring the provision of a waste Management Plan for the site is included in Section 8 of this report.

6.19 Material Planning Considerations – Summary and Conclusion

6.19.1 The proposed development will make a contribution to targeted housing delivery in the locality and the regeneration of Tottenham Hale. The scheme is judged to broadly accord with the relevant elements of the site requirements and development guidelines of the emerging site allocation, in addition to the guidance contained in the Tottenham Hale District Centre Framework, subject to the provision of details at the reserve matters stage. The scheme would provide 54 dwellings all of which would be affordable housing which is welcomed.

6.19.2 While the application is at the outline stage, it is clear that some in principle planning harm arises with the loss of undesignated open space, however it is considered this harm is mitigated by the provision of environmental amenity improvements in the vicinity of the site (including the forthcoming provision of a designated pocket park). In addition, the indicative design of the scheme seeks to maximise remaining open space provision, and there is good access from the site to other open spaces.

6.19.3 The overall percentage of affordable housing provision is acceptable, subject to details of targeted rent levels and the retention of the units as affordable housing in perpetuity, to be secured by way of planning obligations. The proposed provision of 100% affordable rented housing considerably exceeds targeted provision in policy and is looked upon favourably officers and should also be noted in context of the portfolio approach to sites. The dwelling mix of the scheme is acceptable, and the tenure mix proposed is also considered acceptable given the location of the scheme within the Tottenham Hale Housing Zone.

- 6.19.4 The principle of the re-provision of car parking is acceptable given the circumstances, subject to a planning condition around a management plan and suitable planning obligations ensuring the re-provided spaces serve existing residents. Up to 54 residential dwelling units on the land is an acceptable quantum of development, and the gross density of the scheme is considered appropriate, subject to further details at the reserve matters stage. The development is acceptable in principle.
- 6.19.5 The unreserved matter of the Means of Access is acceptable and the proposed accesses to the redline site area for vehicles, pedestrians and cyclists are suitable in planning terms, subject to the provision of additional details at reserve matters stage. In respect of reserved matters that relate to the design of the development, the scheme is considered to generally relate well to the character of the area, and the built form the development is broadly compatible with its surroundings, subject to the provision of reserve matters details.
- 6.19.6 The site appears capable of providing sufficient child play place and accessible wheelchair units, and there is no in principle reason why the noise and vibration impacts from external sources are not capable of being mitigated. The site is also capable of providing a scheme that meets with secure by design principles. The design of the development at the outline stage is acceptable, subject to the provision of details at the reserve matter stage.
- 6.19.7 While an indicative assessment concludes there will be planning harm arising in relation to the impacts of the scheme on adjoining occupiers (in terms of daylight/sunlight impacts and outlook) the application is subject to reserve matters details. Given the likely distribution of the impacts to dual aspect dwellings to the north, the planning harm is mitigated somewhat by the presence of non-affected windows within dwellings.
- 6.19.8 The planning harm to the amenity of adjoining occupiers is weighed against the other material planning considerations that form part of the application, including the imperative need for affordable housing, including affordable rental housing. The Council's targeted housing delivery seeks to provide housing for all residents, but the Housing Strategy notes affordable rented accommodation is "desperately needed" in the locality. Given this clear and pressing need, the planning harm apparent in the outline design is outweighed by the need for additional affordable housing of rental tenure in Haringey. No specific objections from properties directly north of the proposed blocks have been received by the Council, and extensive public consultation undertaken. The impacts are of construction noise for current adjoining occupiers are temporary and are proposed to be controlled by condition. A full assessment of privacy is not able to be formulated until the placement of habitable rooms and the orientation of amenity areas is brought forward at the reserve stage.

6.19.9 The proposed development will not generate increase traffic or parking demand which will have any significant impact on the highway and transportation network. The development is acceptable in transport terms. There is no reason in principle why the site is not capable of delivering sustainable development with respect to energy and drainage, subject to reserve matters details. The scheme is acceptable in sustainability terms.

6.19.10 Given the retention of the higher quality trees on the site, and in consideration of other the positive planning benefits of the scheme including the provision of affordable housing and the regeneration of Tottenham, the planning harm arising as a result of the loss of amenity with removal of the 11 specified trees is considered to be acceptable. Air quality impacts, land contamination issues, flood risk, waste and recycling provision, and ecological matters are capable of mitigation, subject to the submission of details at the reserve matters stage.

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

7 Community Infrastructure Levy (CIL)

7.1 The applicant has made a written declaration to the Council claiming mandatory CIL relief for chargeable development, on the basis the development will include 'qualifying dwellings' as described in the CIL Regulations relating to social housing.

7.2 Members are advised that the granting of CIL relief is dependent on the applicant securing a leasehold interest of at least 7 years on the subject land. Officers understand this leasehold is immanent, and the development is therefore not assessed for CIL purposes.

8 RECOMMENDATIONS

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

8.2 Applicant's drawing No.(s)

- Proposed Ground Floor Plan (16017_00_07_010);
- Proposed Site Plan(16017_00_07_004);

- Proposed Building Heights (1601700_07_003)
- 8.3 Subject to the following condition(s)

1) Time limits for Reserved Matter (LBH Development Management)

All applications for the approval of Reserved Matters within the OUTLINE permission hereby approved, as depicted on the approved plans shall be made to the Local Planning Authority no later than the expiration of 3 years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:

- a) The expiration of three years from the date of this permission OR
- b) The expiration of two years from the final date of approval of any of the reserved matters.

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2) Discharge of Reserved Matter (LBH Development Management)

This permission is granted in OUTLINE, in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters:

- (a) appearance;
- (b) landscaping;
- (c) layout; and
- (d) scale.

Full particulars of these reserved matters, including plans, sections and elevations and all to an appropriate scale, and any other supporting documents shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.

Reason: In order to comply with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) which requires the submission to and approval by, the Local Planning Authority of reserved matters.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

3) Development in Accordance with Approved Plans (LBH Development Management)

The OUTLINE 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. Those being:

Proposed Ground Floor Plan (16017_00_07_010); Proposed Site Plan(16017_00_07_004); Proposed Building Heights (1601700_07_003)

Reason: For the avoidance of doubt and in the interests of proper planning.

4) Total Quantum of Residential Development (LBH Development Management)

The number of dwellings to be developed on the application site shall not exceed 54.

Reason: To ensure the development is carried out in accordance with the plans and other submitted details and to ensure the development is within the parameters assessed.

5) Fixed Building Heights (LBH Development Management)

Any application for reserve matters submitted shall include details of existing site levels and detailed heights of all proposed buildings on the site in conformity with the Proposed Building Heights (1601700_07_003)

Reason: In the interests of proper planning and to protect the amenity of the locality.

6) Dwelling Mix (LBH Development Management)

Any application for reserve matters submitted shall provide the following mix of dwellings: 12 one-bedroom dwellings, 24 two-bedroom dwellings and 18 three-bedroom dwellings, unless there is a demonstrable need for an alternative mix of dwellings at the time of application.

Reason: to ensure mixed and balanced communities

7) Construction Management Plan (CMP) and Construction Logistics Plan (CLP) (LBH Transportation)

Prior to the commencement of the development, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted in writing to and for approval by the Local Planning Authority. The Plans shall provide details on how construction work (including demolition) would be undertaken in a manner that disruption to traffic and pedestrians is minimised. It is also required that construction vehicle movements be carefully planned and co-ordinated to avoid the AM and PM peak periods. The development will thereafter be implemented in accordance with the approval.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

8) Reserve Matters – Transportation Details (LBH Transportation)

Detailed plans and drawings with respect to the matters reserved for subsequent approval shall include details of the proposed access roads and landscaping, including the location of the existing cycle track and bus shelter, shall be submitted to and approved in writing by the Local Planning Authority; such drawings to show method of construction, traffic calming measures, drainage, street lighting, kerb alignment, levels, areas of highway visibility and surface treatment. No part of the development shall be occupied until the works of construction have been carried out in accordance with the drawings so approved.

Reason: In the interests of proper planning and to protect the amenity of the locality.

9) Reserve Matters – Parking Layout (LBH Transportation)

Any application for reserve matters related to layout shall demonstrate car parking space in general conformity with the plans attached to Condition 3 above. The spaces shown reserved for parking of cars shall be used for or available for such use at all times.

Reason: to protect the amenity of adjoining occupiers.

10) Car Parking Management Details (LBH Transportation)

Details of a scheme for the management, maintenance and enforcement of car parking within the development shall be submitted to and approved in writing by

or on behalf of the Local Planning Authority before any part of the development is first occupied and the parking areas shall be operated in accordance with the approved scheme at all times unless previously agreed in writing by or on behalf of the Authority.

Reason: to protect the amenity of adjoining occupiers and prevent obstruction on the highway.

11) Cycle Parking Details (LBH Transportation)

Any application for reserve matters related to layout shall be accompanied by arrangements for cycle storage (including means of enclosure for the area concerned where necessary) in conformity with relevant London Plan standards.

Reason: To ensure that adequate cycle storage facilities are provided.

12) Electric Vehicle Charging Points Details (LBH Transportation)

Any application for reserve matters related to layout shall provide details of electric vehicle charging points in conformity with relevant London Plan policy and guidance.

Reason: To promote sustainable travel.

13) Wheelchair Dwelling (LBH Development Management)

At least 10% of all dwellings hereby approved shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2010 as amended) in conformity with Design and Access Statement, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure inclusive and accessible development

14) Child Play Space Strategy (LBH Development Management)

Any application for reserve matters relating to layout shall be accompanied by a Child Play Space Strategy. The Strategy shall demonstrate how child play space provision will be accommodated on and off the site in conformity with benchmarks contained in the London Plan SPG: Shaping Neighbourhoods: Play and Informal Recreation. The strategy shall be implemented prior to the occupation of the development for residential purposes.

Reason: to ensure high quality development.

15) Boundary Treatments (LBH Development Management)

Any application for reserve matters relating to landscaping shall include details of the proposed boundary treatment, including the re-provision of treatment along Monument Way, in accordance with approved pedestrian site accessed. The details shall demonstrate appropriate retention of existing landscaping as required and a high quality of design.

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

16) Hard and Soft Landscaping (LBH Development Management)

Any application for reserve matters relating to landscaping shall provide;

Details of hard landscaping works to include:

- vehicle and pedestrian access and circulation areas
- hard surfacing materials
- minor artefacts and structures (e.g. furniture, refuse or other storage units, signs, lighting etc.)
- proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc) including details of the re-located sub-station on the site.

Details of soft landscape works which shall include:

- planting plans
- a full schedule of species of new trees and shrubs proposed to be planted (in addition to those trees required to be planted as per the re-planting condition above)
- written specifications (including cultivation and other operations) associated with plant and grass establishment;
- schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- an implementation programme.

Reason: to protect the amenity of the locality and ensure high quality landscaping.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

17) Drainage (LBH Senior Drainage Engineer)

The development hereby permitted shall not be begun until details of the design, implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include:

- a) Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;
- b) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- c) Flood water exceedance routes, both on and off site;
- d) A timetable for its implementation, and
- e) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

18) Impact Piling Method Statement (Thames Water)

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage

to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

19) Tree Re-planting Plan (LBH Development Management)

Any application for the approval of reserve matters related to landscape shall include a Tree re-planting plan. The plan shall be in general accordance with the document Arboricultural Impact Assessment prepared by agb Environmental dated October 2016 and address the loss of amenity arising by proposing the re-planting of 20 in appropriate locations across the site.

Reason: to protect the amenity of the locality.

20) Tree Protection Method Statement (LBH Tree & Nature Conservation)

Any application for reserve matters related to landscape and layout shall be accompanied by a Tree Protection Method Statement (TPMS), in general accordance with the recommendations in document Arboricultural Impact Assessment prepared by agb Environmental dated October 2016 (and accompanying tree protection drawings) for consideration and determination by the local planning authority. The TPMS shall additionally provide:

- The frequency of periodic inspections of the installed tree protection measured to be undertaken by the Consultant Arboriculturist during the development process.
- Confirmation all construction works within identified root protection areas (or areas that may impact on them) must be carried out under the supervision of the Consultant Arboriculturist.

The approval shall be implemented prior to the commencement of any tree works on the site and maintained until the development works are complete, and any associated tree protection works shall be removed as soon as is practicable when no longer required.

Reason: In order to safeguard the trees in the locality.

21) Tree Protection Site Meeting (LBH Tree & Nature Conservation)

Prior to any trees works on the applicant site (including tree removal), a Tree Protection Site Meeting shall occur. The meeting shall be attended by the Site manager, the Consultant Arboriculturist, the Council Arboriculturist and all relevant contractors. The meeting shall confirm all the protection measures in line with the approved Tree Protection Scheme, and discuss any construction works that may impact on the trees.

Reason: In order to safeguard the trees in the locality.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

22) Inspection of Tree Protection Measures (LBH Tree & Nature Conservation)

Prior to any works on the application site, the installed tree protection measures as approved in the Tree Protection Scheme must be inspected and approved by the Council's Arboriculturist.

Reason: In order to safeguard the trees in the locality.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

23) Ecological Improvement Implantation Plan (LBH Development Management)

Any application for reserve matters related to landscaping and layout shall be accompanied by an Ecological Improvement Implantation Plan for consideration and determination by the local planning authority. The plan shall proposed ecological measures in broad conformity with the document Ecological Appraisal prepared by abg Environmental dated September 2016 inline with the National Planning Policy Framework requirements for nature conservation. The development shall thereafter be implemented in accordance with the approved plan(s).

Reason: to protect ecological amenity.

24) Noise Mitigation – (LBH Development Management)

Any application for the approval of reserve matters related to layout, appearance and scale shall be accompanied by a detailed noise assessment in broad conformity with the document Noise Assessment prepared by Cass Allen Associated dated August 2016, that proposes suitable glazing and ventilation systems to for the approved units ensure the noise impacts to internal habitable rooms are in conformity with BS8233:2014. The noise assessment shall also propose noise mitigation for rear gardens in conformity with the document.

Reason: to ensure high quality residential development

25) Secure by Design Details (Metropolitan Police Secure By Design Officer)

Any application for reserve matters shall be accompanied by details of the measures to be incorporated into all the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included. The applicant shall demonstrate these details have been considered in consultation with the Metropolitan Police Designing Out Crime Officers.

Reason: To create safe and sustainable communities

26) Waste Management Details (LBH Development Management)

Any application for reserve matters relating to layout and landscaping shall provide details for the collection and storage of waste and recycled materials for approval by the local planning authority. The details shall demonstrate sufficient on site capacity for the storage of both residential waste and recycled materials and provide the details of a cleaning plan in general conformity with Policy DM4. The development shall thereafter be implemented in accordance with the approval.

Reason: To protect the amenity of the locality.

27) Feasibility of the Connection to a District Energy Network (LBH Development Management)

Any application for the approval of reserve matters related to layout shall provide a feasibility study showing how the scheme shall connect, or demonstrational justification as to why it cannot connect, to a district energy network serving the local area. The study shall be authored by a suitable qualified person and make reference to viability where required and thereafter shall be implemented in accordance with the approval.

Reason: To mitigate the impacts of climate change to assess a future district energy connection.

28) Feasibility of the provision of a Single Boiler System (LBH Development Management)

Any application for the approval of reserve matters related to layout shall be accompanied by a feasibility study showing the provision of a single boiler facility for the development hereby approved and associated infrastructure, which will serve all heat and hot water loads for all the units on the site communally. If provision is feasible, the study shall include:

- a) location of the possible energy centre;
- b) specification of equipment and location within the energy centre;
- c) flue arrangement;
- d) an operation/management strategy; and
- e) the method of how the facility and infrastructure may be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the pipe link to the highway)

If provision is not feasible this shall be justified. The study shall be authored by a suitable qualified person and make reference to viability where required. If domestic boilers are proposed, the details shall demonstrate that the boilers to be provided for space heating and domestic hot water shall have dry NO_x emissions not exceeding 40 mg/kWh.

Reason: To mitigate the impacts of climate change to assess a future district energy connection.

29) PV Panels Details - Reserve Matters (LBH Development Management)

Any application for the approval of reserve matters related to appearance and layout shall include details of rooftop Photovoltaic (PV) solar panels in general conformity with the document "Energy Statement for Monument Way" by XCO2, dated September 2016. The details shall demonstrate delivery of 40kWp of energy to the development site.

Reason: To mitigate the impacts of climate change.

30) Code for Sustainable Homes – Post Construction Certificate (LBH Carbon Management LBH)

At least 6 calendar months following the substantial completion of the development hereby approved, a Post Construction Certificate (or other relevant evidence where required) confirming a rating of Code Level 4 of the Code for Sustainable Homes has been achieved, shall be submitted in writing to and for approval by the Local Planning Authority. The relevant Code Level shall be maintained thereafter.

Reason: in the interests of energy efficiency and to mitigate the impacts of climate change.

31) Code for Sustainable Homes – Remedial Details or Cost Agreement (LBH Carbon Management)

In the event that the development does not achieve Code Level 4 of the Code for Sustainable Homes 6 calendar months following the substantial completion of the development, AND unless a written offset cost agreement (including the cost of management fees) is secured with the Local Planning Authority, details of remedial works to achieve the relevant Code Level shall be submitted in writing to and for approval by the Local Planning Authority. The details (if required) shall be submitted 8 calendar months following the substantial completion of the development and the remedial works shall be implemented in accordance with approved details, and maintained thereafter.

Reasons: To mitigate the impacts of climate change.

32) Dynamic Thermal Modelling Details (LBH Development Management)

Prior to the commencement of the development the results of a CIBSE TM49 Dynamic Thermal Modelling (using London's Future Weather Pattern and central urban environment) shall be submitted in writing to and for approval by the Local Planning Authority.

The results shall demonstrate that 1) all unit layouts approved at the reserve matters stage have passed assessment; 2) the development poses a limited risk for overheating; and 3) all appropriate measures have been installed to minimize this risk. The details shall include design measures and explore the feasibility external solar shading and passive ventilation. The development shall be constructed in accordance with approved details and maintained thereafter.

Reason: to mitigate the impacts of climate change and ensure sustainable development.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

33) Land Contamination 1 (LBH Environmental Health)

Before development commences other than for investigative work:

a) Using information obtained from the Phase1 Desk Study Report (CGL June 2016 Revision 1) additional site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable: a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

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

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

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

34) Land Contamination 2 (LBH Environmental Health)

Where remediation of contamination on the site is required completion of the remediation detailed in the approved 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.

35) Revised Air Quality Assessment (LBH Environmental Health)

Prior to the commencement of the development, a revised air quality assessment (including an Air Quality Neutral assessment) taking into account the comments in the Air Quality Assessment by XCO2 Energy dated September 2016, shall be submitted in writing to and for approval by the Local Planning Authority. The revised assessment shall propose a mechanical ventilation system for the development to mitigate air quality impacts. The development shall be constructed in accordance with the approved details, and maintained thereafter.

Reason: To mitigate air quality impacts

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

36) AQMA – Details of Traffic Related Impacts (LBH Development Management)

Any application for the approval of reserve matters related to layout shall provide an assessment of the requirement to provide details of traffic-related impacts in the vicinity of an Air Quality Management Area (AQMA). The assessment shall be in conformity with Environmental Protection UK (EPUK)/ IAQM planning guidance in relation to anticipated construction and/or operational flows of the development hereby approved.

Reason: to protect local air quality

37) Air Quality and Dust Management Plan (AQDMP) (LBH Environmental Health)

Prior to the commencement of the development, an Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, shall be submitted in writing to and approved by the Local Planning Authority. The plan shall be in accordance with the London Plan SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. The Plan shall be implemented as approved and be maintained for the construction phase of the development.

Reason: To protect local air quality.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

38) Considerate Constructors Scheme (LBH Environmental Health)

Prior to the commencement of the development, the site or Contractor Company shall register with the Considerate Constructors Scheme. Written Notification of registration shall be sent to the Local Planning Authority and the construction phase of the development shall be in accordance with the Scheme.

Reason: To protect the amenity of the locality.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

39) Plant and Machinery – EU Directive (LBH Environmental Health)

All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM.

Reason: To protect local air quality

40) NRMM – Registration and Notification to LPA (LBH Environmental Health)

Prior to the commencement of the development, all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW shall be been registered at <http://nrmm.london/>. The Local Planning shall be notified in writing of registration.

Reason: To protect local air quality

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

41) Inventory of NRMM during Development

An inventory of all NRMM shall be kept on the development site during the course of the demolitions, site preparation and construction phases. All machinery shall be regularly serviced and service logs kept on site for inspection which detail proof of emission limits for all equipment. This documentation shall be made available to local authority officers as required until development completion.

Reason: To protect local air quality

42) Revised Daylight/Sunlight Assessment (LBH Development Management)

Any application for the approval of reserve matters related to layout and scale shall be accompanied by a revised daylight/light assessment. The assessment methodology shall be BRE complaint and address the any updated layout matters from the outline application stage.

Reason: to protect the amenity of adjoining occupiers.

43) Details of Central Dish/Receiving System (LBH Development Management)

Any application for reserve matters related to appearance shall provide details of a Central Satellite Dish/Receiving System for the residential units. The system shall minimise the appearance of any antenna proposed to be affixed to the buildings and have regard to the visual amenity of adjoining occupiers

Reason: to protect the amenity of the locality.

44) Individual Satellite Dishes or Television Antennas Precluded (LBH Development Management)

The placement of any satellite dish or television antenna on any external surface of the development is precluded, excepting the approved central dish/receiving system approved pursuant to the “Central Dish/Receiving System” condition above.

Reason: to protect the amenity of the locality.

INFORMATIVES

1) Working With the Applicant (LBH Development Management)

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) to foster the delivery of sustainable development in a positive and proactive manner.

2) Hours of Construction Work (LBH Development Management)

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

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

3) Party Wall Act (LBH Development Management)

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

4) Designing Out Crime – Certified Products (Metropolitan Police)

INFORMATIVE: In meeting the requirements of Approved Document Q pursuant to the building regulations, the applicant may wish to seek the advice of the Police Designing Out Crime Officers (DOCOs) concerning certified products. The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

5) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres. (Thames Water)

INFORMATIVE: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

6) Attenuation of Storm Flows. Combined Sewer drain to nearest manhole. Connection for removal of ground water precluded. Approval required for discharge to public sewer. (Thames Water)

INFORMATIVE: In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

7) Minimum Pressure and Flow Rate from Pipes (Thames Water)

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

8) Water Main Crossing Diversion (Thames Water)

INFORMATIVE: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for

maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

9) Large Water Main (Thames Water)

INFORMATIVE Thames Water There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

10) Sprinkler Installation (London Fire Brigade)

INFORMATIVE: This authority strongly recommends that sprinklers are considered for new development and major alterations to existing premises particularly where the proposals relate to schools and care homes. Sprinklers systems installed in buildings can significantly reduce the damage caused by fire and the consequential costs to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinklers systems in order to save money save property and protect the lives of the occupier. Please note that it is our policy to regularly advise our elected members about this issue.

11) Asbestos Survey (LBH Environmental Health)

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

12) Naming of New Development (LBH Transportation)

INFORMATIVE: The new development will require naming. 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.

Appendix 1 Consultation Responses from internal and external agencies & letter of objection and support

CONSULTEE	COMMENT	OFFICER RESPONSE
<p>Metropolitan Police Designing Out Crime Officer</p>	<p>Thank you for allowing us to comment on the above planning proposal for Land north of Monument Way and South of Fairbanks RoadN17 where it is proposed to:- Create 54 affordable residential units (Class C3) (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units) in three blocks ranging in height from 4-stories to 5-stories (appearance, landscaping, layout and scale are reserved).</p> <p>I can confirm I have met with the architects, Allies and Morrison & Newlon Housing Trust on 9th August 2016 to discuss Secured by Design practices & principles; however this has not been supported with an Secured by Design application form, unfortunately based on this I object to the project and seek a Secured by Design condition to ensure this development will offer its residents a home that will reduce their fear of crime perception I evidence the following information to indicate the current crime trends for a 12 month period.</p> <p>Concerns RE:</p> <ul style="list-style-type: none"> • Perimeter Treatments • Boundary walls • Access control • Lighting • Bicycle Storage • Refuse Store • Balcony design • Compartmentalisation of lift & corridors • CCTV • Hard Landscaping/Parking • Gated alleyways 	<p>Objection Noted. A condition requiring a Secure by Design award at the reserve matters stage is recommended for imposition. Informative recommended for imposition.</p>

	<p>The areas highlighted above do not appear to promote the principles of Secure by Design (SBD) and will in our opinion compromise the safety of legitimate users as well as the security of the development. Re design and re-assessment of these areas are essential for the long term sustainability of the proposed development and will help prevent an increase of criminal behaviour to the area and a negative impact on the existing residential communities within the immediate area.</p> <p>The National Planning Policy Framework (NPPF) states that “Planning policies and decisions should aim to ensure that developments create:</p> <p>A Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion A Safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas”</p> <p>The developments incorporation into the environment will change the area’s being used by the new residents and currently does not promote the principles of SBD and will compromise the safety of legitimate users as well as encourage ASB and criminal activity to the area.</p> <ul style="list-style-type: none"> • Creating a sense of place where residents and legitimate users are able to go about their daily routine without unduly fearing crime or insecurity is a key element of the Secured by Design initiative for New Homes. Routes for pedestrians, cyclists and vehicles should be integrated to provide a network of supervised areas to reduce crime and anti-social behaviour. <p>Crime and anti-social behaviour are more likely to occur if the following attributes of sustainable communities are not incorporated:</p>	
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	<ul style="list-style-type: none"> • Access and movement: places with well-defined and well used routes with spaces and entrances that provide for convenient movement without compromising security • Structure: places that are structured so that different uses do not cause conflict • Surveillance: places where all publicly accessible spaces are overlooked • Ownership: places that promote a sense of ownership, respect, • Territorial responsibility and community Physical protection: places that include necessary, well-designed security features • Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times. • Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future. • Encouraging residents and legitimate users of places to feel a sense of ownership and responsibility for their surroundings can make an important contribution to community safety and crime prevention. This can be facilitated by clarity in where public space ends and where communal, semi-private or private space begins. Uncertainty of ownership can reduce responsibility and increase the likelihood of crime and anti-social behaviour going unchallenged (Safer Places p.30) <p>Communities and Local Government (CLG) document 'Guidance on information requirements and validation' (Para. 132) states "that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion.</p> <p>Design and Access statements for outline and detailed applications should</p>	
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	<p>therefore demonstrate how crime prevention measures have been considered in the design of the proposal...and how the design reflects the attributes of safe, sustainable places set out in 'Safer Places'.</p> <p>Post HSR Planning Conditions.</p> <p>Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards I would encourage the planning authority to note the experience gained by the UK police service over the past 26 years in this specific subject area.</p> <p>That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product.</p> <p>I would therefore request that the benefits of certified products be pointed out to</p>	
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	<p>applicants and that the Local Authority encourages assessment for this application.</p> <p>For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website</p> <p>www.securedbydesign.com .</p> <p>Request: Community Safety – Secured by Design Condition: I would like to request that prior to the commencement of the development hereby permitted, details of the measures to be incorporated into all the development demonstrating how the principles and practices of the ‘Secured by Design’ scheme have been included shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.</p> <p>Reason: In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.</p> <p>Community Safety - Informative: In aiming to satisfy the condition, the applicant should seek the advice of the Police Designing Out Crime Officers (DOCO’s). The services of the Police DOCOs are available free of charge and can be contacted via: DOCOMailbox.NE@met.police.uk or telephone 0208 217 3813.</p> <p>In conclusion may I draw your attention to Sec 17 of the Crime and Disorder Act 1998 which states “It shall be the duty of each Authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions</p>	
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	<p>on and the need to do all it reasonably can to prevent Crime and Disorder in its area". as clarified by PINS 953</p> <p>Should the Planning Authority require clarification of any of the above comments please do not hesitate to contact me at the above office.</p> <p>If you wish to discuss this matter further or require any additional information please do not hesitate to make contact with either myself or the North East DOCO office.</p>	
	<p>Energy: Overall</p> <p>The Development is designed to have an energy consumption of 313,280kWh per year which will emit 74.3 tonnes of CO2. After working through the London Plan energy hierarchy (Lean, Clean and Green measures) the development will achieve a regulated CO2 saving of 35.3% beyond Part L 2013 baseline. The London Plan policy target since October 2016 has required that all major Housing developments (which this is) are required to achieve a 100% improvement.</p> <p>After measures in the Energy Strategy are installed development has a remaining energy baseline of 48.1 tonnes of CO2. For policy compliance this is required to be offset. And in line with the London Plan advice and guidance this at the value of £1,800 per tonne. This means that this development will be required to offset a total of £86,580.00 to deliver policy requirements. This should be secured through legal agreement and this will be spent on carbon reduction projects within Haringey.</p> <p>Action: To secure £86,580 through legal agreement with the developer to offset carbon emissions. This should be delivered upon commencement on site.</p>	<p>Comments noted. Conditions suggested for implementation.</p>

	<p>Energy: Lean</p> <p>The energy improvements set out with the Energy Strategy are a positive step and will deliver an improvement to the development.</p> <p>Energy: Clean</p> <p>Tottenham Hale has been identified by the Council and the GLA as an area for local decentralised energy networks. As such the Council is delivering a strategy to implement this.</p> <p>In line with this policy all development within the area of Tottenham Hale should be designed to connect to the area DEN area. This would ensure that the Tottenham Hale DEN can grow and connect into this development at a later date. As such this development should be designed to connect, and this should be demonstrated to the Council before commencement on site. At present this applicant is not policy compliant, as the applicant is proposing individual boilers in each of the 54 units.</p> <p>To be in line with policy the development must:</p> <ul style="list-style-type: none"> - Use a single space heating and hot water system, serving all units; <p>CNBR4</p> <p>Internal Consultation</p> <ul style="list-style-type: none"> - This central energy centre should be boiler lead; and - The applicant should demonstrate the route that any future connection into the development would take from the public highway. This should include punch points through basement walls if needed and space for correctly sized pipes to this. <p>This route will then need to be preserved to allow for future connection.</p>	
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	<p>These measures should be conditioned to be delivered and demonstrated to the Council for approval before commencement on site.</p> <p>Suggested Condition:</p> <p>Before commencement on site the applicant will submit details of the single boiler facility and associated infrastructure, which will serve all heat and hot water loads for all the units on the site. This shall be submitted for approved to the Local Planning Authority 3 months prior to any works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> a) location of the energy centre; b) specification of equipment and location within the energy centre; c) flue arrangement; d) operation/management strategy; and e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the pipe link) <p>Once these details are approved the Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>The boiler facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM</p>	
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	<p>22.</p> <p>Energy: Green</p> <p>In order to maximise CO2 reductions, it is proposed that PV panels are installed on the roofs of the development. The panels will be installed at 30° angle on the unshaded areas of the roof to maximise array efficiency.</p> <p>In total, approximately 260m2 of south facing PV panels are required generating 40 kWp, this would produce the required CO2 saving. These should be conditioned to ensure that they are delivered.</p> <p>Suggested Condition:</p> <p>You will install the renewable energy technology (PV Solar Panels) as set out in the document “Energy Statement for Monument Way” by XCO2, dated September 2016.</p> <p>This renewable technology will deliver at least 40 kWp of energy to the development site.</p> <p>The Council should be notified if the applicant alters any of the measures and standards set CNBR4 Internal Consultation out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>The equipment shall be installed and then maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify installation.</p> <p>Reason: To comply with London Plan Policy 5.7. and local plan policy SP:04 Sustainability Assessment.</p>	
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	<p>The applicant has submitted details on how the development will achieve a Code for Sustainable Homes Level 4. It is assumed that the site is registered under the Code and this can still be delivered, as the Code is no longer accepting new registrations.</p> <p>Therefore this standard should be conditioned to be delivered:</p> <p>Suggested Condition:</p> <p>You must deliver the sustainability measures as set out in “Sustainability Statement for Monument Way” by XCO2 Energy, dated September 2016. The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of Code Level 4 and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costs of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.</p>	
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	<p>Overheating</p> <p>The developments overheating risk has been assessed through the applications Energy Strategy. This shows that using Building Regulations methodology, there is a risk of overheating to the proposed dwellings.</p> <p>To address the overheating risk the applicant has relied on opening windows. As Tottenham Hale is an Air Quality hotspot due to the A-roads, and the site faces directly on to one of these key roads. Because of this the opening of windows to cool down is not supported.</p> <p>The design of the building should be altered so that future residents do not have to choose between pollution sources from vehicles in the form of air pollutants and noise or face overheating.</p> <p>To overcome this at detailed design stage it is expected comprehensive overheating assessment is undertaken and measures are designed into the scheme to address this risk. CNBR4</p> <p>Internal Consultation</p> <p>To manage this risk design solutions (such as open thermal mass, external solar shading and passive ventilation etc) should be implemented. This should be conditioned.</p> <p>Suggested condition:</p> <p>To demonstrate that there is minimal risk of overheating, the results of a CIBSE TM49 dynamic thermal modelling using London's Future Weather Pattern and central urban</p>	
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	<p>environment. (as set out in the Mayor of London's SPG on Sustainable Design and Construction section 3.2.3, and the Mayor of London's Energy Assessment Guidance section 12) shall be submitted to the Council for approval. And it will demonstrate that all units have passed this assessment. Demonstrating that there is limited risk for overheating and all appropriate measures have been installed to minimize this risk.</p> <p>This should be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site and any measures shall be operational prior to the first occupation of the development hereby approved.</p> <p>This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and passive ventilation) to ensure adaptation to higher temperatures are addressed and the units do not overheat. Air Conditioning will not be supported unless exceptional justification is given.</p> <p>Once approved the development shall be constructed in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.</p>	
London Fire Brigade	The brigade is satisfied with the proposal.	Comments noted.
Thames Water	<p>Waste Comments</p> <p>Thames Water would advise that with regard to sewerage infrastructure</p>	Comments noted. Conditions and informatives

	<p>capacity, we would not have any objection to the above planning application. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer.</p> <p>Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover</p> <p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason:</p>	<p>recommended for implementation.</p>
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	<p>The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>Water Comments</p> <p>Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>Thames Water recommend the following informative be attached to any planning permission: There is a Thames Water main crossing the development site which may need to be diverted at the Developer's cost, or necessitate</p>	
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	<p>amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.</p> <p>Thames Water recommends the following informative be attached to any planning permission: There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.</p>	
<p>Transport for London</p>	<p>Thank you for consulting Transport for London regarding the above mentioned application. Monument Way to the south forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and any works temporary or permanent would need to be agreed with TfL. TfL is therefore concerned with any development which may impact on the safe and normal function of the highway network, including proposed works within TfL highway.</p> <p>Having reviewed the submitted documents TfL have the following comments. The Public Transport Accessibility Level (PTAL) of the site ranges from 5 to 6a which indicates an excellent level of accessibility.</p> <p>The applicant proposes up to 30 parking spaces which TfL deem too high given the site's PTAL. A car free proposal was suggested in the Transport Statement which TfL would support with the exception of 6 Blue Badge spaces 20% of spaces should be fitted with Active Electric Vehicle Charging points with a further 20 % passive provision.</p> <p>107 cycle parking spaces are proposed which is in excess of London plan standards and welcomed by TfL. In addition to measuring suitability of cycle parking against the London Plan standards TfL assess storage and design of</p>	<p>Comments noted. The car parking provided is to serve adjoining development that already has access to an onsite car parking space. This re-provision will not serve the proposed development and the scheme is judged to be car free on this basis. Cycle Parking condition imposed with reserve matters application.</p>

	<p>cycle facilities against the standards set out in the London Cycle Design Standards (LCDS). Cycle parking will be located on ground floor and the applicant should clarify the internal door width to storage rooms. The LCDS sets out a minimum width of 1.2m for internal doors. The applicant should clarify the type of stand to be used for cycle parking. Cycle parking should take into account all users needs and therefore 5% of cycle parking should be able to accommodate larger cycles. TfL request the council secure full details of cycle parking by condition in consultation with TfL.</p> <p><input type="checkbox"/> Servicing will take place on site and the applicant has provided swept path diagrams showing clear room for 7.9m fire engine to turn around and egress the site in forward gear. TfL have no objection to the proposed servicing movements but request the applicant to identify servicing bays on site. <input type="checkbox"/> The applicant has outlined the proposed construction methods with a Construction Management Plan secured by condition, which TfL support.</p> <p><input type="checkbox"/> The applicant has produced a residential Travel Plan. TfL find the aims broadly acceptable but the measures to achieve them should have more detail to be effective.</p>	
Natural England	<p>Thank you for your consultation on the above dated 24 November 2016 which was received by Natural England on 23 November 2016.</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>The Wildlife and Countryside Act 1981 (as amended)</p> <p>The Conservation of Habitats and Species Regulations 2010 (as amended)</p> <p>Natural England's comments in relation to this application are provided in the following sections.</p> <p>Statutory nature conservation sites – no objection</p>	Comments noted.

Natural England has assessed this application using the Impact Risk Zones data (IRZs). Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which Lee Valley SPA and Ramsar sites have been classified. Natural England therefore advises that your Authority is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site's conservation objectives.¹

In addition, Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the Walthamstow Reservoirs SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application.

¹ This reply comprises our statutory consultation response under provisions of Article 20 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, Regulation 61 (3) of the Conservation of Habitats and Species Regulations 2010 (as amended), (The Habitat Regulations) and Section 28(I) of the Wildlife and Countryside Act 1981 (as amended).

Should the details of this application change, Natural England draws your attention to Section 28(I) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

Protected species

We have not assessed this application and associated documents for impacts on protected species.

Natural England has published Standing Advice on protected species.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at consultations@naturalengland.org.uk.

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public

	<p>authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.</p> <p>Landscape enhancements</p> <p>This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.</p> <p>Sites of Special Scientific Interest Impact Risk Zones</p> <p>The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w).</p> <p>Page 3 of 3</p> <p>Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website. We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us</p>	
LBH		Comments noted.

Neighbourhood Action Team	Application states that there has been no consideration made for storage of receptacles required so we are unable to provide comments. However please use above and below guidance for information in planning.	Application is for outline planning consent. Waste Management condition recommend at reserve stage.
LBH Regeneration	<p>The Monument Way site has been identified by the Council for housing development in the emerging Tottenham Area Action Plan and the Tottenham Hale District Centre Framework (DCF). Both documents were informed by a comprehensive programme of community engagement in which residents have highlighted a need for more affordable housing in the area. As part of the Tottenham Housing Zone, this site has been earmarked as a priority for the early delivery of affordable rented housing.</p> <p>The council has worked with Newlon Housing Trust to develop a scheme which will form part of the Chesnut estate with a more positive relationship to Monument Way. The current proposal to build 54 affordable rent housing units in 3 buildings facing a realigned Fairbanks Road will help to protect the existing homes from the environment along Monument Way and improve access to the road network in providing better connections for residents to public transport hubs and the wider area. The height of the scheme and its distance to the existing properties were also carefully considered to respond to established heights within the Chesnut estate as well as maximising the delivery of affordable housing for local residents.</p> <p>Residents were invited to give their feedback at a number of engagement events through the District Centre Framework process and more recently since Newlon has come on board as a partner. The main concerns from local residents have been considered in the development of the current proposal. The retention of a wall and existing trees; loss of open spaces; security issues due to new connections along Fairbanks Road and the height of the future scheme were major concerns.</p> <p>The current scheme addresses these issues in reinstating the wall and re-</p>	Comments noted. As the application is outline, the indicative layout of the buildings cannot be considered.

providing a green buffer as well as retaining most of the existing trees. The loss of open spaces is being addressed through the project of greening Chesnut road, which will create a pocket park and provide leisure facilities for residents.

The new scheme faces Fairbanks Road which will become a more active, better lit and safer pedestrian environment. Concerns about the height of the future scheme have been addressed in keeping height at more modest levels while allowing more height on the Welbourne site.

The council with Homes for Haringey and Newlon have worked together to reduce any inconvenience to residents in terms of parking space provision and access to their homes. The council have recently commissioned a parking study to inform the existing capacity of the estate. After consultation with residents and the parking officer from Homes for Haringey, the scheme will remain car free and the estate won't lose any of its current available parking spaces. However the parking spaces located along the wall and currently unavailable won't be re-provided in the new arrangement.

As part of the regeneration of Tottenham Hale, wider improvements to the estate have been identified and will help to improve the wider environment of the estate. As mentioned above, a proposal to transform Chesnut Road into a cycle and pedestrian route along with a pocket park providing leisure facilities is currently being progressed by the council and residents have been engaged in the design process. Opportunities to maximise parking provisions in the estate alongside with environmental works to the estate are currently being explored by the council and Homes for Haringey. The future development of the Welbourne centre site will also provide a district health centre for the local community.

This scheme will support the wider regeneration of Tottenham Hale and is to be welcomed. It will provide new affordable housing within the existing urban context and will support the activation of Fairbanks Road and Monument Way in providing a safer pedestrian environment and retaining the existing green

	buffer.	
LBH Environmental Health – Lead Officer Pollution	<p>Contaminated land: (CON1 & CON2)</p> <p><input type="checkbox"/> Before development commences other than for investigative work:</p> <p>a) Using information obtained from the Phase1 Desk <input type="checkbox"/> Study <input type="checkbox"/> Report (CGL June <input type="checkbox"/> 2016 Revision 1) additional site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable:-</p> <p><input type="checkbox"/> a risk assessment to be undertaken, refinement of the Conceptual Model, and</p> <p><input type="checkbox"/> the development of a Method Statement detailing the remediation requirements.</p> <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>Condition 2:</p> <p><input type="checkbox"/> Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p>	Comments Noted. Conditions and Informatives recommended for imposition.

	<p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Air Quality</p> <p>An Air Quality assessment has been submitted in support of the planning application. Exceedences of the Nitrogen Dioxide annual mean objective is predicted at the ground and first-floor façade of the proposed development, therefore there is a risk of exposure of new receptors to air pollution. A Mechanical ventilation system has been recommended.</p> <p>CHP is not proposed with this development, therefore conditions specific to air quality and CHP are not required.</p> <p>I recommend the following air quality conditions:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Prior to development a revised air quality assessment (including the air quality neutral assessment) taking into account the comments in the Air Quality Assessment by XCO2 Energy, dated September 2016, shall be submitted, to the Local Planning Authority for approval. <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Combustion and Energy Plant: <ul style="list-style-type: none"> <input type="checkbox"/> Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh. <p>Reason: To protect local air quality.</p>	
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	<p>□ Management and Control of Dust:</p> <ul style="list-style-type: none"> •No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> •Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> •No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <ul style="list-style-type: none"> •An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This 	
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	<p>documentation should be made available to local authority officers as required until development completion.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <p>As an informative:</p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
LBH Tree & Nature Conservation Manager	<p>Visited this site last week to inspect the trees. All those trees identified for removal are of low quality and value and therefore should not be not a constraint to development. Therefore I would have no objection to the current application, on the condition that the new landscape proposal includes at least 20 new trees planted in appropriate locations.</p>	Comments noted.
LBH Transport Team	<p>Transport Context</p> <p>The application site is located to the north of Monument Way (A1055) and to the south of Chesnut Estate. Fairbanks Road is a privately maintained estate access road running along the southern extent of the site (within red line plan). The site has an excellent public transport accessibility level (PTAL) of 6a and is located close to 2 bus corridor (A503 Monument Way and A10 High Road), which provide access to some 9 bus routes with a combined frequency of 116 buses per hour (two way). The site is also within 826 metre walking distance of Bruce Grove railway station and 546 metres walking distance of Tottenham</p>	<p>Comments Noted. Conditions and Heads of Terms are contained in Section 8 of the main body of the report.</p>

	<p>Hale Rail Station. The nearest car club bays in located on Park View Road to the north east of the site and Anthill Road to the south of the site both approx. 260m away.</p> <p>The site is connected to Chesnut Estate by a number of privately maintained estate roads including Fairbanks Road and Hamilton Road. On-street estate parking bays are marked along these routes and managed by Homes for Haringey with parking enforcement notices signposted on site. Monument Way is part of the Transport for London Road Network (TLRN) with red route controls (no stopping at any time) in force. A number of Controlled Parking Zones (permit only parking) are located in close proximity of the site including, 'Seven Sisters CPZ' to the south with controls in operation Monday to Saturday 8:30am – 6:30pm, and the 'The Hale CPZ' to the north with controls in operation Monday to Friday 8am to 6.30pm for zone.</p> <p>Whilst the site itself is not within a controlled parking zone, the majority of roads between the above two CPZ zones and roads surrounding the site, are largely private estate roads subject to private parking enforcement. The nearest public roads to the site are Somerset Road and Rectory Road, both of which are largely covered by single and double yellow line restrictions.</p> <p>Accident Analysis</p> <p>The accident analysis conducted as part of the Transport Statement concluded that within the area surrounding the site which included: Fairbanks Road, Chestnut Road, Tamar Way and Park View, over the last 5 years up to 31st of July 2016, there was 1 recorded accident classified as slight. The accident occurred on Chestnut Road close to its junction with Tamar Way and involved a vehicle turning right from Tamar Way failing to look properly and colliding with a vehicle travelling east along Fairbanks Road. The study does not indicate any groupings of accidents or statistically high occurrence of accidents within the vicinity of the site.</p> <p>Description of Development</p>	
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The outline application comprises of 54 residential units across three separate blocks and associated parking for 30 cars provided at street level on Fairbanks Road. Access to parking areas will be from a re-aligned Fairbanks Road which is a private internal access road running east to west to the south of the proposed residential blocks. In accordance with London Plan standards, the application includes 6 wheel chair accessible car parking spaces designed to inclusive mobility standards, a total of 107 secure cycle parking spaces and a commitment to provide 20% of car parking spaces with electric charging points.

Trip Generation

In order to assess the potential vehicular traffic likely to be generated by the proposed development, the industry standard TRICS database has been interrogated. Trip rates for the typical morning (0800-0900) and evening (1700-1800) peak traffic hours have been extracted from comparative sites.

These trip rates have then been applied to the proposed development and demonstrate that peak hour traffic generation for the proposals would be up to 6 vehicular trips (1 arrivals and 5 departures) for the am period and up to 5 vehicular trips (3 arrivals and 2 departures) in the pm period. The peak hour public transport (bus/train) traffic generation would be up to 23 two way trips in the morning peak and 16 two way trips during the evening peak.

The multi modal trip rate assessment summarised above is considered to be relatively modest and unlikely to give rise to any significant traffic impacts on the adjoining road and or public transport network.

Pedestrian Access / Highway layout

Pedestrian access to each residential block will be via a re-aligned Fairbanks Road and three new pedestrian access ways (openings in the existing wall) from Monument Way. Final landscaping, access layout and alterations to the

	<p>existing wall separating Monument Way with Fairbanks Road are reserved for future determination.</p> <p>The existing estate (Fairbanks Estate) parking is accessed from Chestnut Road via Fairbanks Road. The proposed layout detailed on plan no. 16017_00_07_010 will result in the re-alignment of the western section of Fairbanks Road in order to enable the proposed development to the south of Fairbanks Estate. The proposed alignment/layout of Fairbanks Road will provide adequate passing space for two way vehicular movements, including refuse/emergency vehicles.</p> <p>Transport for London who maintain Fairbanks Road and the cycle track running along the grass verge adjacent to Fairbanks Road has confirmed that the re-aligned section of Fairbanks Road (southern kerb) does not lie within TfL's ownership/maintenance boundary. We therefore do not expect any impact/changes to the existing cycle track or inset bus shelter to the east of the site as a result of the proposed changes to Fairbanks Rad.</p> <p>The applicant should note that the Highway Authority will not be adopting Fairbanks Road and therefore parking management and enforcement will need to be undertaken by a private parking enforcement company, with agreement with Homes for Haringey, and in accordance with detail to be contained in a forthcoming parking management plan.</p> <p>Access and Servicing Arrangements</p> <p>The applicant has proposed providing refuse storage on the ground floor of each individual block accessed from Fairbanks Road. Swept path drawings demonstrate that the proposed layout (i.e. re-alignment of Fairbanks Road) will provides sufficient turning provision. Refuse truck will be able to stop on Fairbanks Road in close proximity of each refuse storage area.</p> <p>Parking Provision</p> <p>The section of Fairbanks Road that forms part of the application red line plan</p>	
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currently accommodates off street parking for residents of Fairbanks Estate and possibly residents of the wider estate. Signs erected on site suggest that parking controls are privately enforced on Fairbanks Road.

The accompanying transport assessment suggests that the development will be promoted as a 'car free development' however a total of 30 parking spaces (including 6 blue badge spaces) are proposed within the site and along a re-aligned Fairbanks Road. The applicant has recently submitted an addendum to the transport statement confirming that the proposed parking spaces (24) provided on Fairbanks Road (re-aligned section) will be re-provided solely for residents of the existing estate (i.e. no loss of existing parking bays). The proposals will therefore not have a detrimental impact on existing estate road parking availability provided that the spaces on the re-aligned section of Fairbanks Road are safeguarded for existing residents and the development is promoted and managed as a 'car free' proposal via the Travel Plan and a forthcoming Parking Management Plan.

The site is located within a private estate and roads surrounding the site are currently outside of the applicant's ownership and control. Any development related parking on Fairbanks Road is likely to result in the loss of existing estate parking provision. In light of excellent transport accessibility level of the site and in accordance with policy SP7 of the Councils Local Plan, a 'Car Free' proposal would be supported in this location.

Parking Management

The Transport Statement includes details of a parking study completed by Steer Davis Gleave to assist the council/Homes for Haringey in the review and refinement of parking within Chesnut Estate, including the loss of the parking court to the south of Fairbanks Road. Consultation with residents of the estate has formed part of the above review.

As part of the above mentioned estate parking review, discussions have taken place between the council and Homes for Haringey regarding the continued maintenance, allocation/enforcement of parking on Fairbanks Road. In order to

ensure that this arrangement is safeguarded, it is advised that a suitable obligation/undertaken is detailed in the LEGAL to ensure that Fairbanks Road and associated parking will continue to form part of the wider estate parking with the exception of the proposed blue badge spaces.

Travel Plan

The applicant has provided a draft travel plan which includes modal shift targets and a monitoring schedule but falls short of detailing specific costs interventions in supporting and encourages modal shift. In order to support and encourage sustainable modes of travel, it is advised that a LEGAL obligation include a scheme of works for the provision of a single on-site car club bay which will need to be agreed with the council and Homes for Haringey. The travel plan should include one year free car club membership and £50 credit to all new residents.

It is expected that a full travel plan will be submitted and thereafter re-submitted in accordance with a LEGAL Travel Plan obligation. The travel plan must promote the development as a 'Car Free' scheme and support sustainable travel choice and modal shift. The council will seek a Section 106 travel plan fee totalling £3000 to cover the cost of reviewing the TP at each monitoring/reporting stage. It will be necessary to secure it's delivery via a LEGAL schedule.

Conclusion

The proposed development will not generate a significant increase traffic or parking demand which will have and significant impact on the highway and transportation network subject to the following S.106 obligations and conditions:

Section 106 Obligations/Undertaking

1. The applicant shall be required to enter into a Section 106 Agreement

securing a £3, 000 (three thousand pounds) contribution towards investigations for the feasibility of a new controlled parking zone.

2. The applicant enters into a S.106 agreement including provision that no residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. Reason: To mitigate the parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increase travel by sustainable modes of transport hence reducing the congestion on the local highways network.

3. The council undertakes to continue to maintain and manage the section of private estate road appended to schedule (x) of the legal agreement with the exception of x6 blue banded spaces marked red on the plan appended to the above schedule.

4. A residential and commercial travel plan must be secured by the S.106 agreement. As part of the detailed travel plan the following measures must be included in order to maximise the use of public transport:

- a) The developer must appoint a travel plan co-ordinator to monitor the travel plan initiatives annually.
- b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents.
- c) The developer must offer one years free membership and £50 credit to each new residential unit.
- d) The applicant's are required to pay a sum of, £3,000 (three thousand pounds) per travel plan for monitoring of the travel plan initiatives.
- e) A detailed scheme of works for the provision of a single on-site car club bay which will need to be agreed with the council and Homes for Haringey

	<p>Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>Conditions:</p> <ol style="list-style-type: none"> 1. The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work (including demolition) would be undertaken in a manner that disruption to traffic and pedestrians is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods. Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network. 2. Detailed plans and drawings with respect to the matters reserved for subsequent approval shall include details of the proposed access roads and landscaping, including the location of the existing cycle track and bus shelter, shall be submitted to and approved in writing by the Local Planning Authority; such drawings to show method of construction, traffic calming measures, drainage, street lighting, kerb alignment, levels, areas of highway visibility and surface treatment. No part of the development shall be occupied until the works of construction have been carried out in accordance with the drawings so approved. 3. The spaces shown reserved for parking of cars shall be used for or available for such use at all times. 4. Details of a scheme for the management of car parking within the development shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before any part of the development is first occupied and the parking areas shall be operated in accordance with the 	
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	<p>approved scheme at all times unless previously agreed in writing by or on behalf of the Authority.</p> <p>5. Before development commences details of refuse and recycling facilities shall be submitted to, and approved in writing by, the Local Planning Authority. Such facilities as approved shall be provided before the development hereby approved is first occupied and shall be maintained at all times. Reason: In the interests of amenity and highway safety.</p> <p>6. Details of arrangements for cycle storage (including means of enclosure for the area concerned where necessary) shall be submitted to, and approved in writing by, the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed to the satisfaction of the Authority before any part of the development is first occupied, and permanently maintained thereafter to the Authority's satisfaction. Reason: To ensure that adequate cycle storage facilities are provided.</p> <p>7. Before the development is commenced, details of the electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented prior to occupation of any part of the development and permanently maintained thereafter.</p> <p>Informative The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p>	
LBH Design Officer	Daylight/Sunlight Assessment	Comments Noted

The applicants have included a Daylight Sunlight and Overshadowing Assessment with their application, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011)[1]. I have checked the applicants' consultants report and agree their methods are correct and the results appear sound.

The applicants' assessment finds that there would be some loss of daylight and sunlight to the habitable rooms of some neighbouring existing dwellings and some of their private amenity spaces. Specifically regarding each of those three:

- Daylight to Habitable Rooms - windows to habitable rooms in four neighbouring houses, nos. 27, 28, 45 and 46 Fairbanks Road would lose noticeable amounts of daylight such that they would no longer receive the amount of daylight the BRE Guide considers sufficient (27% Vertical Sky Component – VSC), a total of 15no. windows.
- Sunlight to Living Rooms - the BRE Guide advises care should be taken to avoid loss of sunlight to living rooms and conservatories with windows facing within 90° of due south, and the applicants' consultants' analysis finds two living room windows (& one bedroom window) to no.44 Fairbanks Road.
- Sunlight to Amenity Space (Overshadowing) – the BRE Guide recommends for an amenity space to appear adequately sunlit throughout the year, at least half of its area it should be capable of receiving at least 2hours sunlight on the equinoxes (21st March or October). The applicants' consultants' analysis finds that the amenity spaces – specifically private back gardens – of 11no. neighbouring existing dwellings would become overshadowed such that they would no longer meet the BRE Guide criterion for being considered adequately sunlit, specifically nos. 26, 27, 28, 29, 43, 44, 45, 46, 47, 48 & 49 Fairbanks Road.

	<p>Design Officer Assessment</p> <p>In principle, I consider it would be desirable that developments should not cause any loss of daylight or sunlight to neighbouring existing dwellings' habitable rooms or amenity spaces (nor to neighbouring existing workspace or public amenity space, although to these there is no concern in this case). The BRE Guide provides good criteria for assessing daylight and sunlight levels and for what constitutes acceptable levels.</p> <p>I consider there are five ways in which the effects of this application proposal on daylight and sunlight to neighbouring dwellings may be considered acceptable, explaining each in turn below;</p> <ol style="list-style-type: none"> 1. "standards" in the BRE Guide should not be regarded as requirements; 2. the affected neighbouring dwellings are not uniformly and totally affected; 3. the loss to those existing neighbouring dwellings is or may be mitigated by other benefits to them from the application proposals; 4. the existing pattern of development should not be regarded as typical or reasonable; and 5. the application proposals are in outline with crucially layout and scale reserved. <p>Firstly, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.</p>	
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Secondly, it is noted that 15no. windows to 4no. separate dwellings would notice an unacceptable loss of daylight and 2no. windows to 1no. dwelling would notice an unacceptable loss of sunlight. I consider it significant that the dwellings whose windows would lose daylight are not the same as the dwellings whose windows would lose sunlight, and that in every case, those dwellings have other windows that would not lose unacceptable amounts of daylight and sunlight. This is because all the existing neighbouring dwellings are dual aspect, and where the proposal would overshadow one side of some dwellings, it would not overshadow the other. As for the private amenity space (back gardens), 11no. dwellings would notice an unacceptable loss of sunlight; all these dwellings will still receive the same levels of sunlight to their frontages, but it is accepted that their private amenity space, their rear gardens, will fall below the criteria.

Thirdly, the existing pattern of development of Chesnut Estate, or short terraces of houses set well away from the busy road of Monument Way, which is left as a grassed “cordon sanitaire”, is a very 1960s “modernist”, pattern of development, that assumes a car dominated society and that people will expect to drive everywhere on high speed urban motorways between low density housing laid out without a strong relationship to the street; a street network that is pedestrian and public transport unfriendly and tends to promote alienation, anti-social behaviour and real or perceived lack of public safety. Such development patterns typically prioritised very high access to plentiful daylight and sunlight over creation of mixed and sustainable communities. The proposed development would reintegrate the existing neighbouring houses into the network of local, pedestrian friendly, city streets, and contribute to the long term project to transforming Monument Way from a piece of urban motorway to a still busy, still vehicular trafficked, but more mixed use, more pedestrian and public transport friendly, “normal” city street.

Fourthly, and I would consider most crucially, I would consider that the proposed new dwellings and re-aligned Fairbanks Road would produce a better, more connected and pedestrian (and public transport, in walking routes

to bus, rail and tube stops being more pedestrian friendly and bus stops themselves more pleasant and safe) friendly network of streets, including an improved pedestrian environment on Monument Way, overlooking and more animation to Fairbanks Road, a better approach to the existing residential terraces and better privacy to the residential blocks including their existing back gardens. It has to be acknowledged that there are 11 no. dwellings that would notice an unacceptable loss of sunlight, but all of these and all other dwellings in this estate already experience low levels of sunlight to their gardens, only just passing the BRE Guide criterion, due to their narrow width, east-west alignment and high garden fences; effectively the fences themselves, along with the existing terraces of houses, already overshadow nearly half of their existing gardens. Research into what people want form private external amenity space, such as Design for Homes “Recommendations for Living at Superdensity” suggest that privacy of amenity space and direct accessibility from living rooms is at least as highly valued as its “sunniness”, and many modern Londoners get much of their opportunity to be in their outside amenity space not around the middle of the day but in the evenings, when these gardens will not be as affected. Several of the private back gardens will, lose a bit more sunniness, tipping them over from just above to just below or well below the BRE Guide criteria. However the gardens themselves will, in my view, gain in other ways, particularly from the removal of Fairbanks Road from immediately to their side, to the other side of another residential block, with their own private back gardens (for the ground and first floor maisonettes) backing onto the existing neighbouring gardens. The existing neighbouring gardens will therefore gain in privacy, becoming within a more enclosed city block, and further gain in substantially reduced traffic noise and pollution from not only Fairbanks Road but also from Monument Way, which will be screened by a substantial building. The existing gardens and the more vulnerable backs of the existing houses will also gain security from no longer having just a back garden fence between them and an un-overlooked road, but being in the middle of a city block only bounded by other back gardens, as well as gaining security for pedestrians on their approach not having to walk down an un-overlooked street.

	<p>Fifth and finally, the point that the proposals are in outline only is simply that the detailed design of the proposed blocks, including their actual profile, including roof profile, will be subject to reserved matters.</p>	
<p>Marcin Korowiecki on behalf of Chesnuts Estate Residents</p>	<p>On behalf of Chesnuts Estate residents, I'd like to object to this planning permission. Local residents don't feel like consultation regarding Monument Way development has been finished, or results of it communicated to us. If I'm correct, the last meeting with residents regarding this development took place about a year and a half ago, leaving lots of issues related with it opened to further discussion with redevelopment team represented by Peter O'Brien. Final proposal of development has never been presented to residents and we have tens of questions regarding it:</p> <ul style="list-style-type: none"> - we don't actually know what type of buildings are planned to be built there? - what exact definition of "affordable housing" mean to this particular development? - how will local residents benefit from Monument Way development? - are there plans to create playground for current and additional kids living in the estate? - how would layout of Fairbanks Road change? - how would this development affect residents with regards to organising months work at building site? How would developers avoid disruption? - what about car parking space availability - will it be reduced, or there plans for add additional one - what about the existing wall separating the estate from pollution and noise of Monument Way - will it stay or be demolished/replaced? - what about roads layout - will this development open access to the estate 	<p>Objection noted. The details of the planning application note that a local playground is not programmed. The layout of Fairbanks Road is as per the site plan. The development will be subject to a Construction Management Plan. The boundary wall at the site is to be maintained. Car parking is to be re-provided for existing residents. Vehicle Traffic from Monument Way will not penetrate the existing or proposed development. Pedestrian access is proposed. The allocated site may be progressed by way of separate planning application provided developers show master</p>

	<p>from Monument Way and redirect traffic through it? - how will this development affect issues related with existing anti social behaviour experienced across the estate? As well, really important fact - during consultation, development of Monument Way was strongly linked to Welbourne Site, in regards to number of storeys each of development would contain. Simply, lower blocks build along Monument Way would make Welbourne Site tower higher... We are already talking about 16 floors planned for this building... How come, those two applications can be reviewed separately, if shape of one depends on the other one? We demand answers to all above questions from re-development team and the developer, during public meeting organised by both of the parties for the estate.</p>	<p>plans for the allocation.</p>
<p>Hammad Baig Mussington House Flat 15, Stainby Road</p>	<p>Our building, Mussington House is a new build, we have a clear view out of our apartment's window which has a view of Monument Way and Stainby Road. Any new build above 2 stories would hinder our view and would block day light. Therefore, I object to any new build above 2 stories.</p>	<p>Objection noted. Parameter plans fixing heights of 4-5 stories is considered acceptable given the planning policy context and prevailing patten of development in the area. Planning policy requires optimisation of the site potential.</p>
<p>Rachel Donald 39 Fairbanks Road</p>	<p>I am writing to object to the proposed development in Fairbanks Road, N17. My key argument relates to overbearing. I live in a 2-storey house, with 3-storey houses to the rear and right side of my property. If a 5-storey block is built on the left side, the sheer scale would have an oppressive impact on my home - in fact it would feel like I am being boxed in. Therefore, I strongly believe the height of the blocks should be reduced to no more than 3-storeys,</p>	<p>Objection noted. The development at the parameter plan heights indicated and in the layout indicated is considered to be</p>

	<p>which is in keeping with the current homes on the site.</p> <p>Additionally, I object to the flats being built at such close proximity to the end of my terrace. Being positioned in this way simply underscores the fact that the proposed block is totally out of proportion to the houses next to it. In my opinion, Fairbanks Road needs to separate the new development from the existing homes.</p> <p>In summary, the proposed blocks are simply too high and too close to the existing properties. I urge you to consider these important factors when making your final decision.</p>	<p>acceptable in relation to amenity impacts. A full assessment of the impacts to adjoining occupiers is contained in Section 6 of the main section of this report.</p>
<p>Paul Hughes Hamilton Close Tottenham</p>	<p>I am writing to object to the proposed development in Fairbanks Road, N17. My key argument relates to overbearing. I live in a 2-storey house, with 3-storey houses to the rear and right side of my property. If a 5-storey block is built on the left side, the sheer scale would have an oppressive impact on my home - in fact it would feel like I am being boxed in. Therefore, I strongly believe the height of the blocks should be reduced to no more than 3-storeys, which is in keeping with the current homes on the site.</p> <p>Additionally, I object to the flats being built at such close proximity to the end of my terrace. Being positioned in this way simply underscores the fact that the proposed block is totally out of proportion to the houses next to it. In my opinion, Fairbanks Road needs to separate the new development from the existing homes.</p> <p>In summary, the proposed blocks are simply too high and too close to the existing properties. I urge you to consider these important factors when making your final decision.</p>	<p>Objection noted. The development at the parameter plan heights indicated and in the layout indicated is considered to be acceptable in relation to amenity impacts. A full assessment of the impacts to adjoining occupiers is contained in Section 6 of the main section of this report.</p>
<p>Shenkay Ahmet 29 Fairbanks</p>	<p>Both I and my neighbours would like to register our objections regarding the proposed building of 54 units within three blocks comprised of four and five storeys high.</p>	<p>The grassed area on this site is not designated as green</p>

Road	<p>Amongst the reasons are that they will dwarf our houses, parking will be an issue and the proposed building site will remove an already small area which is used by children, especially as this will remove invaluable “green space” and trees. The buildings will also intrude on our privacy – overlooking our gardens and generally making us feel “blocked in”.</p> <p>Access and safety will also be issues as Fairbanks Road is a very narrow road.</p>	<p>space in the local plan. The site coverage will be assessed at the reserve matters stage. The landscaping will also be assessed at the reserved matters stage. The issue of amenity impacts to adjoining occupiers is considered in Section 6 of the main body of this report.</p>
Jennifer Williams 20 Chesnut Road	<p>I support the objections from the residents of Hamilton Close that the buildings would overbear the current dwellings and make them feel closed in. I agree that the number of stories should be no higher than 3. Also I agree that the number of parking spaces would be inadequate .</p> <p>I am please to see attention to sustainability issues, particularly the installation of solar panels, the south facing aspect would be ideal for this. Also provision for cycle storage. The attention paid to the ecology of the area is encouraging. The estate actually has a pleasing amount of green spaces and a good number of bird species visiting it. I welcome any attempt to maintain bird nesting and feeding sites, as well as habitat for other animals I hope the number of trees there will be maximised to maintain the attractiveness of the area.</p> <p>A residential frontage to Monument Way is welcome, However I think the noise, air pollution and stress factor from living close to a busy road prone to traffic jams has been underestimated. Why wasn't noise measured during the rush hour? hopefully the line of elms, once mature will reduce this. Ventilation in hot weather needs to seriously considered, these are south facing dwellings with a stated potential to overheat. Measures need to be taken to ensure south facing rooms can be kept cool without the need to let in air pollutants and noise by opening windows.</p>	<p>Comments noted. Sustainability features and cycle parking are proposed to be secured by the imposition of a planning condition.</p>

	<p>Attention is drawn to the presence of Japanese knot weed in the land recently acquired by the council from Holy Trinity School at the west end of the site. Also I am concerned about the alley way that exists between the wall at the side of Holy Trinity School and the back of houses in Fairbanks road, which is not very pleasant to walk along at the moment, I hope that the design will include measures to improve sight lines access and openness there, and not just extend the alley, making it even less welcoming. It is not clear what will happen to the sloping ground at the south end of this alley</p>	
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Appendix 2 Plans and Images

Location Plan







Site Location Plan – Redline Area



Parameter Plan – Building Heights

KEY:

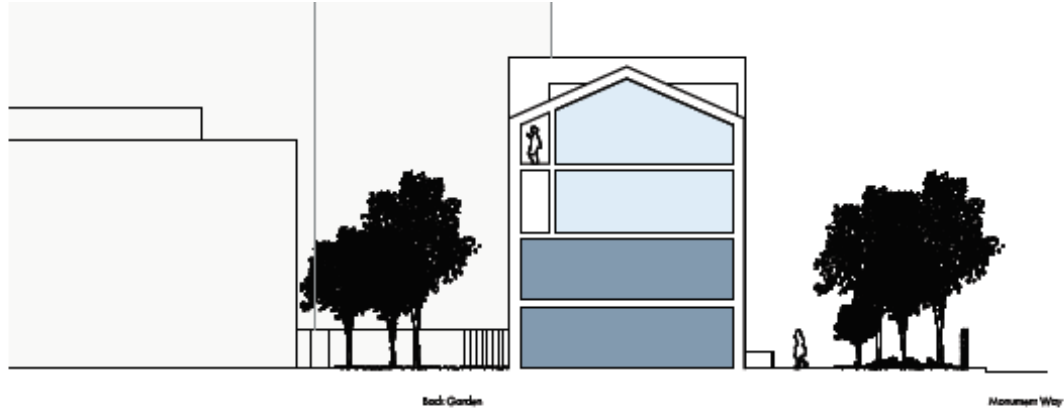
-  Application boundary
-  Ground + 4 Storeys
-  Ground + 3 Storeys
-  Indicative building outline



Indicative Site Plan – Source: Applicant (Parking Layout Revised)

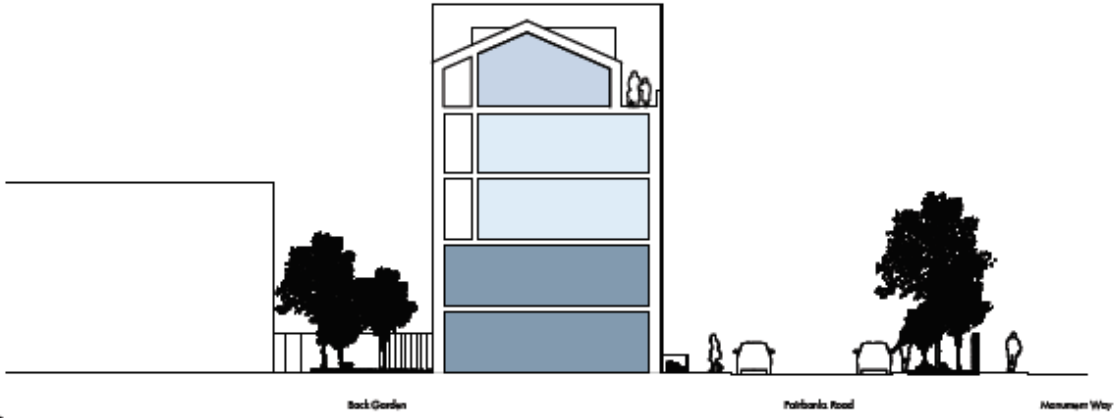


Indicatives Ground Floor Plan – Source: Applicant



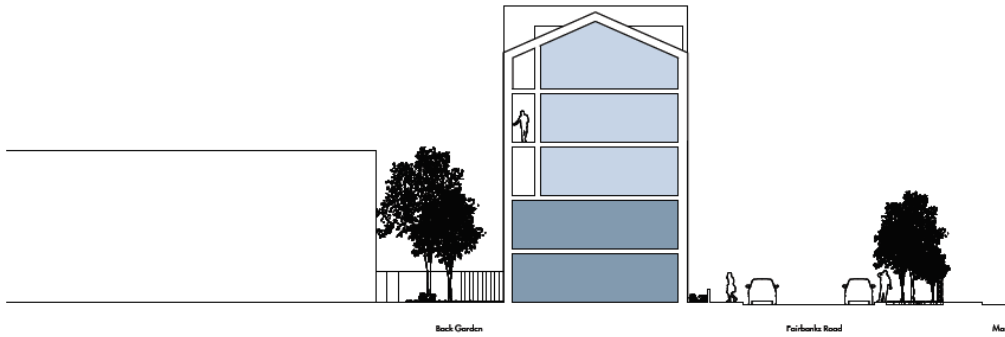
1 Block A

Indicative Cross Section – Block A (source: applicant)



2 Block B

Indicative Cross Section Block B (source: applicant)

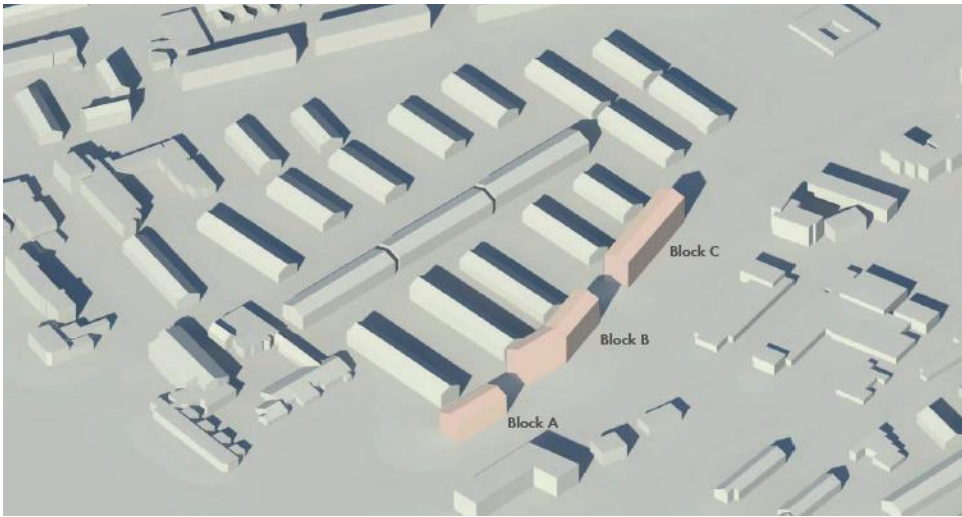


3 Block C

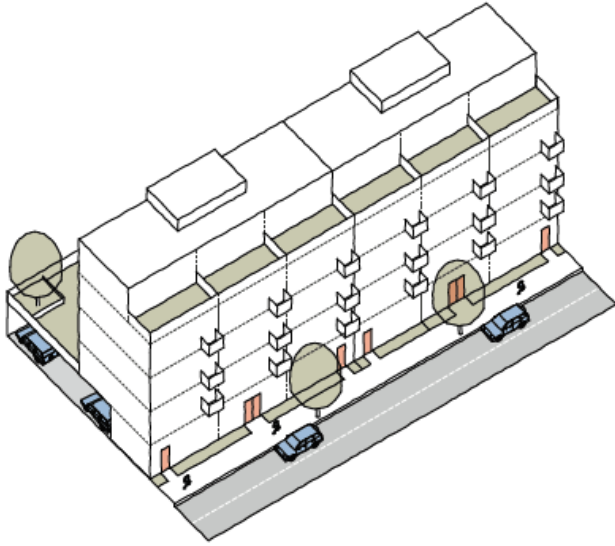
Indicative Cross Section Block C (source: applicant)



Indicative Render with DCF massing (Source – Applicant)



Indicative Render with DCF massing (Source – Applicant)



Indicative Block Typologies (Source Applicant)



Indicative Render (**revised parking layout revised not incorporated into image**)



Illustrative Image of the Development (subject to reserved details.)



Illustrative Image of the Development (subject to reserved details.)



Illustrative Image of the Development (subject to reserved details).

Planning Sub Committee 13th February 2017

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/2232

Ward: Tottenham Green

Address: Car Wash Centre Broad Lane N15 4DE

Proposal: Demolition of the existing car wash, construction of a new office block including, covered bin, cycle's store and parking.

Applicant: Sigma (Tottenham) Ltd

Ownership: Private

Case Officer Contact: Aaron Lau

Site Visit Date: 19/07/2016

Date received: 01/07/2016

Last amended date: 23/01/2017

Drawing number of plans:

- 3006 PL L01 – Location Plan
- 3006 PL 11J – Proposed Block Plan
- 3006 PL 12M– Proposed Ground and First Floor Office Plans
- 3006 PL 13M– Proposed Second Floor Office Plan
- 3006 PL 18.1– Proposed North Elevation Option 2
- 3006 PL 18.2– Proposed South Elevation
- 3006 PL 18.3– Proposed East Elevation Option 2
- 3006 PL 18.4– Proposed West Elevation Option 2
- 3006 PL 18.1A– Proposed North Elevation
- 3006 PL 19.1 – Proposed Ground Floor Window Details
- 3006 PL 19.2 – Proposed First Floor Window Details
- 3006 PL 19.3 – Proposed Roof Details

1.1 This application is being reported to Planning Committee as it is a major planning application.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed redevelopment of the site at Car Wash Centre Broad Lane to provide a new B1 office block is considered acceptable in principle as it would comply with local plan policies on a site which is designated as a Locally

Significant Industrial Site (LSIS), and will support and enhance local employment opportunities whilst meeting one of the Council's strategic aspirations of the Tottenham Hale and Fountayne Road wider regeneration area. There will be an additional quantity of employment generating floorspace and increase in the potential number of jobs that would be accommodated on-site should planning consent be granted.

- The redevelopment of the site would not have material adverse impact on the amenity of existing nearest residential properties on Esin Court located to the south of the site and the Bramble Close development situated on the western side of Broad Lane, in terms of loss of day/sunlight, enclosure, outlook, overlooking / loss of privacy and noise nuisance / pollution.
- The revised design of the building with bricked gables and fenestration detailing is considered to be compatible to the local Fountayne Road vernacular and setting. The proposed height and bulk is consistent to the prevailing pattern of development. It has been designed to accommodate the future north-south extension of Fountayne Road in mind, and will strengthen the intended street pattern on Broad Lane as a key employment neighbourhood in the future.
- The proposal would not have any material adverse impacts on the local transportation and highways network.
- The proposal would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions, and incorporates an acceptable sustainable urban drainage system to help mitigate surface water flooding from extreme storm events.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 28 February 2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Soffit details
- 5) Hard and soft landscape works
- 6) Contaminated land
- 7) Contaminated land remediation
- 8) Combustion and energy plant
- 9) Air quality and dust management plan
- 10) Plant and machinery
- 11) Non-Road Mobile Machinery inventory
- 12) No infiltration based sustainable drainage systems
- 13) Piling
- 14) Cycle parking
- 15) Blue badge bays
- 16) Servicing bay
- 17) Opening hours
- 18) Sustainability – BREEAM
- 19) Balcony screening

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Asbestos
- 6) Contamination

Section 106 Heads of Terms:

1) Employment and skills training:

- Local job opportunities/initiatives including to secure at least 20% employment by local residents during construction and end use phase
- Financial contribution of **£46,656** to provide and procure the support/skills for local people

2) Carbon off setting

- Energy plan showing how the reduction will be met and to calculate any resultant offsetting contribution.
- **£2,700** per tonne of carbon plus a 10% management fee if agreed energy efficiency standards and renewable energy technology (PV Solar Panels)

have not been achieved in the applicant's "Energy Assessment for the Car Wash Site", dated June 2016, by Dovetail Energy Consulting.

3) Considerate contractors

- 2.4 In the event that member choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.5 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
1. In the absence of a financial contribution towards Local employment and training, the proposal would have an unacceptable impact on employment opportunities within the Borough. As such, the proposal would be contrary to Local Plan policies SP8 and SP9, London Plan policy 4.1 and draft DM policy DM37.
 2. In the absence of a financial contribution towards carbon management, the proposal would fail to address climate change and secure a sustainable development. As such, the proposal would be contrary to Local Plan policies SP4, London Plan policies 5.1, 5.2, 5.3 and 5.7 and draft DM policy DM21.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.
- 2.7 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 RECOMMENDATION

APPENDICES:

- Appendix 1: Consultation Responses
- Appendix 2: Plans and images
- Appendix 3: Quality Review Panel Notes

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

Background

3.1.1 The applicant and owner of the site is Sigma (Tottenham) Ltd.

3.1.2 A planning application reference HGY/2014/1114 for a mixed use development comprising ground floor B1 offices and 21 residential units was submitted to the Local Planning Authority in April 2014. This application was withdrawn by the applicant on 8 July 2014 following concerns expressed by the Council to the principle of a residential development at this location in terms of planning land use.

Scope of application

3.1.3 The proposal, the subject of this planning application reference HGY/2016/2232, is for the following:

- demolition of the existing car wash circ. 85sqm;
- construction of a new office block circ. 1,944sqm;
- covered bin, cycle store and associated parking for 12 cars including 2 disabled bays and 20 cycle spaces. .

3.1.4 Following comments received from Transport for London in August 2016, the scheme was revised as follow:

- reduction in no. of car parking provision from 12 spaces to 5 spaces including 2 disabled bays and 1 electric charging point;
- A 2-tier rack providing 9 spaces plus space for larger cycles at the end of the cycle store.
- Widening of cycle store door from 1.2m to 1.5m.

3.1.5 Further amendments have been made to the design following feedback from the Quality Review Panel in October 2016. These changes include:

- architectural appearance to reflect the old industrial heritage of Fountayne Road and the surrounding area;
- relocating the building line back from the side road and using the space to provide on street parallel parking and a wide pavement

3.1.6 The existing number of employees is 1 full-time and 4 part-time. The total proposed number of full-time employees is potentially up to 70 job opportunities.

3.1.7 The existing car wash is managed and run by IMO car wash. The applicant has confirmed that the existing jobs will be moved to another IMO car wash site and as such the proposed development will be not result in any job losses but increase the number of employment opportunities.

3.1.8 The proposed hours of opening of the B1a offices are 07:00 to 22:00 Monday to Friday.

3.2 Site and Surroundings

3.2.1 The site is rectangular in shape and is located on the eastern side of Broad Lane. The site is currently occupied by a single-storey car wash facility which is in use. Vehicular access and egress is obtained via a side road off Broad Lane.

3.2.2 The existing car wash facility currently on site has the benefit of planning consent - reference HGY/1994/0521.

3.2.3 The site is bound by two-storey terraced properties (Nos. 1-18 Esin Court) with a three-storey industrial warehouse unit behind the properties to the south, two-storey offices (Fountayne Business Centre) to the north and two-storey industrial units behind and to the east. A three-storey residential flatted development is situated on the western side of Broad Lane.

3.2.4 The site is located in a Defined Employment Area (DEA) and the site itself has a special Defined Employment Area use designation (DEA 14) within the Unitary Development Plan Proposals Map. The site is also identified as a Locally Significant Industrial Site (LSIS 14) of the Local Plan 2013.

3.3 Relevant Planning and Enforcement history

- HGY/2014/1114 - Demolition of existing carwash and erection of a 5-storey block comprising 235.5sqm ground floor B1 office unit, 21 residential units (7 x 1 bed, 8 x 2 bed, 4 x 3 bed and 2 x 4 bed), covered bin storage, cycle storage and 12 parking spaces. – withdrawn 08/07/2014
- HGY/1994/0521 - Erection of single storey building for use as a car wash – approved 23/08/1994

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- LBH Tottenham Team Central
- LBH Head Of Carbon Management
- LBH Design Officer
- LBH Flood and Surface Water

- LBH Economic Regeneration
- LBH Cleansing
- LBH Emergency Planning
- LBH Building Control
- LBH Transportation Group
- London Fire & Emergency Planning Authority
- Transport For London
- L. B. Waltham Forest
- Thames Water

The following responses were received:

Internal:

- 1) Transportation: No objection subject to a cycle condition.
- 2) Design Officer: No objection to the revised scheme subject to the imposition of materials and soffit entrance detail conditions.
- 3) Tottenham Regeneration: No objection.
- 4) Waste Management: No objection.
- 5) Carbon Management: No objection subject to the imposition of BREEAM, Pre-Assessment, Energy conditions.

External:

- 6) TfL: No objection.
- 7) Environment Agency: No objection subject to the imposition of contamination conditions.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

128 Neighbouring properties
3 site notices were erected close to the site

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

No of individual responses: 1
Objecting: 1
Supporting: 0

Others: 0

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

- Loss of carwash and principle of proposed offices.

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development;
2. The impact on the amenity of adjoining occupiers;
3. Design;
4. Living conditions for future occupants;
5. Parking and highway safety;
6. Accessibility;
7. Sustainability; and
8. Flood Risk

6.2 Principle of the development

6.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

Re-provision of employment use and new B1 use

6.2.2 The site, is located in a Defined Employment Area – DEA 14 (South Tottenham) within the Local Plan Proposals Map, which seeks to protect the loss of employment generating uses. The site is also identified as a Locally Significant Industrial Site (LSIS 14) of the Council's Local Plan and south of Tottenham Hale Retail Park which envisages comprehensive redevelopment to form part of the new Tottenham Hale District Centre in the emerging Tottenham Area Action Plan Pre-Submission Version, January 2016.

6.2.3 UDP Policy EMP5 seeks to promote Employment uses within DEA's. Local Plan Policy SP8 (Employment) and draft DM Policy DM37 aim to secure a strong economy in Haringey and generally seeks to protect the borough's well established hierarchy of employment generating uses associated with LSIS's and a DEA. B uses are protected to meet the forecast demand of 137,000 sqm floorspace up to 2026.

- 6.2.4 The Council, in line with the emerging Development Management (DM) DPD pre-submission version 2016 has now a new Employment Land Review and is currently revising its approach to Employment Land requiring the replacement of floorspace rather than replacement of jobs. These DPD policies should be afforded significant weight having passed through the EiP process without objection or the Inspector raising a soundness issue. Given the Council's current employment plan review, it is highly likely that Policies DM40 'Loss of Employment Land and Floorspace' and DM45 'Maximising the Use of Employment Land and Floorspace' of the DM DPD pre-submission version 2016 are relevant in assessing this scheme.
- 6.2.5 Given the strategic land use designations and land use policies contained within the Council's Saved UDP, Local Plan and DM DPD pre-submission version 2016, as described above, it is clear that employment-generating activities are strongly encouraged and safeguarded within designated sites. These designations and land use policies seek to protect employment land uses and to safeguard the strategic designated areas as employment generating land in order to promote the borough's employment and economic base.
- 6.2.6 Although not presently adopted as formal planning policy, the Tottenham Physical Development Framework, March 2014 is a document that identifies this site as forming part of the wider Fountayne Estate regeneration area which seeks to upgrade employment areas as employment led areas in line with Workspace Strategy recommendations. One of the key drivers to support Tottenham's future is to create 5,000 new jobs by 2025. The need to deliver and enhance existing employment areas is therefore crucial in meeting this strategic vision. This document supports compliments and adds further substance to the above mentioned strategic land use policies, which is embraced by local plan policy SP8.
- 6.2.7 The current B1 office proposals for the redevelopment at Car Wash Centre Broad Lane will result in a 1,859sqm uplift of employment generating floorspace from 85sqm to 1,944sqm. The quality and density of the new employment generating floorspace and the projected increase in the number of jobs to be created on-site will increase from 1 full-time and 4 part-time existing employees to 70 full-time job opportunities, and thus increase the job opportunities for the local community in Haringey subject to an obligation in the s106 legal agreement including to secure at least 20% employment by local residents in the construction and end use phase. The principle of redevelopment for Car Wash Centre Broad Lane is therefore acceptable which would align with the strategic aims and objectives of Saved UDP Policy EMP5, London Plan Policies 4.4, Local Plan Policy SP8, Policy DM37 of the DM DPD Pre-submission version 2016 and the emerging Tottenham Physical Development Framework and Tottenham Area Action Plan (Pre-submission versions) by strengthening existing employment land and creating local job opportunities.

6.3 Impact on the amenity of adjoining occupiers

6.3.1 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy, overlooking, aspect, enclosure, noise, pollution and of fume and smell nuisance. Policy DM1 of the DM DPD pre-submission version 2016 'Delivering High Quality Design' continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

6.3.2 The nearest residential dwellings that would be most affected by the proposal will be the end terrace property at Nos. 1 and 2 Esin Court located immediately south of the site and those in the flatted Bramble Close development (Nos. 41 to 46) situated approximately 20m away and on the western side of Broad Lane.

Daylight/sunlight

6.3.3 In support of their application, the applicant has provided a daylight/sunlight report in line with Building Research Establishment (BRE) 2011 guidelines, British Standard BS 8206:2008 Lighting for buildings and Planning Practice Guidance (2014) - Design. Daylight is measured by Vertical Sky Component (VSC) whereas the acceptable level of sunlight is calculated by Annual Probable Sunlight Hours (APSH). BRE guidelines suggest a VSC of 27% or more should be achieved if a room is to be adequately day lit. However if the VSC is less than 27% as well as less than 0.8 times its former value the occupants will notice the reduction in the amount of skylight.

6.3.4 All the accounted habitable room windows of the surrounding properties at Nos. 1 and 2 Esin Court and the Bramble Close development will pass the BRE daylight requirement of being more than 0.8 times than its former value. It should be noted that the ground floor rear window at 1 Esin Court will experience a minor improvement. As such occupiers of adjacent residential units will not notice a significant reduction in daylight caused by the siting and scale of the development proposed.

6.3.5 In terms of sunlight, the acceptability criteria require 25% or greater for the whole year or more than 5% between 21st September and 21st March (winter months). Only the existing habitable rooms of the neighbouring buildings are considered for the purposes of the BRE calculation. Windows that are within 90 degrees of due south are disregarded for sunlight calculations as they do not have good access to direct sunlight, due to their orientation.

- 6.3.6 Similarly the proposed development will not incur any significant loss of sunlight to existing adjacent occupiers as it will be within the BRE sunlight guidelines of achieving more than 25% for the total year and 5% for the winter.

Outlook / Enclosure

- 6.3.7 The first and second floors have been pulled away the common boundary by some 8m it shares with 1 and 2 Esin Court so as to maintain an acceptable level of outlook to these adjacent residential properties. To that end, it is considered that the design and siting of the proposal would not create any significant loss of outlook or a significant increased sense of enclosure, therefore avoiding any material loss of amenity of occupiers at 1 and 2 Esin Court.

Overshadowing

- 6.3.8 BRE Guidance requires at least 50% of the garden to receive at least 2 full hours of direct sunlight or 0.8 times its former value on the 21st March to avoid any detrimental impact.
- 6.3.9 The proposal is sited north of the adjacent properties including Esin Court and as such the sunlight currently enjoyed by occupiers of these residential units throughout the year will not be affected. Hence, the proposal will not cause any adverse overshadowing to the gardens of the neighbouring properties.

Privacy / overlooking

- 6.3.10 The first floor will feature a communal amenity space deck and breakout area for staff of the new development. Officers would expect the installation of screening along the boundary to avoid direct overlooking into the rear windows at 1 and 2 Esin Court. No details have been provided so a condition will be imposed on any grant of planning permission in order to safeguard the amenity of surrounding residents.

6.4 Siting, Layout and Design

- 6.4.1 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6. Policy DM1 'Delivering High Quality Design' of the DM DPD pre-submission version 2016 continues this approach and requires development proposals to relate positively to their locality.
- 6.4.2 The surrounding existing buildings are mostly of 2 storeys in height including the industrial and office park buildings to the north and east, and the residential

terraces to the immediate south and west. There are some 3 and 4 storey flatted blocks located on the west side of Broad Lane, and much taller blocks nearby.

- 6.4.3 The proposal is for an office development, of three storeys in height with a second floor set back. Access into the building is obtained from Broad Lane and the new future road which forms part of the wider Tottenham Physical Development Framework for the area. Officers take the view that the proposed bulk, massing and height of the three-storey development are acceptable for the site and in context with the existing surrounding built form.
- 6.4.4 As mentioned above, the site falls within the Tottenham Physical Development Framework specifically South Tottenham – Fountayne Road/Marksfield Road. The framework defines key design principles, land use and character areas and sets a vision for Tottenham Hale to 2025. As part of the vision, Fountayne Road to the south will be extended to the north which would cut through the rear of the site. The proposal has been design with the future road extension in mind and this space will be seeded for lawn in the interim period.
- 6.4.5 The proposal was presented to the Quality Review Panel on 12th October 2016.

QRP comments	Comments
<i>Place-making and local character</i>	
The panel would like to see an analysis of the character of the local area that sets the context of the site; they would support the delivery of a distinctive building that reflects some of this special character.	The design has been amended to reflect the local historic character.
They would encourage the Council to consider the townscape value of the existing buildings in the Fountayne Road area; and suggest that these could become a catalyst for the future development of the area, rather than relying on architectural features and styles imported from elsewhere.	Noted.
<i>Access and parking</i>	
The panel notes that undercroft parking is an expensive solution in order to accommodate 5 cars, and would encourage the exploration of siting the parking in an alternative location.	The undercroft parking has been omitted.
This would deliver more useable space within the development at ground level, whilst also enabling a more active frontage within the building.	Noted.

A potential option to explore includes pulling the building line back at the frontage of the private east-west road, and accommodating parking adjacent to the road.	This suggestion has been incorporated in the latest design.
An alternative solution in the short term is to accommodate the parking in the section of site earmarked for the extension of Fountayne Road.	Noted.
The panel would also encourage the applicant to explore the option of accommodating the required parking on-street within the side roads adjacent; they understand that access to such parking would be subject to negotiation.	Parking has now been provided on-street.
<i>Massing and scheme layout</i>	
The panel would support the location of the service functions away from the primary long frontage of the building; and they feel that the proposed undercroft parking would also damage the character of this potentially important street frontage.	Noted.
The panel notes that the set-back in accommodation at roof level seems awkward, and would like clarification of the 'rights to light' requirements driving this response.	The applicant has explained that the roof has been designed in such a manner to respect the neighbouring 'rights to lights'
They suggest that the curved frontage at the corners of the east-west private road is not characteristic of the area, and it also seems odd to give equal weight to the main road and a minor road. They question whether it is a requirement of traffic engineering visibility splays, and would encourage an alternative approach if this is possible.	A square frontage has replaced the curved design.
They would encourage a more confident approach to the corner and entrance; either a 90 degree junction, a small chamfer, or a recess.	Noted.
<i>Architectural expression</i>	

<p>They welcome the level of thought, quality of materials and detailing within the scheme, but would encourage the design team to reflect the brick colours and roof forms from the long, elegant Victorian buildings within the immediate area.</p>	<p>The alternative scheme proposes a brick design.</p>
<p><i>Inclusive and sustainable design</i></p>	
<p>The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.</p>	<p>Noted.</p>
<p><i>Summary</i></p>	
<p>The Quality Review Panel recognises that whilst the site has a large number of constraints, a significant level of thought has been put into meeting the challenges of the brief. They welcome the quality of the proposed materials and detailing, but feel that an opportunity has been missed to create a distinctive building that would reflect more of the special local character of Fountayne Road and its immediate environs. The panel understands that this review is occurring quite late in the process, and that an application has been submitted on the basis of the current scheme. Whilst they feel that there would not necessarily be any design grounds for refusal of the current application, they highlight a few areas of the scheme with potential scope for improvement. These include the curved nature of the east and west corners of the building; the location and integration of parking; the cut-away roofline; and the architectural expression.</p>	

6.4.6 Following QRP, the applicant has made further revisions to the design in line with their recommendations. The massing and bulk of the original part 2, part 3 storey proposal remains the same but the external amendments include the following:

- Appearance and design features such as gable ends, arched soldier course, and stone lintels and cills to be in more keeping with the historic bricked buildings on Fountayne Road and the surrounding streets.
- Relocation of the 5 undercroft parking spaces onto the street (parallel parking).

6.4.7 The new scheme has been reviewed by the Council’s Design Officer and they are supportive of the proposal.

6.4.8 The proposals as redesigned are simple and logical which would have a viable relationship to both the existing and envisaged future street layout. The eastern end of the site is set aside for the future north-south extension of Fountayne Road and is on the same alignment and building line as the street to the south. The corners of the proposed building are treated appropriately with active frontages addressing each of the three intended street frontages, but without the

unnecessarily elaborate curves in the earlier proposals. Instead the street hierarchy is reinforced by the proposed design, with Broad Lane of greatest importance, the main entrance on the corner of Broad Lane and the east-west street, an active, vibrant but less busy elevation along this east-west street and another more active elevation onto the planned north-south street.

- 6.4.9 Furthermore the proposed building line is pulled further back from the east-west street (or existing access road) than in previous proposals, to take away the need for elaborately curved or faceted corners for property boundary of visibility splay reasons, allowing a simpler plan form, and allowing the parking requirements of the development to be accommodated as parallel parking, with a conventional pavement between the parking and the building. This amendment is supported by Officers and it takes away the necessity for on-site parking in a ground floor undercroft, with its unsightly entrance shutters, louvres etc, loss of ground floor active frontage, loss of and disruption to ground floor usable area.
- 6.4.10 The elevational treatment of the proposals consists of a series of repeating second floor brick gable ends over two storeys of regularly spaced windows punched into the brickwork. The gables reference those used in nearby Fountayne Road and other 19th and early 20th century industrial buildings, but at the same time avoids being too much a pastiche with simpler detailing. The windows are designed to be “stripped down” versions of traditional windows, again referencing those on Fountayne Road whilst reducing their likelihood of appearing as pastiche.
- 6.4.11 The gap in the line of gables on the northern elevation towards its eastern end is apparently necessitated by existing rights of light to part of the Fountayne Business Park to the north. However this benefits the proposal by preventing it having too much repetition and avoiding a symmetrical northern elevation, thus giving the appearance of greater prominence to the western end of the building, where it faces the more important Broad Lane.
- 6.4.12 Overall the proposal is a simple, robust and appropriate development on this site at this transitional phase between its previous low density industrial character and its future as a higher intensity, higher skill neighbourhood. It also supports and reinforces the intended street pattern whilst fitting in comfortably to the existing context.

6.5 Parking and highway safety

- 6.5.1 Local Plan Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Draft DM Policies DM31 and DM32.

- 6.5.2 The Council's Transportation Team and Transport for London have been consulted and raised no objections respectively.
- 6.5.3 The site is located on the Eastern side of Broad Lane, just north of the junction with Bramble Close. Broad Lane is part of TfL's Road Network (TLRN). A southbound bus lane and segregated off carriageway cycle lane pass the site on the eastern side of Broad Lane. The site has a public transport accessibility level (PTAL) value of 6a, indicative of 'excellent' access to local public transport services including Tottenham Hale Station and Seven Sisters station a short walk away from the site. It is not in a Controlled Parking Zone, however Seven Sisters CPZ is located just east of the site.

Car parking

- 6.5.4 The proposal initially included 12 car parking spaces (including 2 no. blue badge bays). Haringey policy for car parking provision for B1 land use is for 1 space per 1000m GFA, so two spaces would accord with that policy. The applicant has altered this element of their submission, and reduced the quantum of parking down to three conventional spaces (including one equipped as an Electric Vehicle Charging Point) and two blue badge bays. An additional blue badge bay and a dedicated service bay out of the 5 proposed in total are recommended, and imposed conditions on any grant of planning permission will ensure compliance. Overall, the new and reduced parking provision is acceptable.
- 6.5.5 The applicant's Transport Assessment predicts that there will be a net reduction in vehicle movements comparing the existing car wash usage with the proposed office accommodation. Officers agree with this statement, particularly given the site's excellent accessibility to public transport services and limited onsite parking and limited opportunities to park in the locality of the site.

Cycle parking

- 6.5.6 20 cycle parking spaces have been proposed, to be located in a ground floor cycle storage room. TfL's cycle parking standards require 1 space per 150sqm plus 1 space per 5000 sqm for visitors. The 20 spaces proposed exceeds policy requirements, however this will be acceptable. The applicant has submitted details of the ground floor layout and confirmed that a two tier system is intended for use, this will provide 18 spaces and the applicant also comments that further cycle parking will be possible in the cycle store room. Full details need to be provided including a scaled drawing showing how the proposed cycle parking arrangements will accord with the manufacturer's requirements for headroom, spacing and the like. This can be covered by condition. The applicant has detailed that the door accessing the cycle parking is 1.5m wide which exceeds London Cycle Design Guide requirements of a minimum of 1.2m wide.

Refuse

- 6.5.7 With regards to servicing, refuse and recycling arrangements, Refuse collection is to be from outside the bin store at the front of the proposed development via the existing car park access from Broad Lane on a weekly basis as per the existing collection arrangements. There is no specific service bay for deliveries and collections however it should be possible for service vehicle visits to be accommodated subject to the imposition of a planning condition, and as such this arrangement is deemed acceptable by Officers.

6.6 Accessibility

- 6.6.1 London Plan Policy 7.2, Local Plan Policy SP11 and draft DM Policies DM1 and DM2 require all development proposals to provide satisfactory access for disabled people. All development proposals should be built in accordance with Part M of Building Regulations to ensure any new development is suitable for disabled users.
- 6.6.2 2 disabled parking bays out of 5 in total as close as possible to the main entrances has been provided for. However, an additional disabled parking bay has been requested by condition bringing the total number of disabled bays to 3 in total on the site. A lift and a unisex accessible ground floor toilet have been included and level entry and wide entrances (min. 1800mm) have been provided to facilitate ease of entry for disabled users and those with mobility difficulties. In conclusion, It is considered that the applicant has demonstrated that the new development has been laid out and inclusively designed in order to meet the needs of those with disabilities and the wider community in accordance to London Plan Policy 7.2, Local Plan Policy SP11 and draft DM Policies DM1 and DM2

6.7 Sustainability

- 6.7.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Core Strategy set out the sustainable objectives in order to tackle climate change. Information is sought regarding how far commercial development proposals meet the BREEAM 'Very Good' criteria, and where sustainability measures such as the use of rainwater harvesting, renewable energy, energy efficiency, etc are included as part of the proposals.
- 6.7.2 The make up of the BREEAM overall rating to which a development is assessed against consists of nine separate components (plus innovation): management, health & wellbeing, energy, transport, water, waste, pollution, land use & ecology and materials.

- 6.7.3 The applicant has submitted a sustainability statement which demonstrates the new development (57.57%) will provisionally achieve a BREEAM rating of 'Very Good' (min. 55%), according to an Accredited Professional (AP) assessor. The proposal will incorporate features such as dual flush, low volume WC's, reduced flow taps and showers, water meter displays, SuDs and recycled materials.. A post-completion condition will be attached to the decision to ensure the development achieves a BREEAM "very good" standard as set out in the report.
- 6.7.4 London Plan Policy 5.2 requires major developments meet the targets for carbon dioxide emissions reduction in non-domestic buildings: 40 per cent improvement on 2010 Building Regulations between 2013 and 2016. This equates to a 35% carbon reduction against Part L of Building Regulations 2013 for a commercial Development and as set out in the GLA Energy Planning Guidance, March 2016. This Guidance has been produced by the GLA so that two sets of calculations (against Part L 2010 and 2013) are not required for a project to demonstrate compliance with London Plan Policy 5.2B. The London Plan also requires major development proposals should include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction and carbon dioxide reduction targets through the use of on-site renewable energy generation should be met on-site.
- 6.7.5 The applicant has provided an energy statement in light of the above energy context and requirements. The proposal will achieve a site wide carbon reduction of 25% against the 2013 Building Regulations baseline through the use of PV solar panels. This will be secured in the s106 legal agreement requiring an energy plan to demonstrate compliance. This is less than the London Plan 35% requirement but on balance, deemed acceptable given the other benefits the proposal will bring such as the creation of a purpose-built office unit in line with the future regeneration aspirations of the area. The proposal is therefore acceptable in this regard.

6.8 Flood risk

- 6.8.1 Local Plan Policy SP5 recommends flood risk assessments (FRA) in conjunction with the Environment Agency to identify critical drainage areas susceptible to surface water flooding, and to develop measures to manage, and where possible, reduce the risk of surface water flooding. This stance aligns with London Plan Policy 5.12 which seeks to address current and future flood issues and minimise risks in a sustainable and cost effective way.
- 6.8.2 The site falls within flood risk zone 2. Zone 2 has medium probability to flooding, comprising land assessed as having between a:

- 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% – 0.1%) in any year

6.8.3 The development is subject to a sequential test having regard to the NPPF as it is within Flood Zone 2. No other suitable sites are available to the developer in Flood Zone 2 and therefore this site is acceptable.

6.8.4 The applicant has submitted a Sustainable Drainage Systems (SUDS) statement in their flood risk assessment. London Plan Policy 5.13 sets out the drainage hierarchy for SUDS so greenfield run-off rates are achieved and that surface water run-off is managed as close to its source as possible:

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

6.8.5 The applicant has recognised the site falls within Flood Risk Zone 2 and the risk of flooding from the different possible key sources has been identified. An underground storage tank for a capacity of up to 36.5 m³ is proposed to attenuate flow from the site. The size of the storage tank could be reduced if green roofs were used on the building.

6.8.6 The EA has been consulted and raised no objection subject to recommending the imposition of standard contamination and piling conditions. In summary, subject to conditions, it is considered that the design of the proposed SUDS is acceptable to help mitigate severe flooding events in accordance with Local Plan Policy SP5 and London Plan Policies 5.12 and 5.13.

6.9 Section 106

6.9.1 This application will be subject to the following Section 106 Heads of Terms and is required to comply with r122 of the CIL Regulations 2010:

- a) Participation in and financial contribution towards construction training / local labour initiatives
- b) Carbon off setting
- c) Considerate contractor scheme

6.9.2 The development proposal meets the requirements of r122 in that the obligations are necessary, directly related and reasonably related in scale and kind.

6.10 Conclusion

- The proposed redevelopment of the site at Car Wash Centre Broad Lane to provide a new B1 office block is acceptable in principle as it would comply with strategic land use and local plan policies on a site which is designated as a Locally Significant Industrial Site (LSIS), and will support and enhance local employment opportunities whilst meeting one of the Council's strategic aspirations of the Tottenham Hale and Fountayne Road wider regeneration area. There will be an additional quantity of employment generating floorspace and increase in the potential number of jobs that would be accommodated on-site should planning consent be granted.
- The redevelopment of the site would not have material adverse impact on the existing nearest residential properties on Esin Court located adjacent to the south and the Bramble Close development situated on the western side of Broad Lane, in terms of loss of day/sunlight, enclosure, outlook, overlooking / loss of privacy and significant noise pollution.
- The revised and simple design with bricked gables and fenestration detailing is considered to be compatible to the local Fountayne Road vernacular and setting. The proposed height and bulk is consistent to the prevailing pattern of development. It has been designed to accommodate the future north-south extension of Fountayne Road in mind, and will strengthen the intended street pattern on Broad Lane as a key employment neighbourhood in the future.
- The proposal would not have any material adverse impacts on the local transportation and highways network.
- The proposal would attain a minimum 'Very Good' BREEAM rating to help reduce carbon emissions, and incorporates an acceptable sustainable urban drainage system to help mitigate surface water flooding from extreme storm events.
- All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

6.6 CIL

- 6.7 Based on the information given on the plans, the Mayoral CIL charge will be £79,964.89 (1,859 sqm x £35 x 1.229) and the Haringey CIL charge will be £29,390.79 (1,859 sqm x £15 x 1.054). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or

for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

7.0 RECOMMENDATIONS

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

Applicant's drawing No.(s)

- 3006 PL L01 – Location Plan
- 3006 PL 11J – Proposed Block Plan
- 3006 PL 12M– Proposed Ground and First Floor Office Plans
- 3006 PL 13M– Proposed Second Floor Office Plan
- 3006 PL 18.1– Proposed North Elevation Option 2
- 3006 PL 18.2– Proposed South Elevation
- 3006 PL 18.3– Proposed East Elevation Option 2
- 3006 PL 18.4– Proposed West Elevation Option 2
- 3006 PL 18.1A– Proposed North Elevation
- 3006 PL 19.1 – Proposed Ground Floor Window Details
- 3006 PL 19.2 – Proposed First Floor Window Details
- 3006 PL 19.3 – Proposed Roof Details

Subject to the following condition(s)

TIME LIMIT

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the s91 Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

DRAWING NUMBERS

3. The approved plans comprise drawing nos. (3006 PL L01, 3006 PL 11J, 3006 PL 12M, 3006 PL 13M, 3006 PL 18.1, 3006 PL 18.2, 3006 PL 18.3, 3006 PL 18.4, 3006 PL 18.1A, 3006 PL 19.1, 3006 PL 19.2 and 3006 PL 19.3). The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

MATERIALS

4. Notwithstanding the description of the materials in the application, no development shall take place until precise details of the materials to be used in connection with the development hereby permitted be submitted to, approved in writing by Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and the approved materials shall be retained for the life of the development.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

SOFFIT DETAILS

5. No development shall commence until details of the soffit to the entrance “cut-away” at a scale of 1:20, have been submitted to, and approved in writing by the Local Planning Authority. Details shall include the proposed design, and materials. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: To protect the visual amenity of the locality and the Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

HARD AND SOFT LANDSCAPING

6. No development shall take place until full details of both hard and soft landscape works have been submitted to, and approved in writing by the Local Planning Authority. The landscape works shall thereafter be carried out in accordance with the approved details. These details shall include: proposed finished levels or contours; means of boundary fencing / railings; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

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

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area and the Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

CONTAMINATION SITE INVESTIGATION

7. a) No development shall commence other than for investigative work using the information from the Phase I Contaminated Land Assessment report submitted with the planning application by Lustre Consulting, until a site investigation has been 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:-
 - o a risk assessment to be undertaken,
 - o refinement of the Conceptual Model, and
 - o the development of a Method Statement detailing the remediation requirements.

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

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and the Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

CONTAMINATION REMEDIATION

8. Prior to occupation of the development hereby approved where remediation of contamination on the site is required completion of the remediation detailed in the approved 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.

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

NOX BOILERS

9. Prior to installation, details of the Ultra Low NOx boilers for space heating and hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and hot water shall have dry NOx emissions not exceeding 20 mg/kWh @0% O₂.

Reason: To protect local air quality

AIR QUALITY AND DUST MANAGEMENT

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

Reason: To protect local air quality

PLANT AND MACHINERY

11. No development shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at .com. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ and the Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

NRMM

12. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

SUDS CONTAMINATION

13. No infiltration based sustainable drainage systems should be constructed on land affected by contamination.

Reason: In order to protect groundwater quality from further deterioration and contaminants can remobilise and cause groundwater pollution.

PILING CONTAMINATION

14. No piling or any other foundation designs using penetrative methods should cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

Reason: In order to protect groundwater quality from further deterioration.

CYCLE PARKING

15. Prior to occupation of the development hereby approved details of the type and location of secure and covered cycle parking facilities shall be submitted to, and approved in writing by the Local Planning Authority. Details of cycle parking should be provided in line London Cycle Design standard recommendations for work place cycle parking. The development shall be carried out in accordance with the approved details and retained as such in perpetuity.

Reason: To ensure that the cycle parking facility proposed are fit for purpose and are provided in line with the London Cycle Design Standard.

DISABLED PARKING

- 16.3 (three) wider blue badge parking spaces as shown on drawing number 3006 PL12M of the development hereby approved shall be provided and permanently maintained for people with disabilities.

Reason: In order to ensure that people with disabilities are not excluded from using the proposed development.

SERVICE BAY

17. A single bay as shown on drawing number 3006 PL12M shall be provided and permanently maintained for servicing of the development hereby approved.

Reason: In order to provide a dedicated parking bay for service vehicles.

HOURS OF OPERATION

18. The use hereby permitted shall be permitted between 07:00 to 22:00 Monday to Friday.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

POST COMPLETION BREEAM

19. a) 6 months post completion of the development hereby approved a post construction certificate or evidence issued by an independent certification body, confirming a rating of BREEAM "very good" standard has been achieved as set out in BREEAM Pre-Assessment for the Car Wash Site, by Dovetail Energy Consultancy, June 2016 or explaining why this standard has not been met shall be submitted to, and approved in writing by the Local Planning Authority.

b) In the event that the development fails to achieve the agreed rating for the development, a full schedule and costing of remedial works required to achieve

this rating shall be submitted to the Local Planning Authority for written approval with 2 months of the approval of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Planning Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development.

BALCONY SCREENING

20. Prior to occupation of the development hereby approved a plan showing a 1.8 metre high privacy screen along the southern boundary shall be submitted to, and approved in writing by the Planning Authority. Development shall be carried out in accordance with the approved details prior to the first use of the first floor communal amenity space and the screening shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.

Reason: To avoid overlooking into the adjoining Esin Court properties.

Informatives:

INFORMATIVE : Working with the applicant

In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £79,964.89 (1,859 sqm x £35 x 1.229) and the Haringey CIL charge will be £29,390.79 (1,859 sqm x £15 x 1.054). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE : Hours of Construction Work

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

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

INFORMATIVE : Party Wall Act

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

INFORMATIVE : 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 : Environment Agency Contamination

The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:

- From www.gov.uk:
 - o Groundwater Protection: Principles and Practice (August 2013)
 - o Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency's Guiding Principles for Land Contamination) in the 'overarching documents' section
 - o Use MCERTS accredited methods for testing contaminated soils at the site
- From the National Planning Practice Guidance:
 - o Land affected by contamination
- British Standards when investigating potentially contaminated sites and groundwater:
 - o BS 5930: 1999+A2:2010 Code of practice for site investigations
 - o BS 10175:2011 Code of practice for investigation of potentially contaminated sites
 - o BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points
 - o BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The

competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	No objection subject to the imposition of cycle, blue badge and service bay conditions.	As per Condition 14, 15 and 16
Design	No objection to the revised scheme subject to the imposition of materials and soffit entrance detail conditions.	As per Condition 3 and 4
Tottenham Regeneration	No objection.	Noted.
Waste Management	No objection.	Noted.
Carbon Management	No objection subject to BREEAM, Pre-Assessment, Energy conditions.	As per Condition 18 and s106 legal agreement
EXTERNAL		
TfL	No objection.	Noted.
Environment Agency	No objection subject to contamination conditions.	As per Condition 12 and 13
NEIGHBOURING PROPERTIES		
1 local resident	Loss of carwash and principle of proposed offices.	Noted and covered under Section 6.2 of the report.

Appendix 2 Plans and Images

Site Photos



Adjacent office block





Existing car wash







Existing car wash

Broad Lane road junction





Opposite block of flats (Bramble Close)

Adjacent office block and view from the rear

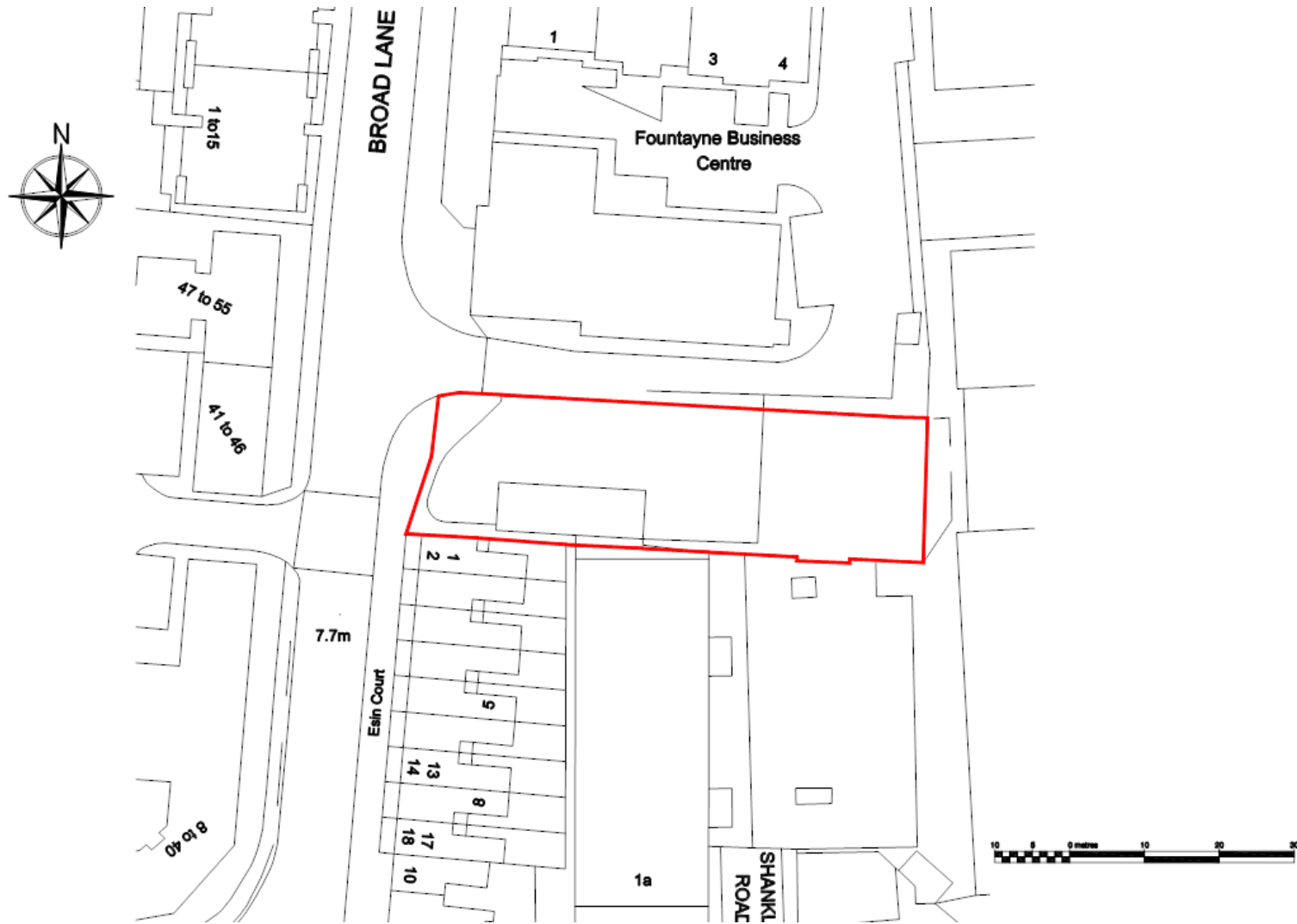


Existing car wash



Neighbouring boundary with Esin Court

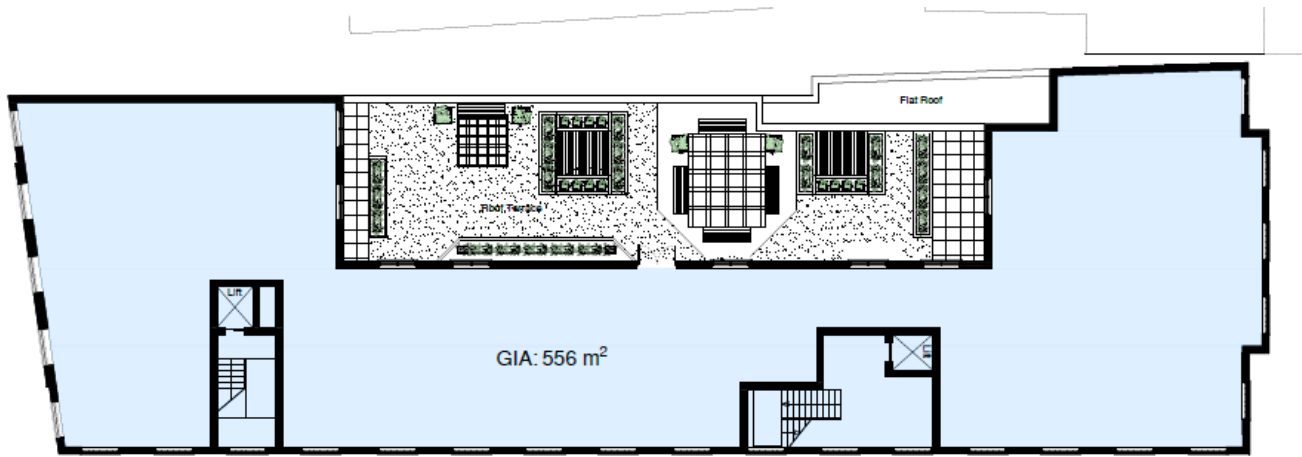
Location Plan



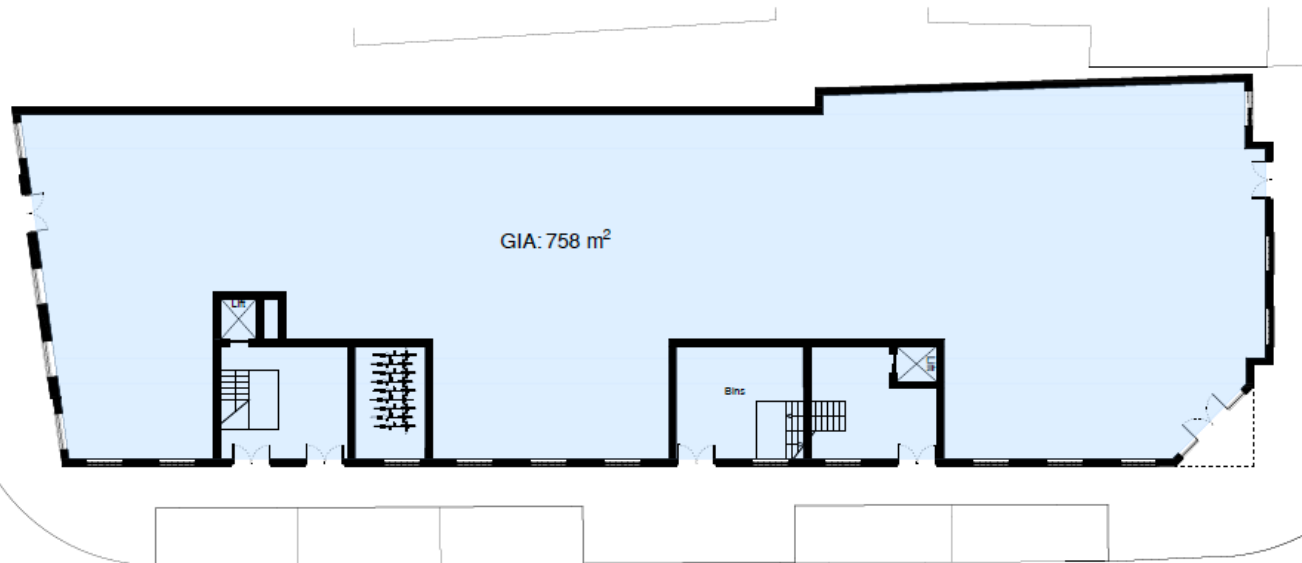
Proposed Block Plan



Proposed Ground and First Floor Plans

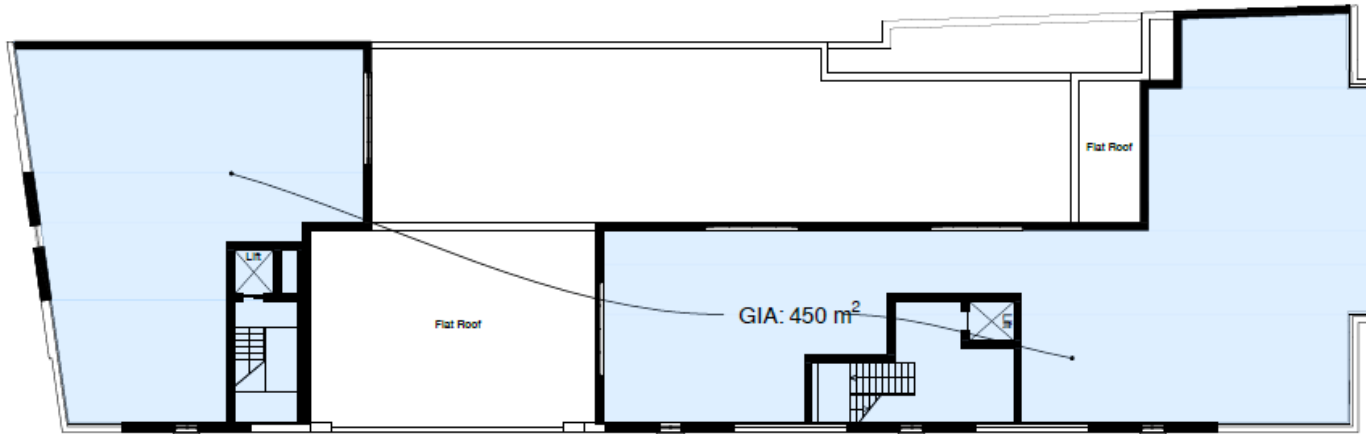


First Floor Plan



Ground Floor Plan

Proposed Second Floor Plan



Second Floor Plan

Proposed North Elevation



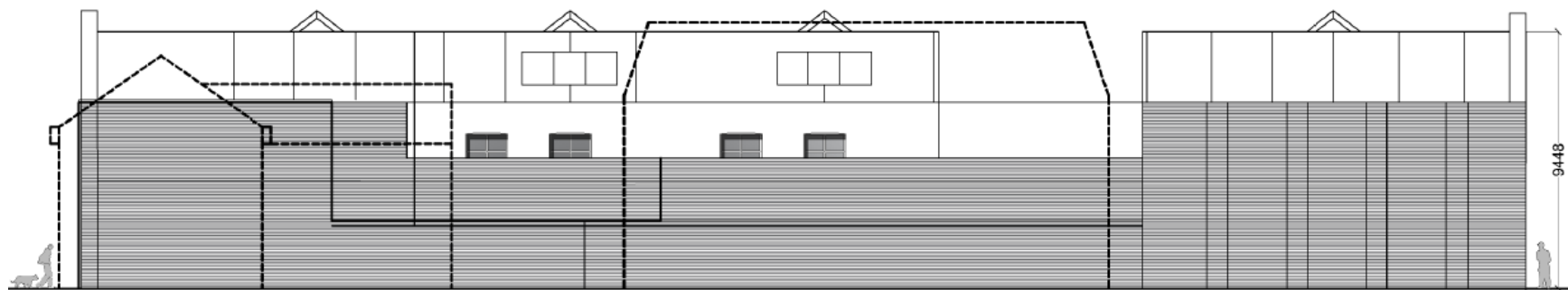
Proposed East Elevation



Proposed West Elevation



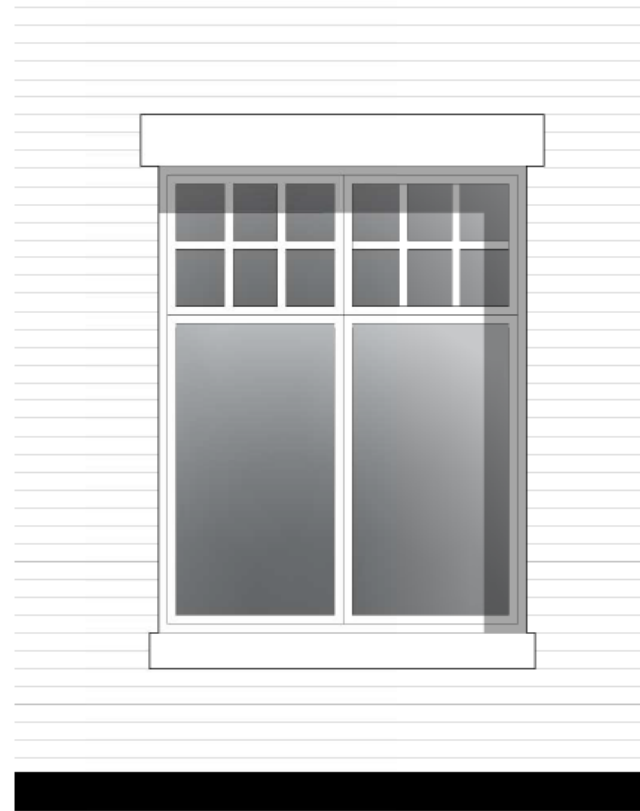
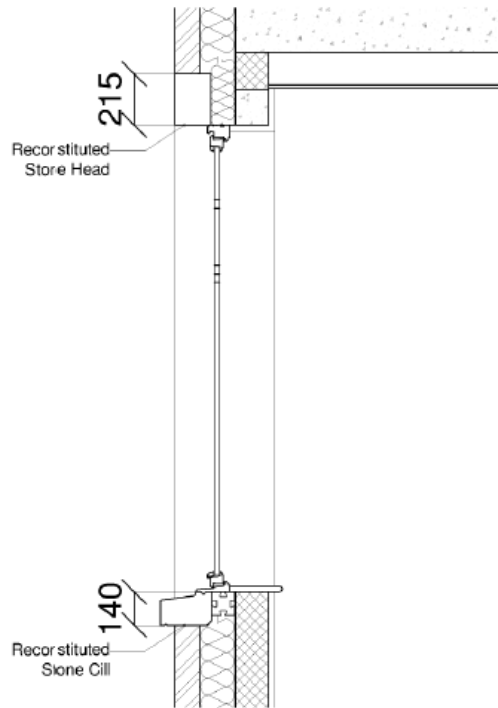
Proposed South Elevation



Proposed Ground Floor Window Detail



Plan

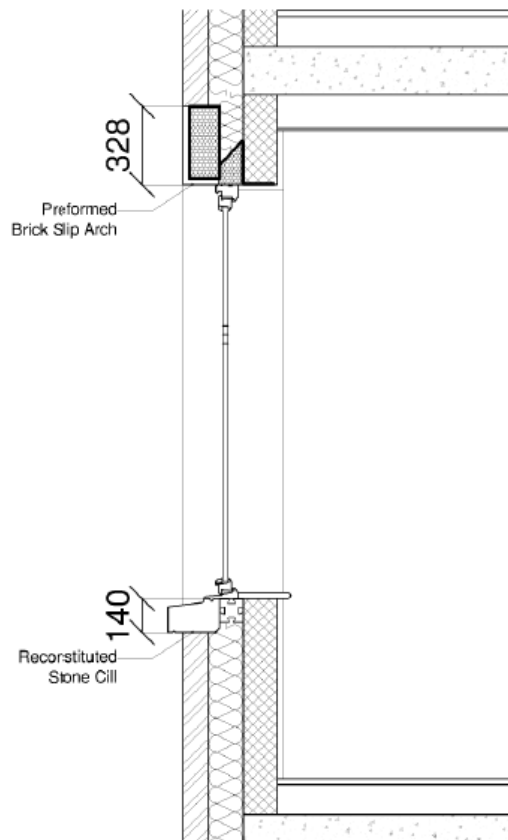


Elevation

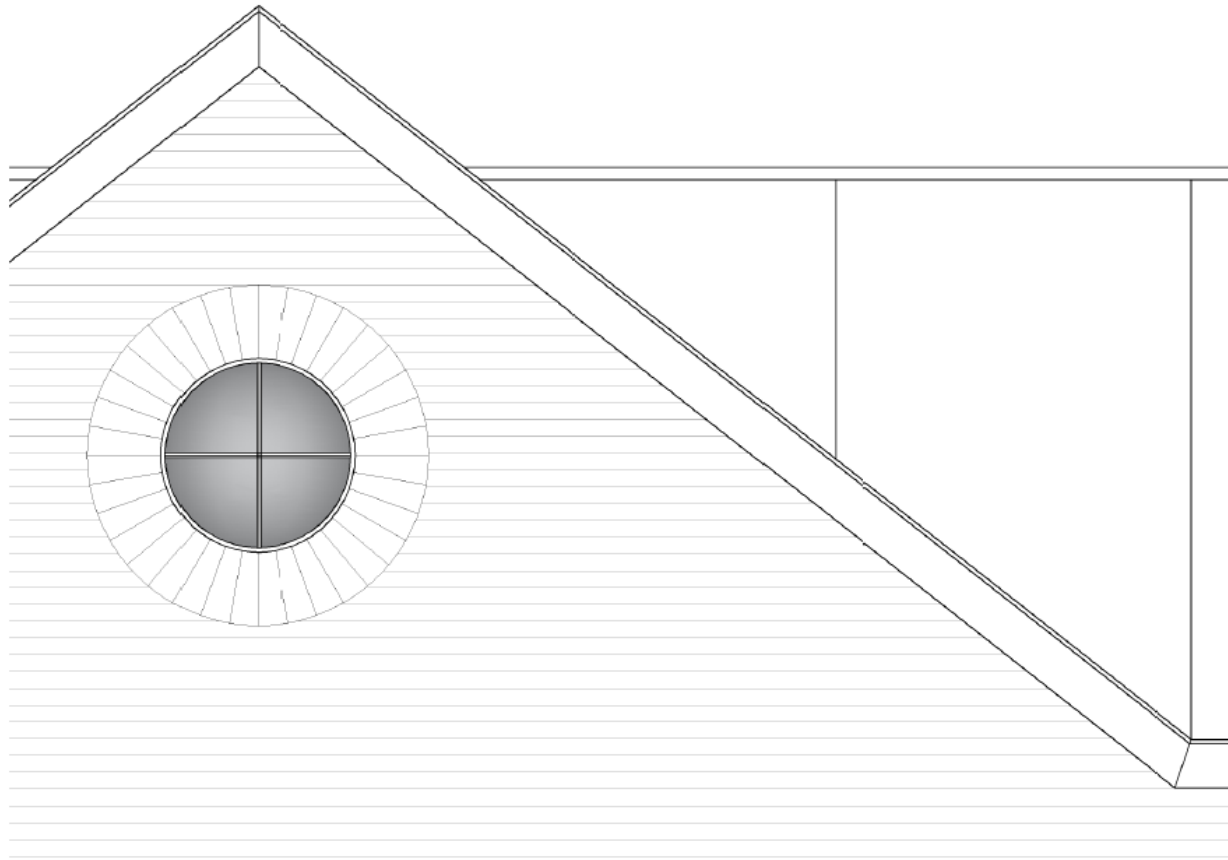
Proposed First Floor Window Detail



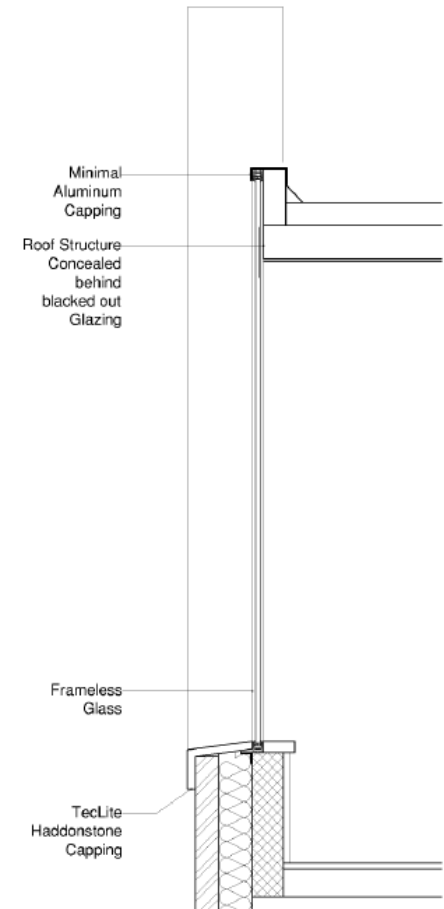
Plan



Proposed Roof Detail



Elevation



Proposed CGI1



Proposed CGI2



Proposed Broad Lane Elevation CGI



Proposed Broad Lane Street View 1 CGI



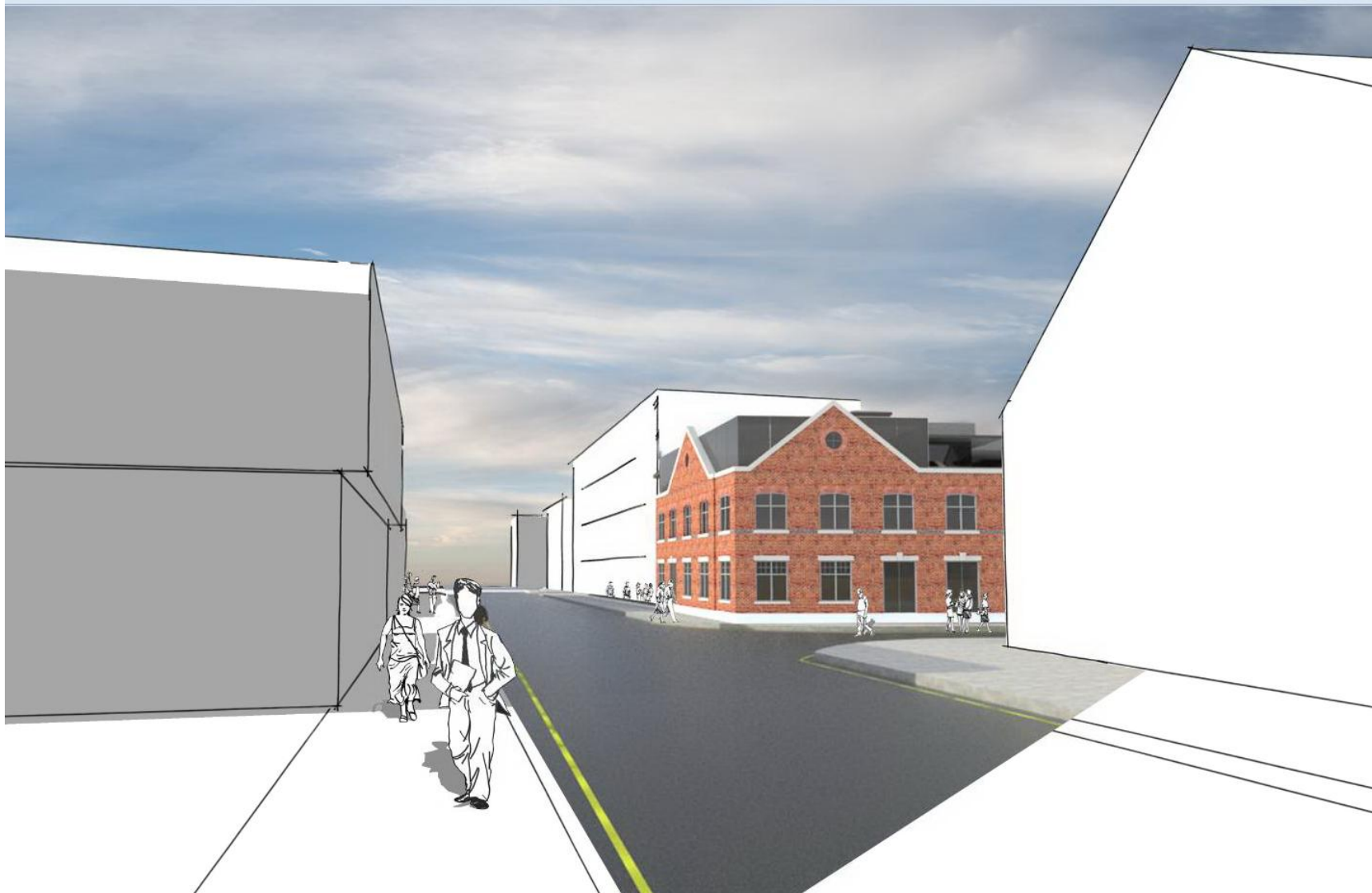
Proposed Broad Lane Street View 2 CGI



Proposed Broad Lane Street View 3 CGI



Proposed Fountayne Road Street View CGI



Appendix 3 QRP Note

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1. Project name and site address

Car Wash Centre, Broad Lane, Tottenham Hale, N15 4DE
 Planning application reference HGY/2016/2232

2. Presenting team

Andrew Cooke Dovetail Architects Ltd

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The applicant has previously engaged in pre-application discussions with Haringey Council for a mixed use scheme comprising office and residential uses. However, this was considered unacceptable as it proposed introducing a residential use on land specifically safeguarded for future industrial employment use. The B1 office provision as currently submitted would meet current demand for start-up creative, affordable and flexible workspace in the area. Officers note that a level of uncertainty exists regarding the Council's aspirations for the land immediately to the south of the retail park. However, it is anticipated that a network of north-south streets will extend into the area.

The proposal has previously been reviewed by the Council's Design Panel (the predecessor of the QRP) in 2014. TfL and Haringey's Transport Team have been consulted and they have raised no objection to the parking and cycle arrangements, which comprise 5 parking bays and cycle storage for up to 18 bicycles. To date, one letter of objection has been received regarding the loss of the existing car wash.

5. Quality Review Panel's views*Summary*

The Quality Review Panel recognises that whilst the site has a large number of constraints, a significant level of thought has been put into meeting the challenges of the brief. They welcome the quality of the proposed materials and detailing, but feel that an opportunity has been missed to create a distinctive building that would reflect more of the special local character of Fountayne Road and its immediate environs. The panel understands that this review is occurring quite late in the process, and that an application has been submitted on the basis of the current scheme. Whilst they feel that there would not necessarily be any design grounds for refusal of the current application, they highlight a few areas of the scheme with potential scope for

Report of Chair's Review Meeting
 12 October 2016
 HQRP39_Car Wash Centre, Broad Lane



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improvement. These include the curved nature of the east and west corners of the building; the location and integration of parking; the cut-away roofline; and the architectural expression. Further details on the panel's comments are provided below.

Place-making and local character

- The panel would like to see an analysis of the character of the local area that sets the context of the site; they would support the delivery of a distinctive building that reflects some of this special character.
- They would encourage the Council to consider the townscape value of the existing buildings in the Fountayne Road area; and suggest that these could become a catalyst for the future development of the area, rather than relying on architectural features and styles imported from elsewhere.

Access and parking

- The panel notes that undercroft parking is an expensive solution in order to accommodate 5 cars, and would encourage the exploration of siting the parking in an alternative location.
- This would deliver more useable space within the development at ground level, whilst also enabling a more active frontage within the building.
- A potential option to explore includes pulling the building line back at the frontage of the private east-west road, and accommodating parking adjacent to the road.
- An alternative solution in the short term is to accommodate the parking in the section of site ear-marked for the extension of Fountayne Road.
- The panel would also encourage the applicant to explore the option of accommodating the required parking on-street within the side roads adjacent; they understand that access to such parking would be subject to negotiation.

Massing and scheme layout

- The panel would support the location of the service functions away from the primary long frontage of the building; and they feel that the proposed undercroft parking would also damage the character of this potentially important street frontage.
- The panel notes that the set-back in accommodation at roof level seems awkward, and would like clarification of the 'rights to light' requirements driving this response.



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- They suggest that the curved frontage at the corners of the east-west private road is not characteristic of the area, and it also seems odd to give equal weight to the main road and a minor road. They question whether it is a requirement of traffic engineering visibility splays, and would encourage an alternative approach if this is possible.
- They would encourage a more confident approach to the corner and entrance; either a 90 degree junction, a small chamfer, or a recess.

Architectural expression

- They welcome the level of thought, quality of materials and detailing within the scheme, but would encourage the design team to reflect the brick colours and roof forms from the long, elegant Victorian buildings within the immediate area.

Inclusive and sustainable design

- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.

Next Steps

- Whilst the panel feels that there are no material grounds for refusal in terms of design, they feel that the current scheme represents a missed opportunity to create a distinctive building that reflects the special local character of Fountayne Road, to the south of the site.
- They highlight a few aspects of the scheme with scope for improvement.
- They would encourage the Council to take steps to value and retain the distinctive local character that is found in Fountayne Road and its environs, perhaps by selective local listing of key buildings.



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Report for:	Planning Sub Committee Date: 13 February 2017	Item Number:	
Title:	Update on major proposals		
Report Authorised by:	Stuart Minty / Emma Williamson		
Lead Officers:	John McRory		
Ward(s) affected: All	Report for Key/Non Key Decisions:		

1. Describe the issue under consideration

- 1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage.

2. Recommendations

- 2.1 That the report be noted.

3. Background information

- 3.1 As part of the discussions with members in the development of the Planning Protocol 2014 it became clear that members wanted be better informed about proposals for major development. Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2012 (NPPF). Haringey is proposing through the new protocol to achieve early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information



on major proposals so that members are better informed and can seek further information regarding the proposed development as necessary.

4. Local Government (Access to Information) Act 1985

- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.
- 4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

Update on progress of proposals for Major Sites

February 2017

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
Land to Rear of 3 New Road London N8 8TA HGY/2016/1582	Demolition of the existing buildings and construction of 9 new residential homes (4 x houses and 5 x flats) and 446sq.m of office (Use Class B1a) floorspace in a building extending to between 2 and 4 storeys in height and associated car parking, landscaping and infrastructure works	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Gareth Prosser	John McRory
47,66 and 67, Lawrence Road HGY/2016/1212 & HGY/2016/1213	Redevelopment mixed use residential led scheme for 83 dwellings (34 x 1b, 33 x 2b, 7 x 3b and 9 x 4b)	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Valerie Okeiyi	John McRory
39 Markfield Road, N15 HGY/2016/1377	Adaptation of the existing warehouse building to (B1/B2/B8 use) to artist recording & work pods (B1), various office sublets (B1), enclosed performance space (Sui Generis) and cafe/bar (A4) and Yoga Studio (D2) with associated amenity spaces	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Chris Smith	John McRory
50-56 Lawrence Road (mono	Demolition of the existing	Members resolved to grant planning permission subject to the signing of a	James Hughes	John McRory

<p>house), N15 4EG HGY 2016/2824</p>	<p>buildings and redevelopment of the site to provide a 7 storey building fronting Lawrence Road and a part 5, 3 and 2 storey building which forms an intermediate block and mews to the rear comprising 47 residential units (use class C3) and 176sqm of commercial floor space (use class B1) on ground floor, including 8 car parking spaces and associated landscaping and cycle parking</p>	<p>section 106 legal agreement. Not yet signed</p>		
<p>Templeton Hall Garages HGY/2016/2621</p>	<p>The proposals seek to demolish the existing building and create a new four storey residential block with a set-back fifth floor.</p> <p>Proposal comprises 11 residential units.</p>	<p>Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed</p>	<p>Samuel Uff</p>	<p>John McRory</p>
<p>Mowlem Trading Estate Leaside Road, N17 HGY/2016/3489</p>	<p>Redevelopment of the site new industrial/warehouse units (B1(c), B2 & B8) and relocation of substation.</p>	<p>Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed</p>	<p>Aaron Lau</p>	<p>John McRory</p>
<p>APPLICATIONS SUBMITTED TO BE DECIDED</p>				
<p>Keston Centre Keston Road, N17 HGY/2016/3309</p>	<p>Redevelopment of the site to provide a mix of pocket housing and private housing</p>	<p>To be reported to Members 13 February 2017 Planning-Sub Committee.</p>	<p>Adam Flynn</p>	<p>John McRory</p>

Land north of Monument Way and south of Fairbanks Road, N17 HGY/2016/2184	Development of the site to create 54 affordable residential units in three blocks ranging from 3-stories to 4-stories in height.	To be reported to Members 13 February 2017 Planning-Sub Committee.	Adam Flynn	John McRory
Coppetts Wood Hospital, Coppetts Road, N10 HGY/2016/2772	Re-Development of site to provide residential accommodation	To be reported to Members 13 February 2017 Planning-Sub Committee.	Chris Smith	John McRory
Car wash centre Broad Lane HGY/2016/2232	Mixed use scheme with office on ground and first floor with residential on the upper floors	To be reported to Members 13 February 2017 Planning-Sub Committee.	Aaron Lau	John McRory
Station Square West 1 Station Square, Station Road, N17	22 Storey Tower. 128 Units + 434 sqm of commercial floorspace.	Planning application recently submitted – now at neighbour consultation stage	James Hughes	John McRory
70-72 Shepherds Hill, N6 HGY/2016/2081	The proposals seek to demolish the existing building and create a new four storey residential block with a set-back fifth floor. Two Mews houses are also proposed to the rear with associated car parking, landscaping and amenity space. Proposals comprise 19 residential units.	Currently under consideration following end of consultation period. Negotiations currently taking place with the applicant.	Gareth Prosser	John McRory
56 Muswell Hill, N10, HGY/2016/0988	Variation of condition 2 (plans and specifications) attached to planning permission HGY/2013/2069 to permit change of use of the first and	To be determined under delegated authority.	Aaron Lau	John McRory

	second storeys of 56 Muswell Hill (Building A) from a specialist school (Use Class D1) to 6 no. shared ownership residential units (Use Class C3). Removal of the Building A, D1 basement floorspace. Alterations to the glazing to the Building A, ground floor, north-east elevation to provide a secondary entrance onto Dukes Mews			
159 Tottenham Lane HGY/2016/3176	Variation of condition 13 attached to planning permission HGY/2014/0484 so that it now reads Prior to first occupation, details of how the development shall achieve a reduction in carbon dioxide emissions of 35% beyond the 2013 Building Regulations shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved.	To be determined under delegated authority.	Valerie Okeiyi	John McRory
St John's Great Cambridge Road HGY/2016/4095	Internal reordering and extension of St John's Church to the west. The demolition of the existing Church Hall at the east end of the church and the development of the land to the north, south, east and on the	Currently under consideration. Earmarked for March planning sub-committee.	Gareth Prosser	John McRory

	opposite side of Acacia Avenue with a mix of two and three storey 1, 2, 3 & 4 bed residential mixed tenure accommodation including a new Vicarage.			
First and Second Floors 524-528 High Road London N17 HGY/2016/4096	Conversion of disused first and second floor of existing building above existing ground floor retail unit to create seven dwellings. Modification to roof above existing buildings at first and second floor level, including re-positioning of small plant. Modification to rear of existing building at second floor level including construction of new build extension creating a further three dwellings. Modification to proposed residential entrance at ground floor level.	Application under consideration	Gareth Prosser	John McRory
52-68 Stamford Road, N15	Redevelopment of the site to provide a mixed use commercial and residential scheme	Planning application submitted – currently being vetted for validation	Chris Smith	John McRory
Hale Village, Ferry Lane, Tottenham, N15 HGY/2015/0795	Submission of Reserved Matters (including appearance, layout, access, scale and landscaping) in relation to outline consent no HGY/2010/1897 for Plot SW forming part of the Hale Village Masterplan.	Planning application is in to keep permission alive.	Adam Flynn	John McRory

Section 73 for Hale Village HGY/2015/0798	The S73 is to remove the hotel from the tower.	Application is on hold on request of the applicant	Adam Flynn	John McRory
IN PRE-APPLICATION DISCUSSIONS - TO BE SUBMITTED SOON				
Chocolate Factory	Redevelopment of the site to provide 220 units on Workspace land, with an additional 14,835 sqm of commercial space.	Scheme to be submitted in March / April	Adam Flynn	John McRory
Ashley Road South x3 NHH BSD BSD + Ada NCDS	Comprehensive redevelopment of the site with a mix use residential led scheme NHH- Outline – mixed use scheme (265 units and 3,000 sq.m commercial) BSD – Outline mixed use scheme BSD + NCDS – detailed residential and college + Berol House	NHH Application submitted Has been to QRP and members presentation at pre-application stage. Master plan and NHH proposal scheduled for Jan QRP Pre-app for NCDS scheduled for Jan – BSD and NCDS scheduled for March submission	Robbie McNaugher	Robbie McNaugher
Haringey Heartlands Clarendon Road Gas Works Site	Comprehensive redevelopment of the site (Masterplan)	In pre-application discussions and PPA signed	Adam Flynn	John McRory
Land at Plevna Crescent	Reserved matters (appearance, landscaping, layout, and scale) following granted of outline planning	Likely submission in February / March 2017	Wendy Robinson	John McRory

	permission for residential development under ref: APP/Y5420/A/14/2218892 (HGY/2013/2377)			
Car Park, Westerfield Road, N15	Change of use of and redevelopment of current site to create a multi-use pop-up urban village using modified shipping containers. The site will accommodate at least 65 individual units to support local independent businesses and community projects. An individual unit is one ISO 45G0 High Cube 40 shipping container.	Scheme likely submission in February 2017	Wendy Robinson	John McRory
The Richards Music Centre, Highgate School, Bishopwood Road, N6 4NY	Demolition of existing building and erection of two storey building for additional teaching space and associated works	Principle acceptable subject to scale and height o building being appropriate within the Metropolitan Open Land (MoL). However, developer's agents informed that the SPD capturing all the proposed extensions to the school is required to be finalised.	Tobias Finlayson	John McRory
163 Tottenham Lane N8	The application proposes the demolition of the existing Kwik-Fit Garage and a two storey building at the rear. Erection of a five storey	Pre-application meetings held and principle acceptable. Presented to Members at pre-application	Tobias Finlayson	John McRory

	building for commercial and residential development.	stage in February. Likely submission in March		
IN PRE-APPLICATION DISCUSSIONS				
Earlham Primary School	Major rebuilding and refurbishment to address the needs of the school. 2-storey new build, including the demolition of the main school block. The new build area is estimated to be 2286sqm	Pre-application meeting held and principle acceptable. School is located adjacent to MoL.	Tobias Finlayson	John McRory
Tottenham Magistrates Court	Change of use from court to residential and erection of new build residential	Very early stage to inform bidding process. Significant listed building implications and constraints for proposed residential.	Tobias Finlayson	John McRory
423 West Green Road	Mix Use Development	The principle of an enabling mix use residential development including the erection of an A1-A3 unit at ground floor level, replacement of existing church /community/nursery including ancillary offices, is acceptable – early-stage pre-app report completed	Chris Smith	John McRory
2 Chestnut Road	Pocket style housing	Principle under consideration	James Hughes	John McRory
8-10 High Road, Turnpike Lane	20 storey residential building	Principle under consideration	Adam Flynn	John McRory
311 Roundway	Mixed Use Redevelopment – 66 Units	Pre-app meeting taken place in October Unacceptable in principle. Major design concerns.	James Hughes	John McRory

23 Denewood Road	Facade retention/ reconstruction with new construction behind. Addition of a basement and a reduced height first storey extension over the garage.	Pre-app meeting occurred in October. Current consent for the site, so need to be mindful of fallback position.	Tobias Finlayson	John McRory
1-6 Crescent Mews	Redevelopment of the site to create ground floor commercial floorspaces and 42 new residential dwellings.	Pre-application held – concerns raised regarding number of units, parking and design. Applicant would like to enter into a PPA	Aaron Lau	John McRory
42 Hampstead Lane	Replacement of existing dwelling (2,500 sqm)	Pre-application held – revised plans received to address design concerns.	Aaron Lau	John McRory
Hornsey Town Hall, Crouch End, N8	Erection of extensions and additional buildings including refurbishment of Hornsey Town Hall	3 x pre-application discussions	James Hughes	John McRory
Fortismere School -	Feasibility Study - Proposed New 6th form Wing/Condition works	Three schemes discussed.	Valerie Okeiyi	John McRory
Edmanson's Close, Tottenham	Alterations, extensions and infill across the site to provide more improved family accommodation. Existing number of units on site is 60. Following changes the total number of units will be 35.	Principle acceptable subject to re-provision of elderly accommodation.	Tobias Finlayson	John McRory

69 Lawrence Road	Redevelopment mixed use residential led scheme	Supported in principle as land use. Pre-application meeting has taken place and further meetings are envisaged.	James Hughes	John McRory
Cross House, 7 Cross Lane, N8	Demolition of existing building & erection of new 6 storey structure with replacement commercial across, ground, 1st & 2nd & 9 flats across 3rd, 4th & 5th storeys.	Principle acceptable subject to re-provision of employment use. Scheme too high and requires amending.	Adam Flynn	John McRory
Land at Brook Road, N22 (ICELAND SITE)	Redevelopment of site and erection of four independent residential blocks providing 148 residential units comprising a mix of one, two and three bedrooms.	Principle may be acceptable subject to compliance with the emerging AAP	Adam Flynn	John McRory
867-879 High Road	Redevelopment of the site with 5,460sqm retail building with a related 235 space surface level car park and servicing, a terrace of small retail units as well as a pair of office buildings, all located on a rectangular shaped site to the west of (and accessed from) the A1010 Tottenham High Rd.	Although acceptable development in principle, this site forms part of a wider regeneration strategy and developer has been advised to participate in masterplan formulations.	James Hughes	John McRory
423 West Green Road, N17	New build residential, commercial and ecclesiastical development at 423 West Green Road (London N15). The proposal seeks the development of 76 flats, 410m2 of commercial space and a new Church/community centre for the Derby Hall Assemblies of God, who currently partly occupy the site.	Principle acceptable subject to a Masterplan. Further meetings to take place	Tobias Finlayson	John McRory
MAJOR APPLICATION CONDITIONS				

Pembroke Works	Approval of details pursuant to conditions 6 (landscaping and surroundings), condition 10 (desktop study for uses and contaminants) attached to planning permission HGY/2012/1190	Landscaping and verification details to be finalised.	Adam Flynn	John McRory
165 Tottenham Lane	Approval of details pursuant to condition 5 (construction management plan) planning permission HGY/2013/1984	Awaiting comments from internal parties.	Aaron Lau	John McRory
Hornsey Depot, Hornsey Refuse and Recycling Centre, High Street, N8	A number of conditions have been submitted.	A number of pre-commencement conditions have been discharged and others awaiting comments.	Adam Flynn	John McRory
St Lukes	Conditions to be submitted soon. A meeting is being arranged in order to set up monitoring meetings	Awaiting dates for meeting	Aaron Lau	John McRory
THFC	A number of conditions submitted	Only recently submitted – at consultation stage	James Hughes	John McRory
Lordship Lane	A number of conditions submitted	Only recently submitted – at consultation stage	Chris Smith	John McRory
St. Anne's Magistrates and police station	A number of conditions submitted	A number of pre-commencement conditions have been discharged and others awaiting comments.	Chris Smith	John McRory
Apex House	A number of discharges of conditions to be submitted soon. A meeting is being arranged in order to set up monitoring meetings	Only recently submitted – at consultation stage	Chris Smith	John McRory

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Report for: Planning Sub-Committee 13 February 2017

Item number:

Title: Applications determined under delegated powers

Report authorised by : Emma Williamson/Stuart Minty

Lead Officer: Ahmet Altinsoy

Ward(s) affected: All

**Report for Key/
Non Key Decision:** Non-Key decision

1. Describe the issue under consideration

- 1.1 To advise the Planning Sub Committee of decisions on planning applications taken under delegated powers for the period of 28 November 2016 to 27 January 2017.

2. Recommendations

- 2.1 That the report be noted.

3. Background information

- 3.1 The Council's scheme of delegation specifies clearly the categories of applications that may be determined by officers. Where officers determine applications under delegated powers an officer report is completed and in accordance with best practice the report and decision notice are placed on the website. As set out in the Planning Protocol 2014 the decisions taken under delegated powers are to be reported monthly to the Planning Sub Committee. The attached schedule shows those decisions taken.

4. Local Government (Access to Information) Act 1985

- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.
- 4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

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HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 28/11/2016 AND 27/01/2017

BACKGROUND PAPERS

For the purpose of the Local Government (Access to Information) Act 1985, the background papers in respect of the following items comprise the planning application case file.

The planning staff and planning application case files are located at 6th Floor, River Park House, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am - 5.00pm, Monday - Friday. Case Officers will not be available without appointment.

In addition application case files are available to view print and download free of charge via the Haringey Council website:
www.haringey.gov.uk

From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility .
Enter the application reference number or site address to retrieve the case details.

The Development Management Support Team can give further advice and can be contacted on 020 8489 1478,
9.00am - 5.00pm, Monday - Friday.

Please see Application type codes below which have been added for your information within each Ward :

Application Type codes:

ADV	Advertisement Consent
CAC	Conservation Area Consent
CLDE	Certificate of Lawfulness (Existing)
CLUP	Certificate of Lawfulness (Proposed)
COND	Variation of Condition
EXTP	Replace an Extant Planning Permission
FUL	Full Planning Permission
FULM	Full Planning Permission (Major)
LBC	Listed Building Consent
LCD	Councils Own Development
LCDM	(Major) Councils Own Development
NON	Non-Material Amendments
OBS	Observations to Other Borough
OUT	Outline Planning Permission
OUTM	Outline Planning Permission (Major)
REN	Renewal of Time Limited Permission
RES	Approval of Details
TEL	Telecom Development under GDO
TPO	Tree Preservation Order application works

Recomendation Type codes:

GTD	Grant permission
REF	Refuse permission
NOT DEV	Permission not required - Not Development
PERM DEV	Permission not required - Permitted
PERM REQ	Development
RNO	Permission required
ROB	Raise No Objection

WARD: **Alexandra****CLUP Applications Decided: 1**

Application No: **HGY/2016/3851** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 20/12/2016
 Location: 53 Grosvenor Road N10 2DR
 Proposal: Lawful development certificate for the enlargement of a first floor window

FUL Applications Decided: 17

Application No: **HGY/2016/0813** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 30/12/2016
 Location: 30 Crescent Road N22 7RZ
 Proposal: Formation of roof extension to facilitate a loft conversion and erection of single storey side / infill extension.

Application No: **HGY/2016/2164** Officer: Matthew Gunning
 Decision: GTD Decision Date: 13/01/2017
 Location: Flat B 29 Coniston Road N10 2BL
 Proposal: Single storey rear extension with associated internal works, and new small garden studio and fencing.

Application No: **HGY/2016/2454** Officer: Tobias Finlayson
 Decision: REF Decision Date: 29/11/2016
 Location: 45 Albert Road N22 7AA
 Proposal: Loft conversion with rear dormer extension and rooflights to front roofslope and a rear extension.

Application No: **HGY/2016/3297** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 20/12/2016
 Location: Ground Floor Flat 29 Dagmar Road N22 7RT
 Proposal: Enlargement of existing second bedroom and side extension of kitchen. Conversion of existing kitchen window into door to patio.

Application No: **HGY/2016/3356** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 06/01/2017
 Location: First Floor Flat 131 Dukes Avenue N10 2QD
 Proposal: Works to rear of property including lantern light, Juliete balconies, green roof and alterations to existing rear dormer

Application No: **HGY/2016/3437** Officer: Emma McCready
 Decision: GTD Decision Date: 05/12/2016
 Location: 37 Rosebery Road N10 2LE
 Proposal: Infill extension to the side return at ground floor level

Application No: **HGY/2016/3528** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 08/12/2016
 Location: Flat A 71 Rosebery Road N10 2LE
 Proposal: Construction of a rear garden outbuilding.

Application No:	HGY/2016/3632	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	02/12/2016
Location:	Alexandra Park Secondary School Bidwell Gardens N11 2AZ		
Proposal:	Erection of two storey flank extension to existing gym for classrooms, office space and toilets following demolition of existing single storey extension		
Application No:	HGY/2016/3636	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	16/12/2016
Location:	54 Grove Avenue N10 2AN		
Proposal:	Rear roof dormer extension (part retrospective)		
Application No:	HGY/2016/3657	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	19/12/2016
Location:	55 Rosebery Road N10 2LE		
Proposal:	Single storey rear extension. New roof over existing single storey side extension. Replacement of timber sash windows to both elevations. Formation of a new rear dormer window.		
Application No:	HGY/2016/3768	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	21/12/2016
Location:	82 Alexandra Park Road N10 2AD		
Proposal:	Construction of rear garden outbuilding following demolition of existing rear garden shed		
Application No:	HGY/2016/3778	Officer:	Neil Collins
Decision:	GTD	Decision Date:	15/12/2016
Location:	95 Princes Avenue N22 7SB		
Proposal:	Extension of existing rear dormer roof extension		
Application No:	HGY/2016/3997	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	17/01/2017
Location:	Ground Floor Flat 71 Alexandra Park Road N10 2DG		
Proposal:	Part single storey rear extension to ground floor flat.		
Application No:	HGY/2016/4016	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	10/01/2017
Location:	75 Grasmere Road N10 2DH		
Proposal:	Single storey rear extension and alterations to existing side projection. Removal of side chimney stack (chimney removed previously)		
Application No:	HGY/2016/4021	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	25/01/2017
Location:	123 Alexandra Park Road N22 7UN		
Proposal:	Single storey rear extension following demolition of existing rear outbuilding. Alterations to rear fenestration including patio doors and additional side elevation window. Rear and side dormer roof extensions.		
Application No:	HGY/2016/4025	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	23/01/2017
Location:	148 Victoria Road N22 7XQ		
Proposal:	Rear dormer roof extension with associated rear roof terrace and increase in ridge height to align with neighbouring property, lowering of existing lower ground floor level and enlargement of existing front lightwell to facilitate the conversion of the property into 3 x self-contained flats		

Application No: **HGY/2016/4057** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 27/01/2017
 Location: 60 Grosvenor Road N10 2DS
 Proposal: Construction of a rear dormer roof extension and 2 x new rooflights to facilitate a loft conversion. Single storey ground floor rear extension. Replacement of existing single glazed window units to double glazed units.

PNE Applications Decided: 1

Application No: **HGY/2016/3811** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 23/12/2016
 Location: 220 Alexandra Park Road N22 7BH
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: 19WARD: **Bounds Green****CLUP Applications Decided: 4**

Application No: **HGY/2016/4013** Officer: Neil Collins
 Decision: PERM DEV Decision Date: 23/12/2016
 Location: 1A Torrington Gardens N11 2AB
 Proposal: Erection of dormer roof extensions to side roof slopes

Application No: **HGY/2016/4051** Officer: Wendy Robinson
 Decision: NOT DEV Decision Date: 21/12/2016
 Location: 132A Myddleton Road N22 8NQ
 Proposal: Certificate of lawfulness for use of room as mini-cab booking office

Application No: **HGY/2016/4124** Officer: Wendy Robinson
 Decision: PERM DEV Decision Date: 20/12/2016
 Location: 152 Woodfield Way N11 2NU
 Proposal: Certificate of lawfulness for a hip to gable roof alteration, rear roof dormer extension and insertion of three roof lights to the front roofslope

Application No: **HGY/2017/0072** Officer: Aaron Lau
 Decision: PERM DEV Decision Date: 11/01/2017
 Location: 128 Woodfield Way N11 2NU
 Proposal: Formation of hip-to-gable and rear dormer extensions and front roof lights

FUL Applications Decided: 13

Application No: **HGY/2016/3456** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 15/12/2016
 Location: 1 Maidstone Road N11 2TR
 Proposal: Change of use of ground floor from sui generis to A3(Cafe/restaurant) and associated works including installation of an extractor duct and awning.

Application No:	HGY/2016/3506	Officer:	Emma McCready
Decision:	REF	Decision Date:	20/01/2017
Location:	15 Herbert Road N11 2QN		
Proposal:	Erection of side to rear extension in white PVCU		
Application No:	HGY/2016/3618	Officer:	Emma McCready
Decision:	GTD	Decision Date:	14/12/2016
Location:	118 Woodfield Way N11 2NT		
Proposal:	First floor side extension		
Application No:	HGY/2016/3653	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	16/12/2016
Location:	9 Woodfield Way N11 2NP		
Proposal:	Erection of detached outbuilding		
Application No:	HGY/2016/3745	Officer:	Emma McCready
Decision:	GTD	Decision Date:	19/01/2017
Location:	Flat B 35 Marlborough Road N22 8NB		
Proposal:	Loft Conversion including formation of rear dormer and 2No velux windows to front roof slope.		
Application No:	HGY/2016/3791	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	14/12/2016
Location:	23 Maidstone Road N11 2TR		
Proposal:	Erection of a first floor rear extension, two storey side extension including conversion of garage into a habitable space with replacement of garage doors for window, and rear roof dormer extension with insertion of three front roofslope roof lights.		
Application No:	HGY/2016/3841	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	06/01/2017
Location:	Ground Floor Flat 28 Whittington Road N22 8YD		
Proposal:	Erection of 3m deep single storey rear extension with lean-to mono-pitched roof to enable enlargement of existing ground floor flat		
Application No:	HGY/2016/3868	Officer:	Kwaku Bossman-Gyamera
Decision:	REF	Decision Date:	03/01/2017
Location:	29A Eastern Road N22 7DD		
Proposal:	Erection of a first floor rear extension		
Application No:	HGY/2016/3961	Officer:	Emma McCready
Decision:	REF	Decision Date:	11/01/2017
Location:	125 Whittington Road N22 8YR		
Proposal:	Two storey rear extension		
Application No:	HGY/2016/4032	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	24/01/2017
Location:	37B Palmerston Road N22 8QH		
Proposal:	Construction of an outbuilding for studio use		

Application No: **HGY/2016/4049** Officer: Neil Collins
 Decision: GTD Decision Date: 24/01/2017
 Location: Orchard Court Clarence Road N22 8PN
 Proposal: Replacement of existing pitched roof with mansard roof comprising 4 x one bed flats

Application No: **HGY/2016/4070** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 20/01/2017
 Location: Land to r/o 453-455 High Road N22 8JD
 Proposal: Variation of condition 2 (approved plans) & condition 7 (Use class) attached to planning permission HGY/2015/0437 in order to amend ground floor from (Behavioural Optometrist Clinic (D1) to Office (A2/B1) and amend the proposed boundary wall to create 1 x parking space.

Application No: **HGY/2016/4072** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/01/2017
 Location: First Floor Flat B 41 Cheshire Road N22 8JJ
 Proposal: Loft conversion with rear dormers with front sky lights

LCD Applications Decided: 6

Application No: **HGY/2016/3573** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 06/12/2016
 Location: 11 and 11A Lascotts Road N22 8JG
 Proposal: Replacement windows to uPVC.

Application No: **HGY/2016/3575** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 15/12/2016
 Location: 99 & 103 Nightingale Road N22 8PT
 Proposal: Replacement windows to timber at the front and uPVC at rear.

Application No: **HGY/2016/3579** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 07/12/2016
 Location: 56 & 56A Truro Road N22 8EL
 Proposal: Replacement windows and doors to timber at front and uPVC to rear.

Application No: **HGY/2016/3771** Officer: Duncan McKane
 Decision: GTD Decision Date: 21/12/2016
 Location: 13 & 13a Trinity Road N22 8LB
 Proposal: Replacement of timber framed windows with like-for-like timber framed windows to the front elevation and upvc windows and door to the rear

Application No: **HGY/2016/3773** Officer: Duncan McKane
 Decision: GTD Decision Date: 08/12/2016
 Location: 60a & 60b Trinity Road N22 8XU
 Proposal: Replacement of timber framed windows and timber front doors with upvc windows and doors

Application No: **HGY/2016/3781** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 08/12/2016
 Location: Flat, Ambulance Station 69A Bounds Green Road N22 8DF
 Proposal: Replacement windows

NON Applications Decided: 2

Application No: **HGY/2016/4181** Officer: Wendy Robinson
 Decision: GTD Decision Date: 23/12/2016
 Location: Land to rear of 453-455 High Road N22 8JD
 Proposal: Non-material amendment following a grant of planning permission (HGY/2015/0437) to alter the shape of the stair tower and bay window and to change the external materials.

Application No: **HGY/2016/4192** Officer: Samuel Uff
 Decision: GTD Decision Date: 28/12/2016
 Location: Shaftesbury Hall Herbert Road N11 2QN
 Proposal: Non material amendment to planning permission HGY/2016/2183 for "Demolition and rebuilding of the existing hall, as an amended submission of the approved application HGY/2013/2121 for use as a call centre for the Samaritans" to reduce the number of bicycle parking spaces required by condition 8 of the aforementioned approval from 12 to 3.

PNC Applications Decided: 1

Application No: **HGY/2016/3774** Officer: Roland Sheldon
 Decision: PN REFUSED Decision Date: 22/12/2016
 Location: Ground Floor 287 High Road N22 8HU
 Proposal: Prior approval for change of use of the ground floor from B1 (office) to C3 (dwellinghouse) use containing 5 studios, 1 x 1-bedroom and 1 x 2-bedroom flats.

PNE Applications Decided: 3

Application No: **HGY/2016/3694** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 19/12/2016
 Location: 137 Bounds Green Road N11 2ED
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.9m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2016/3881** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 29/12/2016
 Location: 68 Trinity Road N22 8XX
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2016/3922** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 09/01/2017
 Location: 128 Woodfield Way N11 2NU
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3.75m and for which the height of the eaves would be 2.7m

RES Applications Decided: 5

Application No: **HGY/2016/3404** Officer: Wendy Robinson
 Decision: GTD Decision Date: 01/12/2016
 Location: Lock-up garages Cline Road N11 2LX
 Proposal: Approval of details pursuant to Condition 4 (remediation) parts a) and b) in part) attached to planning permission HGY/2016/0558

Application No: **HGY/2016/3532** Officer: Matthew Gunning
 Decision: GTD Decision Date: 04/01/2017
 Location: 333 High Road N22 8JA
 Proposal: Approval of details pursuant to conditions 2 (details of all external changes), 3 (location of external play area), 5 (layout plan), 7 (travel plan), 9 (storage and disposal of refuse / waste), 10 (soundproofing) and 16 (landscaping) attached to planning permission HGY/2009/0910

Application No: **HGY/2016/3965** Officer: Roland Sheldon
 Decision: GTD Decision Date: 06/01/2017
 Location: 6,8,10 and 12 Clarence road (new registered street numbers) Parking Area to rear of Barnes Court
 Proposal: Clarence Road N22 8PJ
 Approval of details pursuant to condition 10 (remediation of contamination) attached to planning permission HGY/2014/2556.

Application No: **HGY/2016/4184** Officer: Wendy Robinson
 Decision: GTD Decision Date: 25/01/2017
 Location: Lock-up Garages Cline Road N11 2LX
 Proposal: Approval of details pursuant to condition 7 (Dust Management) attached to planning permission HGY/2016/0558

Application No: **HGY/2016/4185** Officer: Wendy Robinson
 Decision: GTD Decision Date: 30/12/2016
 Location: Lock-up Garages Cline Road N11
 Proposal: Approval of details pursuant to condition 8 (Considerate Contractors) attached to planning permission HGY/2016/0558

Total Applications Decided for Ward: 34

WARD: **Bruce Grove**

CLDE Applications Decided: 1

Application No: **HGY/2016/4069** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 27/01/2017
 Location: 41 Lordsmead Road N17 6EX
 Proposal: Lawful development certificate: existing use of property as 2 no. self-contained flats.

CLUP Applications Decided: 3

Application No: **HGY/2016/4039** Officer: Samuel Uff
 Decision: PERM REQ Decision Date: 18/01/2017
 Location: 17 St Margarets Road N17 6TY
 Proposal: Lawful development certificate for proposed rear roof extensions to the main roof and the roof of the two storey rear outrigger.

Application No: **HGY/2016/4092** Officer: Kwaku Bossman-Gyamera
 Decision: PERM DEV Decision Date: 25/01/2017
 Location: 3 Clonmell Road N17 6JY
 Proposal: Lawful development certificate for proposed loft conversion with rear dormers

Application No: **HGY/2017/0216** Officer: Duncan McKane
 Decision: GTD Decision Date: 23/01/2017
 Location: 31 Higham Road N17 6NF
 Proposal: Certificate of lawfulness for the erection of a 6m deep ground floor rear extension and formation of a dormer roof extension.

FUL Applications Decided: 11

Application No: **HGY/2016/3394** Officer: Samuel Uff
 Decision: GTD Decision Date: 06/12/2016
 Location: 27 Drayton Road N17 6HJ
 Proposal: Rear dormer roof extension to main rear roof slope (serving existing first floor flat) and single storey rear extension to existing ground floor flat

Application No: **HGY/2016/3518** Officer: Wendy Robinson
 Decision: GTD Decision Date: 30/11/2016
 Location: Flat A 28 Bruce Grove N17 6RG
 Proposal: Erection of a single storey rear extension

Application No: **HGY/2016/3535** Officer: Samuel Uff
 Decision: GTD Decision Date: 30/11/2016
 Location: First Floor Flat 65 Dongola Road N17 6EB
 Proposal: Loft conversion with rear box dormer and a roof light to front roof slope.

Application No: **HGY/2016/3590** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 06/12/2016
 Location: 278 Philip Lane N15 4AD
 Proposal: Provision of mezzanine floor level to 2nd floor to provide 1 No. 2 bedroom duplex flat across 2nd floor and mezzanine level. Insertion of 2 No. roof lights to crowned (flat) roof element. Insertion of 2 No. dormer windows to side roof slope.

Application No: **HGY/2016/3631** Officer: Neil Collins
 Decision: GTD Decision Date: 09/01/2017
 Location: First Floor Flat B 172 Philip Lane N15 4JN
 Proposal: Conversion of the first floor flat to provide two 1 bed 1 person units and installation of rooflights to front roof slope

Application No: **HGY/2016/3665** Officer: Samuel Uff
 Decision: GTD Decision Date: 30/11/2016
 Location: 48 Kitchener Road N17 6DX
 Proposal: Single storey rear / infill rear extension and front extension for a roof to existing two storey bay window

Application No: **HGY/2016/3712** Officer: Wendy Robinson
 Decision: GTD Decision Date: 19/12/2016
 Location: Flat 2 53 Napier Road N17 6YG
 Proposal: Formation of a rear roof dormer extension and three roof lights to the front roof slope

Application No: **HGY/2016/3713** Officer: Emma McCready
 Decision: NOT DET Decision Date: 13/12/2016
 Location: Flat B 318 Mount Pleasant Road N17 6HA
 Proposal: Conversion of the first floor flat to provide an additional unit with associated rear dormer.

Application No: **HGY/2016/3799** Officer: Wendy Robinson
 Decision: GTD Decision Date: 13/12/2016
 Location: 75 Arnold Road N15 4JQ
 Proposal: Erection of a single storey part side and part rear infill extension, a single storey rear extension to the rear of the outrigger, and a rear roof dormer extension with insertion of one rooflight to the front roof slope.

Application No: **HGY/2016/3948** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 13/01/2017
 Location: 16 Morrison Avenue N17 6TU
 Proposal: Proposed single-storey side extension and loft conversion with rear dormer and Velux skylight.

Application No: **HGY/2016/3988** Officer: Roland Sheldon
 Decision: GTD Decision Date: 17/01/2017
 Location: 1 Woodside Gardens N17 6UY
 Proposal: Change of use from authorised use as a single family dwellinghouse to 2 self-contained flats.

LCD Applications Decided: 3

Application No: **HGY/2016/3385** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 29/11/2016
 Location: 451-453 High Road N17 6QH
 Proposal: Change of use to A1 / B1

Application No: **HGY/2016/3906** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 21/12/2016
 Location: 2, 2A, 4, & 4A Whitley Road N17 6RJ
 Proposal: Installation of replacement windows to the front elevation from timber frames to uPVC frames.

Application No: **HGY/2016/3919** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 23/12/2016
 Location: 7 & 7A Chester Road N17 6EQ
 Proposal: Replacement of timber framed windows to the front elevation with uPVC framed windows

PNE Applications Decided: 3

Application No: **HGY/2016/3858** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 28/12/2016
 Location: 46 Morrison Avenue N17 6TU
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.85m

Application No: **HGY/2016/3892** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 29/12/2016
 Location: 17 St Margarets Road N17 6TY
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.9m

Application No: **HGY/2016/3895** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 29/12/2016
 Location: 31 Higham Road N17 6NF
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 4m and for which the height of the eaves would be 3m

RES Applications Decided: 1

Application No: **HGY/2016/2346** Officer: David Farndon
 Decision: GTD Decision Date: 14/12/2016
 Location: 7 Bruce Grove N17 6RA
 Proposal: Approval of details pursuant to Condition 8a (position of plaque) attached to Listed Building Consent HGY/2012/0564.

Total Applications Decided for Ward: 22WARD: **Crouch End****ADV Applications Decided: 2**

Application No: **HGY/2016/2751** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 15/12/2016
 Location: 26 The Broadway N8 9ST
 Proposal: Display of 1 x externally illuminated fascia sign

Application No: **HGY/2016/3692** Officer: Matthew Gunning
 Decision: GTD Decision Date: 11/01/2017
 Location: 37 Broadway Parade Tottenham Lane N8 9DB
 Proposal: Removal of signage boards at street level and display of 1 x internally mounted illuminated LED sign

CLUP Applications Decided: 3

Application No: **HGY/2016/3952** Officer: Laurence Ackrill
 Decision: PERM DEV Decision Date: 05/12/2016
 Location: 32 Broadway Parade Tottenham Lane N8 9DB
 Proposal: Lawful Development Certificate for the proposed change of use of the ground floor from A 1 (Retail) to A2 (Financial & Professional Services)

Application No: **HGY/2016/4000** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 16/01/2017
 Location: 4 Gladwell Road N8 9AA
 Proposal: Certificate of lawfulness for alteration of roof from hip to gable, formation of dormer to rear roof slope and insertion of three front rooflights

Application No: **HGY/2017/0134** Officer: Laurence Ackrill
 Decision: PERM DEV Decision Date: 16/01/2017
 Location: 38 Tregaron Avenue N8 9EY
 Proposal: Lawful development certificate for a proposed hip to gable and rear dormer roof extension and front elevation rooflights to facilitate a loft conversion

FUL Applications Decided: 12

Application No: **HGY/2016/2653** Officer: Adam Flynn
 Decision: GTD Decision Date: 08/12/2016
 Location: Garages adjacent to 13 Clifton Road N8 8HY
 Proposal: Demolition of existing triple garage and erection of single family dwellinghouse built over 3 storeys with provision for on-site parking, a secure bike store, a secure refuse store, and amenity space

Application No: **HGY/2016/2748** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 02/12/2016
 Location: 9 Russell Road N8 8HN
 Proposal: Formation of rear dormer and insertion of front roof lights

Application No: **HGY/2016/3460** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 09/12/2016
 Location: 36 Clifton Road N8 8JA
 Proposal: Refurbishment of cellar, construction of single storey rear extension including internal alterations, construction of staircase to proposed loft, and loft conversion with side and rear dormers

Application No: **HGY/2016/3462** Officer: Sarah Madondo
 Decision: GTD Decision Date: 12/12/2016
 Location: 39 Weston Park N8 9SY
 Proposal: Construction of garden studio with washroom

Application No: **HGY/2016/3474** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 12/12/2016
 Location: 32 Elm Grove N8 9AH
 Proposal: Construction of rear/side extension with internal alterations and new garden landscaping

Application No: **HGY/2016/3476** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 20/12/2016
 Location: Ground Floor Flat 34 Elm Grove N8 9AH
 Proposal: Construction of side extension with internal alterations, replacement of single glazing in timber casement windows at front with double glazing to match existing, replacement of single glazed sash window at the back with double glazed timber sash window, and laying of new stone paving outside proposed new extension

Application No: **HGY/2016/3589** Officer: Wendy Robinson
 Decision: REF Decision Date: 01/12/2016
 Location: Takoma House 46 Coleridge Road N8
 Proposal: Roofscape to mitigate overlooking and harm by the use of the roof terrace (re-submission of HGY/2016/2332)

Application No: **HGY/2016/3667** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 06/12/2016
 Location: 45 Clifton Road N8 8JA
 Proposal: Creation of new timber door to basement by forming new opening to underside of external stairs and insertion of double glazed timber sash windows at basement level.

Application No: **HGY/2016/3793** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 11/01/2017
 Location: 1 Middle Lane N8 8PJ
 Proposal: Construction of two storey rear extension, formation of loft conversion, internal remodelling and external restoration of property.

Application No: **HGY/2016/3844** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 16/01/2017
 Location: 67 Crouch Hall Road N8 8HD
 Proposal: Erection of single storey rear / side infill extension

Application No: **HGY/2016/3866** Officer: David Farndon
 Decision: REF Decision Date: 25/01/2017
 Location: Rear of 6 Montenotte Road N8 8RL
 Proposal: Erection of a three storey dwellinghouse fronting Glasslyn Road

Application No: **HGY/2016/4026** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 26/01/2017
 Location: Ground Floor Front Flat A 42 Cecile Park N8 9AS
 Proposal: Erection of a single storey rear extension and change from studio flat to 1 bedroom flat

LBC Applications Decided: 1

Application No: **HGY/2016/3662** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 15/12/2016
 Location: 26 The Broadway N8 9ST
 Proposal: Listed building consent for display of 1 x externally illuminated fascia sign

NON Applications Decided: 1

Application No: **HGY/2016/3378** Officer: Matthew Gunning
 Decision: GTD Decision Date: 13/01/2017
 Location: 11 Hurst Avenue N6 5TX
 Proposal: Non-material amendment following a grant of planning permission HGY/2013/2267 to make adjustments to rear privacy screening

RES Applications Decided: 4

Application No: **HGY/2016/2325** Officer: Aaron Lau
 Decision: GTD Decision Date: 14/12/2016
 Location: Rosebery House 165 Tottenham Lane N8 9BY
 Proposal: Approval of details pursuant to condition 8 (parking review) attached to planning permission HGY/2013/1984

Application No: **HGY/2016/4028** Officer: Sarah Madondo
 Decision: GTD Decision Date: 11/01/2017
 Location: 115 Ferme Park Road N8 9SG

Proposal: Approval of details pursuant to condition 3 (Samples of materials) attached to planning permission HGY/2016/2971

Application No: **HGY/2016/4029** Officer: Sarah Madondo
 Decision: GTD Decision Date: 11/01/2017
 Location: 115 Ferme Park Road N8 9SG

Proposal: Approval of details pursuant to condition 4 (details of all enclosures) attached to planning permission HGY/2016/2971

Application No: **HGY/2016/4030** Officer: Sarah Madondo
 Decision: GTD Decision Date: 11/01/2017
 Location: 115 Ferme Park Road N8 9SG

Proposal: Approval of details pursuant to condition 7 (Method of Construction Statement) attached to planning permission HGY/2016/2971

TPO Applications Decided: 4

Application No: **HGY/2016/0840** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 01/12/2016
 Location: 11 Shepherds Hill N6 5QJ

Proposal: Tree works to include remove four lowest branches on right, three on left and one over road of 1x Sycamore tree and reduce height by 2 feet to 1 x Laurel tree.

Application No: **HGY/2016/1541** Officer: Tobias Finlayson
 Decision: REF Decision Date: 30/11/2016
 Location: 106 Crouch Hill N8 9DY

Proposal: Tree works to include removal of 1 x Lime Tree

Application No: **HGY/2016/3346** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 05/12/2016
 Location: 29 Coolhurst Road N8 8ET

Proposal: Tree works to include crown reduction by approx 6m to 2 x London Plane trees and crown reduction by approx 3m to 1 x Silver Birch tree.

Application No: **HGY/2016/3783** Officer: Matthew Gunning
 Decision: GTD Decision Date: 09/01/2017
 Location: 25 Tivoli Road N8 8RE

Proposal: Tree works to include crown reduction by up to a third in size (<30%) to 2 x Lime trees as a preventative and precautionary measure in case of subsidence and damage to nearby properties

Total Applications Decided for Ward: 27

WARD: **Fortis Green**

CLUP Applications Decided: 4

Application No: **HGY/2016/3731** Officer: Valerie Okeiyi
 Decision: PERM REQ Decision Date: 08/12/2016
 Location: Flat C 36 Kings Avenue N10 1PB

Proposal: Certificate of Lawfulness for replacement of existing windows to front and rear of flat with uPVC sash windows using wooden ornate overlay

Application No: **HGY/2016/3828** Officer: Anthony Traub
 Decision: PERM REQ Decision Date: 06/12/2016
 Location: 8 Marriott Road N10 1JJ
 Proposal: Certificate of lawfulness for erection of single storey extension

Application No: **HGY/2016/3996** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 20/01/2017
 Location: 14 Dukes Avenue N10 2PT
 Proposal: Certificate of lawfulness for creation of crossover with permeable hardstanding and rebuilding of front wall

Application No: **HGY/2016/4120** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 28/12/2016
 Location: 8 Marriott Road N10 1JJ
 Proposal: Certificate of Lawfulness for single storey rear extension

FLEX Applications Decided: 1

Application No: **HGY/2016/3857** Officer: Fortune Gumbo
 Decision: FLEXGTD Decision Date: 02/12/2016
 Location: 33 Aylmer Parade N2 0PE
 Proposal: Flexible Change of use under Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 starting from 15.10.2016: Existing Use Class A1 - (Retail) Proposed Use Class A3 (Restaurant)

FUL Applications Decided: 16

Application No: **HGY/2016/2369** Officer: David Farndon
 Decision: GTD Decision Date: 06/12/2016
 Location: 15 Southern Road N2 9LH
 Proposal: Alterations to front drive to create new lightwell to front right hand side of property and one new off -street parking spaces, incorporating new flower-bed and bin store area.

Application No: **HGY/2016/3152** Officer: David Farndon
 Decision: GTD Decision Date: 08/12/2016
 Location: 1 Greenfield Drive N2 9AF
 Proposal: Demolition of the existing building and construction of a replacement dwelling

Application No: **HGY/2016/3295** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 29/11/2016
 Location: 23 Greenham Road N10 1LN
 Proposal: Construction of roof terrace leading out from rear of bedroom on top of first floor bedroom to rear of house

Application No: **HGY/2016/3301** Officer: Sarah Madondo
 Decision: GTD Decision Date: 09/12/2016
 Location: 2 Woodberry Crescent N10 1PH
 Proposal: Erection of a single storey rear extension, formation of 1 rear dormer, 2 side dormers and conversion of property to two dwellings

Application No:	HGY/2016/3338	Officer:	Tobias Finlayson
Decision:	REF	Decision Date:	01/12/2016
Location:	348 Muswell Hill Broadway N10 1DJ		
Proposal:	Use of part of the public highway for the placing of three tables and six chairs and a cafe barrier in connection with the opening of Bodean's Bbq, a restaurant class A3. The proposed tables and chairs would be made of blue powder coated stainless steel, surrounded by a cafe barrier made of steel posts and black canvas.		
Application No:	HGY/2016/3387	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	06/12/2016
Location:	4 Ringwood Avenue N2 9NS		
Proposal:	A single storey rear extension to an existing detached family dwelling		
Application No:	HGY/2016/3388	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	06/12/2016
Location:	50 Eastern Road N2 9LA		
Proposal:	Erection of single storey rear extension		
Application No:	HGY/2016/3508	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	19/12/2016
Location:	1 Fortismere Avenue N10 3BN		
Proposal:	Removal of existing side extension and construction of new two story side extension		
Application No:	HGY/2016/3606	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	06/12/2016
Location:	55 Grand Avenue N10 3BS		
Proposal:	Rear single storey infill extension. Addition of loft dormer to rear roof slope		
Application No:	HGY/2016/3646	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	13/12/2016
Location:	6 Pages Lane N10 1PS		
Proposal:	Change of use of the ground floor premises to Use Class C3 to create a one-bedroom self-contained flat.		
Application No:	HGY/2016/3669	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	19/01/2017
Location:	185 Creighton Avenue N2 9BN		
Proposal:	Erection of side and rear extensions, loft conversion with extended hipped roof and one side and two rear dormers. Insertion of new painted timber windows and installation of rooflights to front elevation. New side passage to garden.		
Application No:	HGY/2016/3762	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	06/01/2017
Location:	25 Greenfield Drive N2 9AF		
Proposal:	Construction of single storey garden structure built to rear of garden (Householder Application)		

Application No: **HGY/2016/3784** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 10/01/2017
 Location: 11 Bancroft Avenue N2 0AR
 Proposal: Formation of front roof extension to provide additional room

Application No: **HGY/2016/3801** Officer: Matthew Gunning
 Decision: GTD Decision Date: 10/01/2017
 Location: Albion Cottage Fortis Green N2 9EP
 Proposal: Part demolition and re-building of Northern boundary wall plus replacement greenhouse.

Application No: **HGY/2016/3823** Officer: Sarah Madondo
 Decision: REF Decision Date: 16/01/2017
 Location: 23 Bancroft Avenue N2 0AR
 Proposal: Loft conversion with rear dormer, front extension over garage and new porch, and reconstruction of conservatory with roof terrace above

Application No: **HGY/2016/3911** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 23/01/2017
 Location: 28 Birchwood Avenue N10 3BE
 Proposal: Construction of three storey rear extension creating a new kitchen / dining area and increased space in the first floor master and second floor bedrooms.

LBC Applications Decided: 1

Application No: **HGY/2016/3802** Officer: Matthew Gunning
 Decision: GTD Decision Date: 10/01/2017
 Location: Albion Cottage Fortis Green N2 9EP
 Proposal: Listed building consent for part demolition and re-building of Northern boundary wall plus replacement greenhouse

NON Applications Decided: 1

Application No: **HGY/2017/0006** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 05/01/2017
 Location: 25 Southern Road N2 9LH
 Proposal: Non-material amendment following a grant of planning permission HGY/2016/2654 for the omission of window within side dormer (to staircase) to facilitate practical construction in compliance with approved scheme

PNE Applications Decided: 3

Application No: **HGY/2016/3635** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 06/12/2016
 Location: 88 Barrenger Road N10 1JA
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2016/3936** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 09/01/2017
 Location: 86 Steeds Road N10 1JD
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.725m and for which the height of the eaves would be 2.63m

Application No: **HGY/2016/4077** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 16/01/2017
 Location: 46 Creighton Avenue N10 1NU
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.7m

RES Applications Decided: 7

Application No: **HGY/2016/2251** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 09/01/2017
 Location: Raglan Hall Hotel 8-12 Queens Avenue N10 3NR
 Proposal: Approval of details pursuant to Condition 7 (energy strategy) attached to planning permission HGY/2015/3730

Application No: **HGY/2016/3759** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 06/01/2017
 Location: 109 Fortis Green N2 9HR

Proposal: Approval of details pursuant to condition 10 (Construction Management Plan (CMP) and Construction Logistics Plan (CLP)) attached to planning permission HGY/2015/3813

Application No: **HGY/2016/3761** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 06/01/2017
 Location: 109 Fortis Green N2 9HR

Proposal: Approval of details pursuant to condition 11 (traffic management scheme) attached to planning permission HGY/2015/3813

Application No: **HGY/2016/3779** Officer: Matthew Gunning
 Decision: GTD Decision Date: 02/12/2016
 Location: The Alexandra 98 Fortis Green N2 9EY

Proposal: Approval of details pursuant to condition 3 (external materials) attached to Appeal Decision APP/Y5420/W/14/3001921 (Haringey Planning Reference HGY/2014/1543)

Application No: **HGY/2016/3927** Officer: David Farndon
 Decision: GTD Decision Date: 20/01/2017
 Location: 4 Sussex Gate Sussex Gardens N6 4LS

Proposal: Approval of details pursuant to condition 3 (Construction Management Plan) attached to planning permission HGY/2016/0916

Application No: **HGY/2016/3937** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 09/01/2017
 Location: 109 Fortis Green N2 9HR

Proposal: Approval of details pursuant to condition 7 (Energy Strategy) attached to planning permission HGY/2015/3813 for partial discharge

Application No: **HGY/2017/0063** Officer: Matthew Gunning
 Decision: GTD Decision Date: 16/01/2017
 Location: Land at 1 Fortis Green Avenue N2 9LY

Proposal: Approval of details pursuant to condition 3 (Green Roof) attached to planning permission HGY/2016/1918.

TPO Applications Decided: 3

Application No: **HGY/2016/3600** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 23/12/2016
 Location: 39A Lanchester Road N6 4SX
 Proposal: Tree works to include reduction of height by 3m, lift canopy by 2m and thin remainder by 20% to 1 x Birch tree

Application No: **HGY/2016/3734** Officer: Tobias Finlayson
 Decision: REF Decision Date: 04/01/2017
 Location: Ground Floor Left Flat 2 13 Queens Avenue N10 3PE
 Proposal: Tree works to include felling of 1 x Ash tree at the bottom right hand side of garden

Application No: **HGY/2016/3889** Officer: David Farndon
 Decision: GTD Decision Date: 19/01/2017
 Location: 27 Springcroft Avenue N2 9JH
 Proposal: Tree works to TPO tree constituting further repollarding to previous points of 1 x Lime tree

Total Applications Decided for Ward: 36

WARD: **Harringay**

CLDE Applications Decided: 4

Application No: **HGY/2016/3901** Officer: Wendy Robinson
 Decision: REF Decision Date: 23/12/2016
 Location: 2nd Floor Studio Flat (Rear) 2 Queens Parade Green Lanes N8 0RD
 Proposal: Certificate of Lawfulness for use as a studio flat

Application No: **HGY/2016/3902** Officer: Wendy Robinson
 Decision: REF Decision Date: 23/12/2016
 Location: 2nd Floor Studio Flat (Front) 2 Queens Parade Green Lanes N8 0RD
 Proposal: Certificate of Lawfulness for use as a studio flat

Application No: **HGY/2016/3930** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 09/12/2016
 Location: 33 Mattison Road N4 1BG
 Proposal: Lawful development certificate: existing use of property as 2 no. self-contained flats

Application No: **HGY/2016/4061** Officer: Duncan McKane
 Decision: GTD Decision Date: 13/12/2016
 Location: 82 Raleigh Road N8 0JA
 Proposal: Certificate of lawfulness for the use of the property as 5 x self contained studio flats

COND Applications Decided: 1

Application No: **HGY/2016/3442** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 20/12/2016
 Location: Surgery 618 Green Lanes N8 0SD
 Proposal: Amendment to application HGY/2016/1502 to retain existing dormer.

FUL Applications Decided: 21

Application No:	HGY/2016/2652	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	05/12/2016
Location:	37-39 Turnpike Lane N8 0EP		
Proposal:	Change of use of no.37 from retail (A1) to restaurant (A3) and amalgamation with no.39 in conjunction with new shopfronts and an extension of the existing canopy to include no.37 (following demolition of the existing extension) to enable use of the rear of both sites as a restaurant use (A3), with associated existing extract ducting.		
Application No:	HGY/2016/3097	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	27/01/2017
Location:	63 Lausanne Road N8 0HL		
Proposal:	Conversion of existing HMO to form four self-contained flat units (1 x studio, 1 x 3 bed, 2 x 2bed), single storey rear extension, insertion of dormer window and roof light in rear roof slope; insertion of windows in rear and side elevations		
Application No:	HGY/2016/3169	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	27/01/2017
Location:	Garage at rear 19 Willoughby Road N8 0JE		
Proposal:	Construction of a part 1, part 2 storey dwelling (C3) with accommodation at basement level following demolition of existing single detached lock up garage (sui generis)		
Application No:	HGY/2016/3343	Officer:	Emma McCready
Decision:	REF	Decision Date:	05/12/2016
Location:	34 Cavendish Road N4 1RT		
Proposal:	Retrospective application for single storey rear extension		
Application No:	HGY/2016/3435	Officer:	Emma McCready
Decision:	REF	Decision Date:	30/11/2016
Location:	123 Turnpike Lane N8 0DU		
Proposal:	Conversion of property from 5 self contained flats to 3 self contained flats, and second floor rear extension, loft conversion with rear dormer extension.		
Application No:	HGY/2016/3603	Officer:	Neil Collins
Decision:	GTD	Decision Date:	20/12/2016
Location:	Ground Floor Flat A 94 Allison Road N8 0AS		
Proposal:	Erection of single storey rear extension to a ground floor flat		
Application No:	HGY/2016/3630	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	30/11/2016
Location:	7 Salisbury Promenade Green Lanes N8 0RX		
Proposal:	Retention of current change of use to A3 Use Class (Restaurant and Cafe) from authorised A1 Use Class (Retail).		
Application No:	HGY/2016/3719	Officer:	Emma McCready
Decision:	REF	Decision Date:	09/01/2017
Location:	Surgery 618 Green Lanes N8 0SD		
Proposal:	Change of use from Doctors surgery D1 to residential C3 (1x 3bed and 1x 1bedroom and 1x studio)		

Application No:	HGY/2016/3738	Officer:	Emma McCready
Decision:	REF	Decision Date:	22/12/2016
Location:	Shop 38 Wightman Road N4 1RU		
Proposal:	Change of use of part of ground floor from cafe to a self-contained flat with associated alterations to shopfront		
Application No:	HGY/2016/3749	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	06/01/2017
Location:	Flat 1 543 Green Lanes N8 0RL		
Proposal:	Single storey rear extension at the first floor to create additional living space for flat 1.		
Application No:	HGY/2016/3809	Officer:	Neil Collins
Decision:	GTD	Decision Date:	10/01/2017
Location:	68 Allison Road N8 0AT		
Proposal:	Erection of single storey rear extension		
Application No:	HGY/2016/3825	Officer:	Duncan McKane
Decision:	REF	Decision Date:	16/12/2016
Location:	51 Cavendish Road N4 1RP		
Proposal:	Retrospective application for retention of metal stairwell to rear elevation		
Application No:	HGY/2016/3830	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	15/12/2016
Location:	16 Burgoyne Road N4 1AD		
Proposal:	Part demolition of existing single storey rear extension and construction of wrap around single storey rear extension.		
Application No:	HGY/2016/3835	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	06/01/2017
Location:	33 Lothair Road South N4 1EN		
Proposal:	change of use of property to an HMO for 6 persons		
Application No:	HGY/2016/3874	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	16/12/2016
Location:	3 Duckett Road N4 1BJ		
Proposal:	Formation of rear roof dormer extension and installation of two front roof lights		
Application No:	HGY/2016/3877	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	22/12/2016
Location:	Flat C 47 Warham Road N4 1AR		
Proposal:	Roof extension with associated roof terrace and 4 x solar panels on top of the proposed dormer		
Application No:	HGY/2016/3924	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	13/01/2017
Location:	First Floor Flat 115 Hewitt Road N8 0BP		
Proposal:	Formation of rear roof dormer extension and insertion of front roof light		

Application No: **HGY/2016/3956** Officer: Samuel Uff
 Decision: GTD Decision Date: 28/12/2016
 Location: 127 Fairfax Road N8 0NJ
 Proposal: Single storey rear extension (following demolition of existing single storey rear extension)

Application No: **HGY/2016/3983** Officer: Gareth Prosser
 Decision: GTD Decision Date: 17/01/2017
 Location: 76 Hewitt Road N8 0BL
 Proposal: Erection of a single-storey side extension to rear

Application No: **HGY/2016/4100** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 12/01/2017
 Location: 3 Tancred Road N4 1EH
 Proposal: Single storey rear extension

Application No: **HGY/2016/4154** Officer: Emma McCready
 Decision: GTD Decision Date: 13/01/2017
 Location: 429 Green Lanes N4 1HA
 Proposal: Create a new residential entrance from Cavendish Road for dwellings on first and second floors.

LCD Applications Decided: 2

Application No: **HGY/2016/3775** Officer: Duncan McKane
 Decision: GTD Decision Date: 08/12/2016
 Location: 25a & 25b Duckett Road N4 1BJ
 Proposal: Replacement of timber framed sash windows with upvc sash windows

Application No: **HGY/2016/3981** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 17/01/2017
 Location: 44; 44A; 44B Endymion Road N4 1EQ
 Proposal: Replacement windows and doors to timber and uPVC

RES Applications Decided: 1

Application No: **HGY/2016/1698** Officer: Matthew Gunning
 Decision: GTD Decision Date: 12/01/2017
 Location: Rear of 600 Green Lanes N8 0RY
 Proposal: Approval of Details pursuant to Condition 13 (Considerate Construction Scheme) attached to Planning Permission HGY/2014/2162

Total Applications Decided for Ward: 29WARD: **Highgate****ADV Applications Decided: 2**

Application No: **HGY/2016/3848** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 16/01/2017
 Location: 88-90 Highgate High Street N6 5HX
 Proposal: Display of 1 x externally illuminated fascia sign and 1 x externally illuminated hanging sign

Application No: **HGY/2016/3891** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 19/01/2017
 Location: 198 Archway Road N6 5BB
 Proposal: Display of 1 x non-illuminated fascia sign

FUL Applications Decided: 21

Application No: **HGY/2015/3699** Officer: Sarah Madondo
 Decision: NOT DET Decision Date: 02/12/2016
 Location: 243 Archway Road N6 5BS
 Proposal: Conversion of terraced house with HMO licence, including a small flat on the rear of the house, to 3 flats, rearrangement of stairs to loft including a new dormer to staircase and erection of side infill

Application No: **HGY/2016/1622** Officer: Sarah Madondo
 Decision: GTD Decision Date: 16/12/2016
 Location: 86 Milton Park N6 5PZ
 Proposal: Conversion of an existing single family dwelling into 3no. self-contained units. The proposal includes an infill rear extension to the first and second floor, a conversion of the existing basement into habitable spaces, the provision of a roof terrace and lightwells at front and side, including associated site works (rear patio, refuse enclosure, soft landscaping).

Application No: **HGY/2016/2144** Officer: David Farndon
 Decision: REF Decision Date: 13/12/2016
 Location: 30 Southwood Lawn Road N6 5SF
 Proposal: Demolition of existing double garage and erection of a detached 3 storey house (C3 use) with one parking space and bin provision for both the existing and proposed building.

Application No: **HGY/2016/2854** Officer: David Farndon
 Decision: GTD Decision Date: 15/12/2016
 Location: 28 Cholmeley Crescent N6 5HA
 Proposal: Erection of a replacement single storey rear extension with crittal windows, new rear timber windows at first floor level, the enlargement of the basement and the associated construction of a lightwell/staircase at the rear.

Application No: **HGY/2016/3115** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 06/01/2017
 Location: 96 Cromwell Avenue N6 5HQ
 Proposal: Remove small window bay and window to rear ground floor room. Remove window to side of rear addition to form link. Construct new single storey side extension between rear addition and rear room with flat roof and roof light. Form 2 no. new brickwork openings and provide new sash windows to side elevation of rear room. Demolish existing rear conservatory at end of rear addition and replace with orangery at ground level with flat roof and roof light. (householder Application)

Application No: **HGY/2016/3118** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 21/12/2016
 Location: 11 Jacksons Lane N6 5SR
 Proposal: Erection of single storey rear extension

Application No:	HGY/2016/3293	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	30/11/2016
Location:	9 Northwood Road N6 5TL		
Proposal:	Erection of single storey rear and side ground floor extension		
Application No:	HGY/2016/3349	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	06/12/2016
Location:	Flat D 80 Talbot Road N6 4RA		
Proposal:	Conversion of a 1 bedroom maisonette into a 2 bedroom maisonette including erection of rear dormer with formation a roof terrace.		
Application No:	HGY/2016/3380	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	05/12/2016
Location:	Flat B 8 Hillside Gardens N6 5ST		
Proposal:	Replacement of doors at the front and rear, and enlargement of existing window opening at the rear by removing brickwork below and installation new door.		
Application No:	HGY/2016/3438	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	09/12/2016
Location:	55A Cholmeley Park N6 5EH		
Proposal:	Erection of temporary single storey portacabin building to provide a classroom and an office (extending previous consent HGY/2008/1185 for an additional 5 years).		
Application No:	HGY/2016/3607	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	30/11/2016
Location:	35 Stormont Road N6 4NR		
Proposal:	Installation of acoustic enclosure containing condensers at the end of the rear garden		
Application No:	HGY/2016/3621	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	21/12/2016
Location:	81 Hornsey Lane Gardens N6 5PA		
Proposal:	Ground floor remodelling and refurbishment, including a new rear extension		
Application No:	HGY/2016/3649	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	19/12/2016
Location:	Channing School Highgate Hill N6 5HF		
Proposal:	Proposed mobility ramp and relocation of front gate		
Application No:	HGY/2016/3651	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	05/01/2017
Location:	1 Church Road N6 4QH		
Proposal:	Removal of rear extensions, erection of new 2 storey stepped rear extension, change of use of ground floor private nursery to residential and creation of two additional residential units (amended description)		
Application No:	HGY/2016/3737	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	04/01/2017
Location:	97A Hornsey Lane N6 5LW		
Proposal:	Conversion of garage into residential habitable room involving the replacement of garage door with new sash window		

Application No:	HGY/2016/3755	Officer:	Valerie Okeiyi	Decision Date:	05/01/2017
Decision:	GTD				
Location:	7 Cromwell Place N6 5HR				
Proposal:	Retrospective planning permission for the erection of a single storey rear extension with refurbishment (amended description)				
Application No:	HGY/2016/3763	Officer:	Valerie Okeiyi	Decision Date:	06/01/2017
Decision:	GTD				
Location:	Elizabeth House Winchester Place N6 5HJ				
Proposal:	Retention of the building as Sui Generis (hostel use) and internal works to the 3rd floor and fourth floor, including localised small alterations to the partitions to the cellular plan (as described in the Listing) at third floor level, and removal of 11 previously approved attic access stairs, replaced by 2 common stairs to provide better access				
Application No:	HGY/2016/3770	Officer:	Samuel Uff	Decision Date:	28/12/2016
Decision:	GTD				
Location:	Southwood Heights Southwood Lawn Road N6 5SE				
Proposal:	Replacement of existing red / maroon coloured render with new beige coloured render.				
Application No:	HGY/2016/3777	Officer:	Sarah Madondo	Decision Date:	09/01/2017
Decision:	GTD				
Location:	389 Archway Road N6 4ER				
Proposal:	Creation of a roof terrace on the main roof area of the second floor flat				
Application No:	HGY/2016/3847	Officer:	Valerie Okeiyi	Decision Date:	16/01/2017
Decision:	GTD				
Location:	88-90 Highgate High Street N6 5HX				
Proposal:	Shopfront alterations and installation of a rooflight				
Application No:	HGY/2016/3849	Officer:	Valerie Okeiyi	Decision Date:	20/01/2017
Decision:	GTD				
Location:	88-90 Highgate High Street N6 5HX				
Proposal:	Installation of 1 No. Domestic Steam Extract, 3 No. Condenser Units and 3 No. Air Outlet/Ventilation				

FULM Applications Decided: 1

Application No:	HGY/2016/3207	Officer:	Aaron Lau	Decision Date:	21/12/2016
Decision:	GTD				
Location:	Somersle Courtenay Avenue N6 4LP				
Proposal:	Replacement two storey detached dwelling with rooms at roof and basement levels and garage				

LBC Applications Decided: 2

Application No:	HGY/2016/3650	Officer:	Sarah Madondo	Decision Date:	19/12/2016
Decision:	GTD				
Location:	Channing School Highgate Hill N6 5HF				
Proposal:	Listed building consent for proposed mobility ramp and relocation of front gate				

Application No: **HGY/2016/3764** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 06/01/2017
 Location: Elizabeth House Winchester Place N6 5HJ
 Proposal: Listed building consent for retention of the building as Sui Generis (hostel use) and internal works to the 3rd floor and fourth floor, including localised small alterations to the partitions to the cellular plan (as described in the Listing) at third floor level, and removal of 11 previously approved attic access stairs, replaced by 2 common stairs to provide better access

LCD Applications Decided: 3

Application No: **HGY/2016/3677** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 23/12/2016
 Location: 14 & 14a Hornsey Lane Gardens N6 5PB
 Proposal: Replacement windows and doors

Application No: **HGY/2016/3729** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 23/12/2016
 Location: 10 & 10a Hornsey Lane Gardens N6 5PB
 Proposal: Replacement windows and doors

Application No: **HGY/2016/3815** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 10/01/2017
 Location: 1 Southwood Avenue N6 5RY
 Proposal: Replacement windows and doors

NON Applications Decided: 1

Application No: **HGY/2016/3627** Officer: Tobias Finlayson
 Decision: REF Decision Date: 30/11/2016
 Location: 182 Archway Road N6 5BB
 Proposal: Non-material amendment following a grant of planning permission HGY/2016/0725 to change to dark aluminium frames for the front window/door

RES Applications Decided: 4

Application No: **HGY/2015/3301** Officer: Gareth Prosser
 Decision: GTD Decision Date: 30/11/2016
 Location: 14 Bishops Road N6 4HP
 Proposal: Approval of details pursuant to condition 4 (landscaping), attached to planning permission HGY/2014/3128

Application No: **HGY/2016/0053** Officer: Gareth Prosser
 Decision: GTD Decision Date: 30/11/2016
 Location: 14 Bishops Road N6 4HP
 Proposal: Approval of details pursuant to Condition 4 (hard and soft landscaping) attached to planning permission HGY/2015/2910

Application No: **HGY/2016/3992** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 25/01/2017
 Location: 353 Archway Road N6 4EJ
 Proposal: Approval of details pursuant to condition 3 (samples of materials) attached to planning permission HGY/2015/3130.

Application No: **HGY/2016/3993** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 25/01/2017
 Location: 353 Archway Road N6 4EJ
 Proposal: Approval of details pursuant to condition 4 (Construction Management Plan (CMP) and Construction Logistics Plan (CLP) attached to planning permission HGY/2015/3130.

TPO Applications Decided: 4

Application No: **HGY/2016/1286** Officer: Matthew Gunning
 Decision: GTD Decision Date: 30/11/2016
 Location: 16 Broadlands Road N6 4AN
 Proposal: Tree works to include pruning tips to create 7m clearance of 1 x Beech tree, removal of small diameter epicormico and tip prune to create 8m clearance of 1 x Horse Chestnut tree and reduction of crown spread and crown lift to create m clearance of 1 x Weeping Willow tree

Application No: **HGY/2016/3538** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 19/12/2016
 Location: Oak Tree Cottage Hampstead Lane N6 4LA

Proposal: Tree works to include overall crown reduction of 1m and the removal of major deadwood over 10cm to 1 x Oak tree

Application No: **HGY/2016/3654** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 28/12/2016
 Location: 21 Broadlands Road N6 4AE

Proposal: Tree works to include raising of lower crown 3m from ground level and removal of deadwood to 1 x Catalpa tree

Application No: **HGY/2016/3700** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 23/12/2016
 Location: 12 North Grove N6 4SL

Proposal: Tree works to include reduction of crown height by approximately 40% to 1 x Mature Lombardy Poplar in front garden

Total Applications Decided for Ward: 38

WARD: **Hornsey**

ADV Applications Decided: 1

Application No: **HGY/2016/3038** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 20/01/2017
 Location: Holy Innocents Church Tottenham Lane N8 7EL
 Proposal: Display of 1 x non-illuminated fascia sign and 2 x non-illuminated freestanding signs

CLDE Applications Decided: 1

Application No: **HGY/2016/4198** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 20/01/2017
 Location: 240 Ferme Park Road N8 9BN
 Proposal: Lawful development certificate for existing use of the proeprty as 4 no. self-contained flats

CLUP Applications Decided: 2

Application No: **HGY/2016/4058** Officer: Wendy Robinson
 Decision: PERM DEV Decision Date: 09/12/2016
 Location: 70 Middle Lane N8 8PD
 Proposal: Certificate of lawfulness for a rear roof dormer extension including installation of 3 roof lights to the front roof slope and a single storey rear extensions.

Application No: **HGY/2016/4126** Officer: Wendy Robinson
 Decision: PERM DEV Decision Date: 21/12/2016
 Location: 10 Rokesly Avenue N8 8NR
 Proposal: Certificate of lawfulness for a single storey rear extension

FUL Applications Decided: 9

Application No: **HGY/2016/2754** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 12/01/2017
 Location: 77 Tottenham Lane N8 9BE
 Proposal: Proposed 2 storey rear extension & Change of use of rear section of ground floor retail unit into a 1 bed studio unit and Conversion of an existing 4 bedroom flat into 2 x 1 bed flats

Application No: **HGY/2016/3030** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 20/01/2017
 Location: Holy Innocents Church Tottenham Lane N8 7EL
 Proposal: Change of use from office to a nursery, replace window at front side and rear elevations and replace fire door, creation of outdoor play area in rear garden, installation for buggy park in front and rear.

Application No: **HGY/2016/3553** Officer: Sarah Madondo
 Decision: GTD Decision Date: 21/12/2016
 Location: Flat 2 37 Nightingale Lane N8 7RA
 Proposal: Installation of external staircase from rear of first floor flat kitchen to the garden

Application No: **HGY/2016/3556** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 22/12/2016
 Location: Flat A 33 Priory Road N8 8LP
 Proposal: Revised application for brick structure erected on the site of a timber shed which reduces the size of the structure so that the front line aligns with the existing adjacent garages.

Application No: **HGY/2016/3717** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 29/12/2016
 Location: Ground Floor Flat 31 Rosebery Gardens N8 8SH
 Proposal: Erection of PVCu conservatory to rear of property

Application No: **HGY/2016/3740** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 05/01/2017
 Location: 8 Gisburn Road N8 7BS
 Proposal: Single-storey side and rear extension following the demolition of an existing side return

Application No: **HGY/2016/3840** Officer: Wendy Robinson
 Decision: GTD Decision Date: 23/12/2016
 Location: Flat 1 2 Hillfield Avenue N8 7DT
 Proposal: Erection of a single storey rear extension, replacement of existing side extension door for window, and new raised platform patio.

Application No: **HGY/2016/4108** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 13/01/2017
 Location: Flat A 16 Rathcoole Avenue N8 9NA
 Proposal: Retention of rear roof terrace with the addition of screening

Application No: **HGY/2016/4141** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 27/01/2017
 Location: Flats 1, 2 and 3 62B High Street N8 7NX
 Proposal: Roof extensions to properties to provide 2nd floor level, involving the creation of roof terrace areas and associated screening

LCD Applications Decided: 2

Application No: **HGY/2016/3726** Officer: Anthony Traub
 Decision: GTD Decision Date: 12/12/2016
 Location: 5, 5a, & 5b Oakley Gardens N8 9PB
 Proposal: Replacement windows and doors

Application No: **HGY/2016/3966** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 29/12/2016
 Location: 134A, 134B, & 134C Middle Lane N8 7JP
 Proposal: Installation of replacement windows to the front elevation from timber frames to uPVC frames

PNE Applications Decided: 1

Application No: **HGY/2016/3613** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 06/12/2016
 Location: 10 Rokesly Avenue N8 8NR
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

RES Applications Decided: 4

Application No: **HGY/2016/3062** Officer: Adam Flynn
 Decision: GTD Decision Date: 19/01/2017
 Location: Hornsey Refuse and Recycling Centre 35 High Street N8 7QB
 Proposal: Approval of details pursuant to conditions 13(4) and 14 (both concerning verification report) attached to planning permission HGY/2013/2019, as they relate to Building D only

Application No: **HGY/2016/3286** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 28/11/2016
 Location: Site adjoining 87 Rathcoole Gardens N8

Proposal: Approval of details pursuant to condition 6 (Construction Management Plan (CMP) and Construction Logistics Plan (CLP)) attached to planning permission HGY/2016/1007

Application No: **HGY/2016/4162** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 10/01/2017
 Location: Great Northern Railway Tavern 67 High Street N8 7QB

Proposal: Approval of details pursuant to condition 5b (Details of all internal works such as skirtings, cornices, handrails, architraves, doors and fanlights as applicable) attached to planning permission HGY/2016/2340

Application No: **HGY/2016/4163** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 10/01/2017
 Location: Great Northern Railway Tavern 67 High Street N8 7QB
 Proposal: Approval of details pursuant to condition 8 (details on the (re)use of the fireplace at first floor level) attached to planning permission HGY/2016/2340

TPO Applications Decided: 1

Application No: **HGY/2016/4024** Officer: Duncan McKane
 Decision: GTD Decision Date: 18/01/2017
 Location: 16 Rokesly Avenue N8 8NR
 Proposal: Tree works to include crown reduction and routine maintenance of 1 x Mature Horse chetsnut Tree (T1) and crown reduction, routine maintenance and further assessment of 1 x mature Chestnut Tree (T3)

Total Applications Decided for Ward: 21WARD: **Muswell Hill****ADV Applications Decided: 1**

Application No: **HGY/2016/3862** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 17/01/2017
 Location: 90 Muswell Hill Broadway N10 3RU
 Proposal: Display of 1 x externally illuminated fascia sign and 1 x externally illuminated hanging sign

CLUP Applications Decided: 4

Application No: **HGY/2016/3537** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 06/12/2016
 Location: 17 Cranley Gardens N10 3AA
 Proposal: Certificate of lawfulness for construction of office in garden

Application No: **HGY/2016/3814** Officer: Anthony Traub
 Decision: PERM REQ Decision Date: 13/12/2016
 Location: 34 Park Avenue North N8 7RT
 Proposal: Certificate of lawfulness for insertion of front gable windows and rooflights to front elevation roofslope

Application No: **HGY/2016/3896** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 19/12/2016
 Location: 56 Warner Road N8 7HD
 Proposal: Certificate of lawfulness for alteration of roof from hip to gable and formation of rear dormer

Application No: **HGY/2017/0053** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 26/01/2017
 Location: 139 Priory Road N8 8NA
 Proposal: Certificate of lawfulness for loft conversion

COND Applications Decided: 1

Application No: **HGY/2016/3757** Officer: Sarah Madondo
 Decision: GTD Decision Date: 10/01/2017
 Location: 11 Princes Avenue N10 3LS
 Proposal: Variation of condition 2 (approved plans) attached to planning permission HGY/2016/1010 to allow for a new rear dormer to roof, and a window to replace existing door opening to side elevation, along with minor internal alterations.

FUL Applications Decided: 11

Application No: **HGY/2016/3111** Officer: Matthew Gunning
 Decision: GTD Decision Date: 25/01/2017
 Location: 43 Rookfield Avenue N10 3TS
 Proposal: Upgrade of existing concrete and gravel driveway. Removal of concrete and replacement with paving stones. Removal of gravel and replacement with lawn and planting plus drainage.

Application No: **HGY/2016/3262** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 28/11/2016
 Location: 131 Priory Road N8 8NA
 Proposal: Creation of crossover / dropped curb

Application No: **HGY/2016/3312** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 13/01/2017
 Location: 31 Cascade Avenue N10 3PT
 Proposal: Formation of side and rear dormer and conservation rooflight to the front elevation(amended description as the front dormer has been omitted from the scheme and replaced with a rooflight)

Application No: **HGY/2016/3340** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 29/11/2016
 Location: Everyman Cinema Fortis Green Road N10 3HP
 Proposal: Creation of a temporary wall opening, measuring 4.26m x 2.15m, on the southern flank wall in order to facilitate the movement of materials into circle level, as required in the construction of the proposals approved under listed building consent ref: HGY/2016/1529

Application No: **HGY/2016/3670** Officer: Sarah Madondo
 Decision: GTD Decision Date: 12/01/2017
 Location: 63 Hillfield Park N10 3QU
 Proposal: Construction of detached shed in rear garden

Application No: **HGY/2016/3824** Officer: Sarah Madondo
 Decision: GTD Decision Date: 19/01/2017
 Location: 80 Onslow Gardens N10 3JX
 Proposal: Refurbishment of this house and including the erection of a single storey side/ rear extension, the enlargement of an existing rear dormer window and a vehicle crossover to park a car.

Application No: **HGY/2016/3846** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 16/01/2017
 Location: 26 Princes Avenue N10 3LR
 Proposal: Alterations to the front drive

Application No: **HGY/2016/3860** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 16/01/2017
 Location: 90 Muswell Hill Broadway N10 3RU
 Proposal: Removal of existing and replacement with new shopfront (Scheme A)

Application No: **HGY/2016/3953** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 23/01/2017
 Location: 232 Park Road N8 8JX
 Proposal: Erection of rear ground floor conservatory extension and insertion of new bi-fold door within enlarged existing window opening to flank wall.

Application No: **HGY/2016/3964** Officer: Samuel Uff
 Decision: GTD Decision Date: 28/12/2016
 Location: Ground Floor Flat B 35 Farrer Road N8 8LD
 Proposal: Erection of a single storey rear extension

Application No: **HGY/2016/3985** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 03/01/2017
 Location: 24 Barrington Road N8 8QS
 Proposal: Erection of a single storey rear/side infill extension.

GLAR Applications Decided: 1

Application No: **HGY/2016/2106** Officer: Aaron Lau
 Decision: GTD Decision Date: 20/12/2016
 Location: St Lukes Woodside Hospital Woodside Avenue N10 3JA
 Proposal: Variation of Condition 1 (plans & specifications) following grant of Planning Permission HGY/2016/0242 for revised internal layouts relating to the Administration Building, Norton Lees and Roseneath resulting in a reduction of two units within the overall development, from 161 to 159 units.

LBC Applications Decided: 3

Application No: **HGY/2016/2101** Officer: Aaron Lau
 Decision: GTD Decision Date: 23/12/2016
 Location: St Lukes Woodside Hospital Woodside Avenue N10 3JA
 Proposal: Listed building consent for the conversion and refurbishment of the existing Grade 2 Listed administration building into five dwellings with associated landscaping

Application No: **HGY/2016/3342** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 29/11/2016
 Location: Everyman Cinema Fortis Green Road N10 3HP
 Proposal: Listed Building Consent for creation of a temporary wall opening, measuring 4.26m x 2.15m, on the southern flank wall in order to facilitate the movement of materials into circle level, as required in the construction of the proposals approved under listed building consent ref: HGY/2016/1529

Application No: **HGY/2016/3822** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 13/01/2017
 Location: 107-143 Muswell Hill Road N10 3HS
 Proposal: Listed building consent in connection with the non-material amendment application (HGY/2016/3792 submitted registered on 18/11/16) submitted to reduce the planter size and removal of obscure glazing to the window and provision of louvered panel to back of trellis. The scheme is complete in part on site. The flat and associated works externally was completed in summer 2016 (windows and planter dimensions) The addition of the trellis has not been completed

LCD Applications Decided: 2

Application No: **HGY/2016/3672** Officer: Anthony Traub
 Decision: GTD Decision Date: 13/12/2016
 Location: Flats 1-4 69 Hillfield Park N10 3QU
 Proposal: Replacement windows and doors

Application No: **HGY/2016/3730** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 23/12/2016
 Location: 11, 11a, 11b, & 11c Church Crescent N10 3NA
 Proposal: Replacement windows and doors

NON Applications Decided: 2

Application No: **HGY/2016/3500** Officer: Sarah Madondo
 Decision: GTD Decision Date: 20/12/2016
 Location: Land between 10-12 Muswell Hill Place N10 3RR

Proposal: Non-material amendment following a grant of planning permission HGY/2014/2555 for installation of solar panels on flat roof in order to gain Code for Sustainable Homes Level 4.

Application No: **HGY/2016/3792** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 15/12/2016
 Location: 107-143 Muswell Hill Road N10 3HS

Proposal: Non-material amendment following grants of planning permission HGY/2015/2147 & HGY/2013/1169 for the removal of the obscure glazing to the front elevation and amendments to the planter.

PNE Applications Decided: 1

Application No: **HGY/2016/3882** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 29/12/2016
 Location: 56 Warner Road N8 7HD

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.805m, for which the maximum height would be 3.251m and for which the height of the eaves would be 2.925m

RES Applications Decided: 4

Application No: **HGY/2016/3298** Officer: Aaron Lau
 Decision: GTD Decision Date: 29/11/2016
 Location: St Lukes Woodside Hospital Woodside Avenue N10 3JA

Proposal: Approval of details pursuant to condition 17 (refuse and waste storage and recycling) attached to planning permissions HGY/2013/2379 and HGY/2016/0242

Application No: **HGY/2016/3885** Officer: Christopher Smith
 Decision: GTD Decision Date: 13/01/2017
 Location: St Lukes Woodside Hospital Woodside Avenue N10 3JA

Proposal: Approval of details pursuant to condition 28 (details of external lighting) attached to planning permissions HGY/2013/2379 and HGY/2016/0242

Application No: **HGY/2016/3931** Officer: Christopher Smith
 Decision: GTD Decision Date: 23/01/2017
 Location: St Lukes Woodside Hospital Woodside Avenue N10 3JA

Proposal: Approval of details pursuant to condition 31 of planning permission HGY/2013/2379 and condition 32 of HGY/2016/0242 (doorstep and local playable spaces).

Application No: **HGY/2016/4031** Officer: Christopher Smith
 Decision: GTD Decision Date: 12/01/2017
 Location: St Lukes Woodside Hospital Woodside Avenue N10 3JA
 Proposal: Approval of details pursuant to the partial discharge of condition 25 (green roofs; parts a-d only) attached to planning permissions HGY/2013/2379 and HGY/2016/0242

Total Applications Decided for Ward: 30

WARD: **Noel Park**

ADV Applications Decided: 3

Application No: **HGY/2016/3642** Officer: Duncan McKane
 Decision: GTD Decision Date: 05/01/2017
 Location: Shropshire Hall Gladstone Avenue N22 6LD
 Proposal: Display of 3 x non-illuminated signage boards; 2 x to windows of front and side elevations of the building and 1 x mounted on steel posts along front boundary

Application No: **HGY/2016/3679** Officer: Duncan McKane
 Decision: GTD Decision Date: 06/12/2016
 Location: 9 High Road N22 6BH
 Proposal: Display of internally-illuminated fascia sign, internally-illuminated projecting sign and 3 x digital displays to shopfront

Application No: **HGY/2017/0090** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 12/01/2017
 Location: 3-4 The Broadway N22 6DS
 Proposal: Redecoration (repainting and applied vinyl to existing retained lettering) of existing hanging and box signs and surrounding shop front, installation of new externally illuminated fascia and trough light, retention of existing x4 shop front posters.

CLUP Applications Decided: 4

Application No: **HGY/2016/3796** Officer: Samuel Uff
 Decision: PERM DEV Decision Date: 30/11/2016
 Location: 55 High Road N22 6BH
 Proposal: Certificate of lawfulness for the use of the upper floors as residential

Application No: **HGY/2016/4042** Officer: Wendy Robinson
 Decision: PERM DEV Decision Date: 21/12/2016
 Location: 10 Hewitt Avenue N22 6QD
 Proposal: Certificate of lawfulness for the installation of roof lights to the rear roofslope

Application No: **HGY/2017/0058** Officer: Laurence Ackrill
 Decision: PERM DEV Decision Date: 26/01/2017
 Location: 5 Lyttleton Road N8 0QB
 Proposal: Lawful development certificate for proposed rear dormer roof extension

Application No: **HGY/2017/0224** Officer: Laurence Ackrill
 Decision: PERM DEV Decision Date: 27/01/2017
 Location: 163 Lymington Avenue N22 6JL
 Proposal: Certificate of lawfulness for a proposed single storey rear extension.

COND Applications Decided: 2

Application No: **HGY/2016/3739** Officer: Neil Collins
 Decision: GTD Decision Date: 15/12/2016
 Location: Unit C005 Ground Floor 5 Chocolate Factory Clarendon Road off Coburg Road N22 6XJ
 Proposal: Variation of condition 3 attached to planning permission HGY/2016/2315 for a change of opening hours from 0800-2300 to 0700-2300 Monday to Saturdays and not at all on Sundays and Bank Holidays.

Application No: **HGY/2016/3958** Officer: Wendy Robinson
 Decision: GTD Decision Date: 05/01/2017
 Location: 78-80 High Road N22 6HE
 Proposal: Removal of condition 4 (hours of operation) attached to planning permission HGY/2015/2197

FUL Applications Decided: 23

Application No: **HGY/2016/2876** Officer: Roland Sheldon
 Decision: GTD Decision Date: 02/12/2016
 Location: 43 High Road N22 6BH
 Proposal: Demolition of existing first floor rear extension, and erection of a first floor rear extension, erection of a rear dormer window and 3 front rooflights, insertion of 2 second floor side windows, change of use of part of second floor from ancillary storage, preparation area for commercial unit to residential use (Use Class C3) as part of creation of a 3-bedroom flat on the second and loft floors, insertion of new rear door to provide residential access.

Application No: **HGY/2016/3439** Officer: Duncan McKane
 Decision: REF Decision Date: 13/12/2016
 Location: Ground Floor Flat 79 Burghley Road N8 0QG
 Proposal: Erection of a single storey rear and side extension

Application No: **HGY/2016/3503** Officer: Emma McCready
 Decision: GTD Decision Date: 06/12/2016
 Location: 12 Turnpike Lane N8 0PT
 Proposal: Replacement of existing shop front with new shop-front and providing the residential entrance at the rear of the property.

Application No: **HGY/2016/3509** Officer: Emma McCready
 Decision: GTD Decision Date: 20/12/2016
 Location: 185,185b Ezra's Kitchen High Road N22 6BA
 Proposal: Retrospective change of use of land to outdoor seating area associated with Cafe/Sandwich Bar

Application No: **HGY/2016/3543** Officer: Nanayaa Ampoma
 Decision: REF Decision Date: 12/12/2016
 Location: 174 Morley Avenue N22 6NT
 Proposal: Loft conversion with rear dormer with two roof lights at the front elevation.

Application No: **HGY/2016/3560** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 20/12/2016
 Location: 174 Morley Avenue N22 6NT
 Proposal: Erection of single storey rear extension.

Application No:	HGY/2016/3587	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	30/11/2016
Location:	Ground Floor Flat A 3 Meads Road N22 6RN		
Proposal:	Erection of single storey wrap around side to rear extension		
Application No:	HGY/2016/3659	Officer:	Neil Collins
Decision:	GTD	Decision Date:	22/12/2016
Location:	151 Morley Avenue N22 6NP		
Proposal:	Erection of single storey rear infill extension and installation of roof lights on rear roof slope		
Application No:	HGY/2016/3687	Officer:	Neil Collins
Decision:	GTD	Decision Date:	20/01/2017
Location:	Shropshire Hall Gladstone Avenue N22 6LD		
Proposal:	Erection of grass mat screening to be attached to existing metal railings		
Application No:	HGY/2016/3701	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	07/12/2016
Location:	9 High Road N22 6BH		
Proposal:	Proposed alterations to shopfront including creation of new entrance, installation of recessed roller shutter and new glazing		
Application No:	HGY/2016/3707	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	07/12/2016
Location:	141 High Road N22 6BA		
Proposal:	Installation of replacement shopfront		
Application No:	HGY/2016/3735	Officer:	Emma McCready
Decision:	GTD	Decision Date:	19/01/2017
Location:	94 Pelham Road N22 6LP		
Proposal:	Single storey rear and side infill extension		
Application No:	HGY/2016/3741	Officer:	Emma McCready
Decision:	GTD	Decision Date:	20/12/2016
Location:	217A Gladstone Avenue N22 6LB		
Proposal:	Replacement of existing timber sash windows to the front elevation with new double glazed timber sash windows of the same style. Replacement of existing timber sash and casement windows to the side and rear elevations with new UPVC casement windows.		
Application No:	HGY/2016/3747	Officer:	Emma McCready
Decision:	GTD	Decision Date:	11/01/2017
Location:	112 High Road N22 6HE		
Proposal:	Change of use of part of unit from Class A1 (Retail) to Class A3 (Restaurant) with ancillary take away use.		
Application No:	HGY/2016/3789	Officer:	Conor Guilfoyle
Decision:	REF	Decision Date:	11/01/2017
Location:	25 Coleraine Road N8 0QJ		
Proposal:	Conversion from 3 storey mid-terrace single family dwelling house to 2no self-contained flats (1x 2 bed, 1x 3bed)		

Application No:	HGY/2016/3829	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	06/01/2017
Location:	234 Gladstone Avenue N22 6LE		
Proposal:	Installation of white painted timber sliding sash windows and green painted timber door to replace existing white uPVC windows and door on the front elevation of the property		
Application No:	HGY/2016/3909	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	12/01/2017
Location:	3-4 The Broadway N22 6DS		
Proposal:	Installation of new fascia and timber effect bronze cladding system to match repainted shopfront and cladding colour and minor alterations to the existing shopfront entrance door		
Application No:	HGY/2016/3962	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	11/01/2017
Location:	29 Westbeech Road N22 6HU		
Proposal:	Single storey rear extension.		
Application No:	HGY/2016/4005	Officer:	Duncan McKane
Decision:	REF	Decision Date:	17/01/2017
Location:	104 Farrant Avenue N22 6PE		
Proposal:	Erection of first floor rear extension		
Application No:	HGY/2016/4011	Officer:	Laurence Ackrill
Decision:	REF	Decision Date:	20/01/2017
Location:	69 Alexandra Road N8 0LG		
Proposal:	Two storey side extension, loft conversion comprising 3 velux windows Conversion and rear dormer and single storey side and rear extension and first floor rear bay window extension to facilitate the conversion of the property into 2 flats comprising 1No. 3-Bed & 1No. 2 Bed flats.		
Application No:	HGY/2016/4074	Officer:	Conor Guilfoyle
Decision:	REF	Decision Date:	20/01/2017
Location:	71 Russell Avenue N22 6QB		
Proposal:	Installation of three conservation-style roof lights on front roof slope and formation of rear dormer		
Application No:	HGY/2016/4093	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	04/01/2017
Location:	6 Cobham Road N22 6RP		
Proposal:	Replace existing single glazed timber windows with uPVC double glazed windows to match the existing		
Application No:	HGY/2017/0059	Officer:	Neil Collins
Decision:	REF	Decision Date:	26/01/2017
Location:	Silver Bullet Hazel Mews N22 6DT		
Proposal:	Use of the land for the siting of an American Airstream Trailer to be used for C 1 (boutique hotel accommodation) purposes with ancillary structures and spa		

Application No:	HGY/2016/3375	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	07/12/2016
Location:	7, 10, 41, 41A, 43, 43A, 47, 47A, 78, 91, 97, 97A, Gladstone Avenue N22		
Proposal:	Replacement windows and doors to timber and uPVC		
Application No:	HGY/2016/3379	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	07/12/2016
Location:	24-40 Gladstone Avenue N22 6LL		
Proposal:	Replacement windows and doors to timber and uPVC		
Application No:	HGY/2016/3418	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	07/12/2016
Location:	11, 49, 49A, 64, 66, 69, 69A, 71, 71A, 74, 85, 85A, Gladstone Avenue N22 6JU		
Proposal:	Replacement windows and doors to timber and uPVC		
Application No:	HGY/2016/3479	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	07/12/2016
Location:	111 Farrant Avenue N22 6PE		
Proposal:	Replacement windows and doors to timber and uPVC		
Application No:	HGY/2016/3566	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	02/12/2016
Location:	40 Alexandra Road N8 0PP		
Proposal:	Replacement windows to uPVC.		
Application No:	HGY/2016/3567	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	02/12/2016
Location:	102 Alexandra Road N8 0LJ		
Proposal:	Replacement windows and doors to uPVC.		
Application No:	HGY/2016/3568	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	05/12/2016
Location:	3 and 3a Brampton Park Road N22 6BG		
Proposal:	Replacement windows and doors to uPVC.		
Application No:	HGY/2016/3569	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	06/12/2016
Location:	1, 1A, 7 and 7A Caxton Road N22 6TB		
Proposal:	Replacement windows to uPVC.		
Application No:	HGY/2016/3571	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	06/12/2016
Location:	213 Farrant Avenue N22 6PG		
Proposal:	Replacement windows and doors to timber at front and uPVC to rear.		

Application No: **HGY/2016/3572** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 06/12/2016
 Location: 18 & 33 Farrant Avenue N22 6PB
 Proposal: Replacement windows and doors to timber at front and uPVC to rear.

Application No: **HGY/2016/3578** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 07/12/2016
 Location: 34 Russell Avenue N22 6PP
 Proposal: Replacement windows and doors to timber to the front and uPVC to rear.

Application No: **HGY/2016/3913** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 04/01/2017
 Location: 137 & 137A Gladstone Avenue N22 6LA
 Proposal: Replacement windows and doors with new timber framed windows and doors

Application No: **HGY/2016/3915** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 04/01/2017
 Location: 103 & 103A Gladstone Avenue N22 6LA
 Proposal: Replacement windows and doors with new timber framed windows and doors

Application No: **HGY/2016/3921** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 04/01/2017
 Location: 70, 74, & 85 Morley Avenue N22 6NG
 Proposal: Replacement windows and doors with new timber framed windows and doors

Total Applications Decided for Ward: 46

WARD: **Northumberland Park**

ADV Applications Decided: 1

Application No: **HGY/2016/3960** Officer: Duncan McKane
 Decision: GTD Decision Date: 16/01/2017
 Location: JLR Stratstone Mowlem Trading Estate Leaside Road N17 0QJ
 Proposal: Display of 1 x internally illuminated free standing facility sign, 2 x internally illuminated wall facility signs 1 x non illuminated welcome sign

CLDE Applications Decided: 1

Application No: **HGY/2016/4038** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 13/12/2016
 Location: 18 Ingleton Road N18 2RU
 Proposal: Certificate of Lawfulness for the conversion of property into two self-contained units.

CLUP Applications Decided: 2

Application No: **HGY/2016/3688** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 23/12/2016
 Location: 125 Brantwood Road N17 0DX
 Proposal: Lawful development certificate for proposed alterations to west elevation of warehouse

Application No: **HGY/2016/3780** Officer: Roland Sheldon
 Decision: PERM DEV Decision Date: 30/12/2016
 Location: 152 Park Lane N17 0JN
 Proposal: Certificate of lawfulness for proposed rear dormer with linked roof extension above the outrigger and insertion of 2 front rooflights to dwellinghouse.

FUL Applications Decided: 8

Application No: **HGY/2016/0593** Officer: David Farndon
 Decision: GTD Decision Date: 20/01/2017
 Location: 91 Brantwood Road N17 0DT
 Proposal: Erection of first floor rear extension and relocation of side entrance door

Application No: **HGY/2016/3457** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 01/12/2016
 Location: 30 Willoughby Park Road N17 0RA
 Proposal: Conversion from 8 room bedsit to four self-contained flats and erection of rear extension.

Application No: **HGY/2016/3469** Officer: Emma McCready
 Decision: GTD Decision Date: 02/12/2016
 Location: School House Northumberland Park Community School Trulock Road N17 0PG
 Proposal: Change of use from vacant residential dwelling (C3) to general school building (D1).

Application No: **HGY/2016/3689** Officer: Neil Collins
 Decision: GTD Decision Date: 06/01/2017
 Location: 17 Kings Road N17 8NP
 Proposal: Erection of rear dormer roof extension and installation of two roof lights in front roof slope

Application No: **HGY/2016/3855** Officer: Neil Collins
 Decision: GTD Decision Date: 09/01/2017
 Location: Tariff Works Tariff Road N17 0DX
 Proposal: Replacement canopy on front elevation

Application No: **HGY/2016/3884** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 09/01/2017
 Location: 41 Asplins Road N17 0NG
 Proposal: Double storey side/rear extension

Application No: **HGY/2016/3888** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 20/12/2016
 Location: Flat D 62 Northumberland Park N17 0TT
 Proposal: Roof extension involving 1 x no. rear dormer and 1 no. side dormer to facilitate a loft conversion

Application No: HGY/2016/4090 **Officer:** Kwaku Bossman-Gyamera
Decision: GTD **Decision Date:** 24/01/2017
Location: 102-103 Meridian Walk N17 8EH
Proposal: Change of of no.102 from cafe unit (A3) to retail (A1) and amalgamation with no.103; in conjunction with external alterations to provide new shop front.

LBC Applications Decided: 3

Application No: HGY/2016/3440 **Officer:** Emma McCready
Decision: GTD **Decision Date:** 29/11/2016
Location: 822 High Road N17 0EY
Proposal: Listed Building Consent for repairs and restoration of external envelope including windows, brickwork and shopfront, including surrounds and redecorations.

Application No: HGY/2016/3714 **Officer:** Duncan McKane
Decision: GTD **Decision Date:** 14/12/2016
Location: 799 High Road N17 8ER

Proposal: Listed Building Consent for repairs and restoration of external envelope including window replacements and renewal of shopfront and surrounds,

Application No: HGY/2016/4147 **Officer:** Emma McCready
Decision: GTD **Decision Date:** 12/01/2017
Location: 7 White Hart Lane N17 8DU

Proposal: Listed Building Consent for general external repairs, including window repairs and installation of secondary glazing.

LCD Applications Decided: 2

Application No: HGY/2016/3406 **Officer:** Roland Sheldon
Decision: GTD **Decision Date:** 28/11/2016
Location: 791 High Road N17 8AH

Proposal: Installation of new timber frame shop front, new aluminium gutters and downpipes, new double-glazed timber framed sash windows at upper floor levels on the front elevation of building, application of rusticated render to section of shopfront on White Hart Lane elevation, associated external renovations including restoring cornice and dentil mouldings, corbels and pilasters.

Application No: HGY/2016/3914 **Officer:** Roland Sheldon
Decision: GTD **Decision Date:** 20/01/2017
Location: 100 Whitehall Street N17 8BP

Proposal: Temporary change of use from use as a care home (Use Class C2) to temporary accommodation for families (Use Class C1).

PNE Applications Decided: 2

Application No: HGY/2016/3684 **Officer:** Anthony Traub
Decision: PN NOT REQ **Decision Date:** 13/12/2016
Location: 152 Park Lane N17 0JN

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: HGY/2016/3750 **Officer:** Anthony Traub
Decision: PN NOT REQ **Decision Date:** 13/12/2016
Location: 41 Asplins Road N17 0NG

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

RES Applications Decided: 4

Application No: **HGY/2016/4012** Officer: Roland Sheldon
 Decision: GTD Decision Date: 09/01/2017
 Location: 796 High Road N17 0DH
 Proposal: Discharge of condition 5 (details of materials, joinery and floor repair works) of Listed Building Consent application HGY/2015/1490 for erection of a single storey extension at ground floor level to the rear of No. 796 and associated internal and external works all in connection with the use of the building for office and ancillary uses, with associated landscaping.

Application No: **HGY/2016/4014** Officer: Roland Sheldon
 Decision: GTD Decision Date: 09/01/2017
 Location: 796 High Road N17 0DH
 Proposal: Discharge of condition 5 (details of materials, joinery and floor repair works) of planning application HGY/2015/1488 for erection of a single storey extension at ground floor level to the rear of No. 796 and associated internal and external works all in connection with the use of the building for office and ancillary uses, with associated landscaping.

Application No: **HGY/2016/4045** Officer: Wendy Robinson
 Decision: GTD Decision Date: 23/12/2016
 Location: 796 High Road N17 0DH
 Proposal: Approval of details pursuant to Condition 4 (hidden historic features) attached to planning permission HGY/2015/1488

Application No: **HGY/2016/4046** Officer: Wendy Robinson
 Decision: GTD Decision Date: 23/12/2016
 Location: 796 High Road N17 0DH
 Proposal: Approval of details pursuant to Condition 4 (hidden historic features) attached to planning permission HGY/2015/1490

Total Applications Decided for Ward: 23WARD: **St Anns****CLDE Applications Decided: 2**

Application No: **HGY/2016/3869** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 11/01/2017
 Location: 324 St Anns Road N15 3TA
 Proposal: Certificate of lawfulness for existing use of building as two self-contained two bedroom flats

Application No: **HGY/2016/3872** Officer: Duncan McKane
 Decision: REF Decision Date: 19/01/2017
 Location: Rear of 325 West Green Road N15 3PA
 Proposal: Certificate of lawfulness for an existing 1 x 1 bedroom residential unit

CLUP Applications Decided: 3

Application No: **HGY/2016/3787** Officer: Roland Sheldon
 Decision: PERM DEV Decision Date: 23/12/2016
 Location: 343 St Anns Road N15 3TL
 Proposal: Lawful development certificate for proposed erection of a rear dormer with roof extension above 2-storey rear projection and insertion of 2 front rooflights.

Application No: **HGY/2016/3963** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 12/01/2017
 Location: 72 Avondale Road N15 3SH
 Proposal: Lawful development certificate for rear dormer on rear roof slope and on outrigger.

Application No: **HGY/2017/0256** Officer: Sarah Madondo
 Decision: PERM DEV Decision Date: 27/01/2017
 Location: 81 Stanhope Gardens N4 1HY
 Proposal: Certificate of lawfulness for the erection of a rear dormer including insertion of 3 x rooflights to the front elevation

COND Applications Decided: 1

Application No: **HGY/2016/3798** Officer: Samuel Uff
 Decision: GTD Decision Date: 19/01/2017
 Location: 30 Woodlands Park Road N15 3RT
 Proposal: Minor material amendment (S.73) to planning permission HGY/2015/2227 to add an additional rear dormer to the main roofslope for the proposed studio flat

FUL Applications Decided: 7

Application No: **HGY/2016/3525** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 07/12/2016
 Location: 61 Etherley Road N15 3AL
 Proposal: Single storey side infill extension.

Application No: **HGY/2016/3626** Officer: Roland Sheldon
 Decision: GTD Decision Date: 27/01/2017
 Location: 71 Grand Parade N4 1DU
 Proposal: Retention of canopy enclosure with alterations and reduction in size to the rear of the premises for continued use as a smoking shelter.

Application No: **HGY/2016/3756** Officer: Wendy Robinson
 Decision: GTD Decision Date: 19/12/2016
 Location: Land rear of 1 Vicarage Parade West Green Road N15 3BL
 Proposal: Erection of three storey building to form 1 x 3 bed self-contained flat

Application No: **HGY/2016/3870** Officer: Duncan McKane
 Decision: GTD Decision Date: 19/01/2017
 Location: St Anns Church Hall 2 Avenue Road N15 5JG
 Proposal: Demolition of existing 1 storey rear extension to the rear of the building and erection of a two storey extension to create 1 no. two bed and 2 no. one bed self contained flats with 2 no. first floor balconies, cycle parking and bin stores to rear / side. Erection of single storey extension to front of building.

Application No: **HGY/2016/3951** Officer: Samuel Uff
 Decision: GTD Decision Date: 23/12/2016
 Location: First Floor Flat B 28 Conway Road N15 3BA
 Proposal: Rear dormer roof extension

Application No: **HGY/2016/3994** Officer: Gareth Prosser
 Decision: GTD Decision Date: 19/01/2017
 Location: 21 Cranleigh Road N15 3AB
 Proposal: Demolition of existing garge and erection of Single storey rear extension.

Application No: **HGY/2016/4202** Officer: Roland Sheldon
 Decision: GTD Decision Date: 25/01/2017
 Location: Ground Floor Flat 145 Harringay Road N15 3HP
 Proposal: Erection of single storey side to rear and rear extension to existing ground floor flat.

LCD Applications Decided: 1

Application No: **HGY/2016/3821** Officer: Wendy Robinson
 Decision: GTD Decision Date: 23/12/2016
 Location: Victoria Crescent N15 5LR
 Proposal: Erection of a pre cast concrete shed for storage and collection of bulk refuse

NON Applications Decided: 1

Application No: **HGY/2016/3957** Officer: Duncan McKane
 Decision: GTD Decision Date: 17/01/2017
 Location: 67 Glenwood Road N15 3JS
 Proposal: Non material amendment following a grant of planning permission (HGY/2015/3047) to create a false mono-pitched roof over the rear extension.

PNE Applications Decided: 7

Application No: **HGY/2016/3704** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 30/11/2016
 Location: 68 Black Boy Lane N15 3AR
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.55m, for which the maximum height would be 3.9m and for which the height of the eaves would be 3m

Application No: **HGY/2016/3766** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 15/12/2016
 Location: 156 Roslyn Road N15 5JJ
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2016/3912** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 29/12/2016
 Location: 20 Kimberley Gardens N4 1LF
 Proposal: Erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 6m for which the maximum height would be 3.1m, and for which the height of the eaves would be 2.89m

Application No: **HGY/2016/3989** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 11/01/2017
 Location: 5 Chesterfield Gardens N4 1LJ
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.95m and for which the height of the eaves would be 2.95m

Application No:	HGY/2016/4018	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	16/01/2017
Location:	42 Black Boy Lane N15 3AR		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.976m		
Application No:	HGY/2016/4020	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	16/01/2017
Location:	21 Clinton Road N15 5BH		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 4.25m, for which the maximum height would be 3.35m and for which the height of the eaves would be 2.9m		
Application No:	HGY/2016/4060	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	16/01/2017
Location:	32 Station Crescent N15 5BE		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 5.5m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.7m		

Total Applications Decided for Ward: 22

WARD: **Seven Sisters**

CLDE Applications Decided: 2

Application No:	HGY/2016/3564	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	13/12/2016
Location:	25 Crowland Road N15 6UL		
Proposal:	Lawful development certificate for existing use as two self contained flats.		
Application No:	HGY/2016/4066	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	10/01/2017
Location:	Nik Nak Cottage Vale Road N4 1TD		
Proposal:	Certificate of lawfulness for the use of the premises as B8 Storage & Distribution warehouse		

CLUP Applications Decided: 7

Application No:	HGY/2016/1285	Officer:	Duncan McKane
Decision:	NPW	Decision Date:	01/12/2016
Location:	110 Fairview Road N15 6TR		
Proposal:	Certificate of Lawfulness for the erection of an extension on the rear outrigger		
Application No:	HGY/2016/4043	Officer:	Laurence Ackrill
Decision:	PERM DEV	Decision Date:	08/12/2016
Location:	11 Beechfield Road N4 1PD		
Proposal:	Lawful development certificate for a proposed rear dormer roof extension and front elevation rooflights		
Application No:	HGY/2016/4062	Officer:	Wendy Robinson
Decision:	PERM DEV	Decision Date:	09/12/2016
Location:	19 Cadoxton Avenue N15 6LB		
Proposal:	Certificate of lawfulness for a single storey rear extension		

Application No: **HGY/2016/4153** Officer: Wendy Robinson
 Decision: PERM DEV Decision Date: 21/12/2016
 Location: 500 Seven Sisters Road N15 6EP
 Proposal: Certificate of lawfulness for a single storey rear extension and rear roof dormer extension

Application No: **HGY/2017/0017** Officer: Neil Collins
 Decision: PERM DEV Decision Date: 20/01/2017
 Location: 1 Barry Avenue N15 6AD
 Proposal: Lawful development certificate for a proposed single storey rear extension

Application No: **HGY/2017/0084** Officer: Aaron Lau
 Decision: PERM DEV Decision Date: 11/01/2017
 Location: 37 Lealand Road N15 6JS
 Proposal: Formation of second floor roof addition

Application No: **HGY/2017/0191** Officer: Sarah Madondo
 Decision: PERM DEV Decision Date: 25/01/2017
 Location: 158 Hermitage Road N4 1NL
 Proposal: Certificate of lawfulness for erection of a rear dormers on rear roof slope and outrigger including 2 x rooflights to the front elevation.

FUL Applications Decided: 17

Application No: **HGY/2016/0110** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 07/12/2016
 Location: 9 Craven Park Road N15 6AA
 Proposal: Demolition of existing residential building and erection of a new Jewish ritual bath consisting of three storey above ground level and two below comprising 44 bathrooms and 8 mikvah pools with rainwater storage and underground water well.

Application No: **HGY/2016/3221** Officer: David Farndon
 Decision: REF Decision Date: 13/01/2017
 Location: 20 Ermine Road N15 6DB
 Proposal: Erection of a three storey one bedroom dwelling attached to the existing end of terrace

Application No: **HGY/2016/3436** Officer: Emma McCready
 Decision: REF Decision Date: 05/12/2016
 Location: 47 Elm Park Avenue N15 6UW
 Proposal: Erection of a single storey rear extension

Application No: **HGY/2016/3514** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 28/11/2016
 Location: 6 Rostrevor Avenue N15 6LR
 Proposal: Erection of single storey rear extension (retrospective)

Application No:	HGY/2016/3633	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	12/12/2016
Location:	112 Wargrave Avenue N15 6UA		
Proposal:	Erection of additional storey "Type 3" extension		
Application No:	HGY/2016/3696	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	20/12/2016
Location:	68 Wellington Avenue N15 6BB		
Proposal:	Erection of additional storey 'Type 3'		
Application No:	HGY/2016/3808	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	03/01/2017
Location:	54 High Road N15 6JU		
Proposal:	Removal of existing pallisade fencing and gates and installation of ornamental steel railings, with gates at existing pavement crossovers to High Road and Norfolk Avenue elevations .		
Application No:	HGY/2016/3838	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	23/12/2016
Location:	71 Wellington Avenue N15 6AX		
Proposal:	Erection of additional storey "Type 3" design		
Application No:	HGY/2016/3843	Officer:	Emma McCready
Decision:	REF	Decision Date:	10/01/2017
Location:	119 + 121 Wargrave Avenue N15 6TX		
Proposal:	Proposed ground floor and first floor rear extension at No. 119 Wargrave Avenue and first floor rear extension at No.121 Wargrave Avenue.		
Application No:	HGY/2016/3845	Officer:	Samuel Uff
Decision:	REF	Decision Date:	23/12/2016
Location:	41 Wellington Avenue N15 6AX		
Proposal:	Erection of an additional storey ('Type 3' extension) and three storey side extension		
Application No:	HGY/2016/3850	Officer:	Duncan McKane
Decision:	REF	Decision Date:	17/01/2017
Location:	Florentia Clothing Village Flat 1 Vale Road N4 1TD		
Proposal:	Erection of roof extension to create additional storey at second floor level		
Application No:	HGY/2016/3852	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	16/12/2016
Location:	68 Heysham Road N15 6HL		
Proposal:	Formation of rear roof dormer extension and installation of two roof lights in the front roof slope		
Application No:	HGY/2016/3986	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	26/01/2017
Location:	102 Wargrave Avenue N15 6UA		
Proposal:	Erection of additional storey 'Type 3'		

Application No: **HGY/2016/4080** Officer: Aaron Lau
 Decision: GTD Decision Date: 19/01/2017
 Location: Ground Floor Flat 33 Eade Road N4 1DJ
 Proposal: Erection of a ground floor rear extension

Application No: **HGY/2016/4086** Officer: Samuel Uff
 Decision: GTD Decision Date: 24/01/2017
 Location: 25 Crowland Road N15 6UL
 Proposal: Rear dormer roof extension to first floor flat

Application No: **HGY/2016/4104** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 11/01/2017
 Location: 22 Lealand Road N15 6JS
 Proposal: Erection of 'Type 3' loft extension and single storey side and rear extension.

Application No: **HGY/2016/4131** Officer: Duncan McKane
 Decision: REF Decision Date: 25/01/2017
 Location: Flat A 22 St Johns Road N15 6QP
 Proposal: Loft conversion to include erection of a roof extension over the rear projection

LCD Applications Decided: 1

Application No: **HGY/2016/3803** Officer: Duncan McKane
 Decision: GTD Decision Date: 13/12/2016
 Location: 77 & 77A St Anns Road N15 6NJ
 Proposal: Replacement of timber framed windows with PVCu windows and doors

NON Applications Decided: 1

Application No: **HGY/2016/4088** Officer: Duncan McKane
 Decision: GTD Decision Date: 09/01/2017
 Location: 6 Clifton Gardens N15 6AP
 Proposal: Non material amendment following a granting of planning permission (HGY/2016/0335) to change proposed rear elevation materials from painted brick to rendered brick

PNC Applications Decided: 1

Application No: **HGY/2016/3604** Officer: Emma McCready
 Decision: PN GRANT Decision Date: 12/12/2016
 Location: Omega Works Hermitage Road N4 1LZ
 Proposal: Prior approval for change of use from storage (Class B8) to residential (Class C3)

PNE Applications Decided: 9

Application No: **HGY/2016/3751** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 13/12/2016
 Location: 220 Hermitage Road N4 1NN
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.4m, for which the maximum height would be 3m and for which the height of the eaves would be 2.5m

Application No:	HGY/2016/3753	Officer:	Anthony Traub
Decision:	PN REFUSED	Decision Date:	19/12/2016
Location:	48 Ferndale Road N15 6UQ		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.65m and for which the height of the eaves would be 2.65m		
Application No:	HGY/2016/3776	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	15/12/2016
Location:	47 Elm Park Avenue N15 6UW		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		
Application No:	HGY/2016/3871	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	28/12/2016
Location:	125 Castlewood Road N15 6BD		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.9m		
Application No:	HGY/2016/3990	Officer:	Anthony Traub
Decision:	PN REFUSED	Decision Date:	11/01/2017
Location:	7 Wargrave Avenue N15 6UH		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 5.5m, for which the maximum height would be 4m and for which the height of the eaves would be 3m		
Application No:	HGY/2016/4022	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	16/01/2017
Location:	134 Gladesmore Road N15 6TH		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 5.35m, for which the maximum height would be 2.97m and for which the height of the eaves would be 2.97m		
Application No:	HGY/2016/4114	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	23/01/2017
Location:	25 Rostrevor Avenue N15 6LA		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 5.74m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		
Application No:	HGY/2016/4157	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	23/01/2017
Location:	500 Seven Sisters Road N15 6EP		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		
Application No:	HGY/2016/4158	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	24/01/2017
Location:	500 Seven Sisters Road N15 6EP		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 3.7m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		

Total Applications Decided for Ward: 38

WARD: **Stroud Green**

CLDE Applications Decided: 3

Application No: **HGY/2016/3623** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 23/12/2016
 Location: 128 Stapleton Hall Road N4 4QB
 Proposal: Use of basement and ground floors as 2 self-contained flats

Application No: **HGY/2016/3661** Officer: Sarah Madondo
 Decision: GTD Decision Date: 09/01/2017
 Location: 34 Ferme Park Road N4 4ED
 Proposal: Use of second floor of property as self-contained flat (certificate of lawfulness for an existing use)

Application No: **HGY/2016/3690** Officer: Sarah Madondo
 Decision: GTD Decision Date: 09/01/2017
 Location: 34 Ferme Park Road N4 4ED
 Proposal: Use of the first floor as two flats (certificate of lawfulness for an existing use)

FUL Applications Decided: 19

Application No: **HGY/2016/3313** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 01/12/2016
 Location: 95 Weston Park N8 9PR
 Proposal: Loft conversion including formation of rear dormer and roof terrace and insertion of front rooflights

Application No: **HGY/2016/3322** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 02/12/2016
 Location: First Floor Flat 110 Inderwick Road N8 9JY
 Proposal: Formation of rear dormer extension and insertion of rooflights to front of main roof

Application No: **HGY/2016/3332** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 12/12/2016
 Location: 2A Lancaster Road N4 4PP
 Proposal: Construction of two bedroom dwelling with basement and ground floor levels

Application No: **HGY/2016/3347** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 05/12/2016
 Location: 12 Perth Road N4 3HB
 Proposal: Extension of second storey to the rear of the property, over existing first storey structure below to provide an additional bedroom, and internal reconfiguration to include the introduction of an additional bathroom.

Application No: **HGY/2016/3395** Officer: Sarah Madondo
 Decision: REF Decision Date: 06/12/2016
 Location: 24 Oxford Road N4 3EY
 Proposal: Replacement of existing single-glazed timber windows with uPVC double-glazed windows to match the existing

Application No: **HGY/2016/3401** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 07/12/2016
 Location: 7 Bridgemount Mews Mount Pleasant Villas N4 4AG
 Proposal: Two storey rear extension to existing three storey townhouse

Application No:	HGY/2016/3494	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	06/12/2016
Location:	Flat B 222 Stapleton Hall Road N4 4QR		
Proposal:	Installation of 2 new velux-type roof lights and replace 2 existing. All new windows will match the existing mid grey velux-type windows.		
Application No:	HGY/2016/3536	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	06/12/2016
Location:	222 Stapleton Hall Road N4 4QR		
Proposal:	Replacement of standard garden shed with installation of a Norwegian spruce clad garden room at the rear boundary of private garden		
Application No:	HGY/2016/3598	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	23/12/2016
Location:	Flat A 173 Mount View Road N4 4JT		
Proposal:	Widening of existing rear facing dormer with recessed balcony and roof lights on Mount View Road		
Application No:	HGY/2016/3601	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	23/12/2016
Location:	85 Ridge Road N8 9NP		
Proposal:	Conversion of integrated garage into a habitable living space. Replacement of existing garage door with openable glazing system.		
Application No:	HGY/2016/3637	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	23/12/2016
Location:	First Floor Flat 24 Uplands Road N8 9NL		
Proposal:	Roof extension, replace rear balcony with Juliette balcony, window and door replacement and new rooflights.		
Application No:	HGY/2016/3668	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	15/12/2016
Location:	Flat 2 74 Upper Tollington Park N4 4NB		
Proposal:	Replacement of aluminium windows with timber sash windows to front and rear elevation. Installation of single roof-light to existing rear extension. Replacement of door and window to rear of property with sliding folding timber double-glazed doors and replacement of iron deck with timber/iron decking at first floor to improve access		
Application No:	HGY/2016/3818	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	24/01/2017
Location:	Flat 1 163 Mount View Road N4 4JT		
Proposal:	Erection of extension to the existing single storey rear extension.		
Application No:	HGY/2016/3970	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	06/01/2017
Location:	Flat A 22 Oxford Road N4 3EY		
Proposal:	Single storey side and rear extension following demolition of existing rear projection. Replacement ground floor front elevation timber framed windows to match existing.		
Application No:	HGY/2016/3971	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	12/01/2017
Location:	First Floor Flat 146 Weston Park N8 9PN		
Proposal:	Loft conversion to include formation of a rear roof extension		

Application No:	HGY/2016/4073	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	23/01/2017
Location:	27 Nelson Road N8 9RX		
Proposal:	Single storey rear extension		
Application No:	HGY/2016/4129	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	25/01/2017
Location:	31 Oxford Road N4 3HA		
Proposal:	Replace existing single glazed timber windows with timber double glazed windows		
Application No:	HGY/2016/4133	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	25/01/2017
Location:	19 Oxford Road N4 3HA		
Proposal:	Replace existing single glazed timber windows with timber double glazed windows to match the existing		
Application No:	HGY/2017/0043	Officer:	Emma McCready
Decision:	GTD	Decision Date:	27/01/2017
Location:	Ground Floor Flat A 19 Oakfield Road N4 4NH		
Proposal:	Changing the windows to an existing outbuilding		

LCD Applications Decided: 5

Application No:	HGY/2016/3674	Officer:	Anthony Traub
Decision:	GTD	Decision Date:	22/12/2016
Location:	17 & 17a Dagmar Road N4 4NY		
Proposal:	Replacement windows and doors		
Application No:	HGY/2016/3727	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	23/12/2016
Location:	33 & 33a Mayfield Road N8 9LL		
Proposal:	Replacement windows and doors		
Application No:	HGY/2016/3728	Officer:	Anthony Traub
Decision:	GTD	Decision Date:	15/12/2016
Location:	30a, 30b, & 30c Lorne Road N4 3RT		
Proposal:	Replacement windows and doors		
Application No:	HGY/2016/3920	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	06/01/2017
Location:	86-102 Lancaster Road N4 4PS		
Proposal:	Replacement of timber framed windows and doors with uPVC framed windows and doors		
Application No:	HGY/2016/3977	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	17/01/2017
Location:	26 Uplands Road N8 9NL		
Proposal:	Replacement windows and doors to uPVC		

PNC Applications Decided: 1

Application No: **HGY/2016/3878** Officer: Laurence Ackrill
 Decision: PN NOT REQ Decision Date: 05/01/2017
 Location: 38B Stroud Green Road N4 3ES
 Proposal: Prior Approval for change of use from B1(a) (office) to C3 (dwelling house)

RES Applications Decided: 3

Application No: **HGY/2016/4050** Officer: Wendy Robinson
 Decision: GTD Decision Date: 28/12/2016
 Location: 8 Lorne Road N4 3RT
 Proposal: Approval of details pursuant to Condition 4 (privacy screens) attached to planning permission HGY/2015/3445

Application No: **HGY/2017/0211** Officer: Sarah Madondo
 Decision: GTD Decision Date: 25/01/2017
 Location: 92A Stapleton Hall Road N4 4QA
 Proposal: Approval of details pursuant to condition 4 (Hard and Soft landscaping) attached to planning permission HGY/2014/0697

Application No: **HGY/2017/0212** Officer: Sarah Madondo
 Decision: GTD Decision Date: 25/01/2017
 Location: 92A Stapleton Hall Road N4 4QA
 Proposal: Approval of details pursuant to condition 5 (Green Roof) attached to planning permission HGY/2014/0697

Total Applications Decided for Ward: 31WARD: **Tottenham Green****CLDE Applications Decided: 2**

Application No: **HGY/2016/3605** Officer: Emma McCready
 Decision: GTD Decision Date: 08/12/2016
 Location: 249 Philip Lane N15 4AE
 Proposal: Lawful development certificate for existing rear dormer window

Application No: **HGY/2016/4004** Officer: Wendy Robinson
 Decision: REF Decision Date: 07/12/2016
 Location: 16 Seaford Road N15 5DY
 Proposal: Certificate of lawfulness for a rear roof dormer extension (existing development)

CLUP Applications Decided: 10

Application No: **HGY/2016/3519** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 07/12/2016
 Location: 26 Greenfield Road N15 5EP
 Proposal: Certificate of lawfulness for a proposed loft conversion to include L-shaped roof dormer extension to rear and 2 no rooflights to front roof slope.

Application No:	HGY/2016/3611	Officer:	Samuel Uff
Decision:	PERM DEV	Decision Date:	28/12/2016
Location:	36 Roslyn Road N15 5ET		
Proposal:	Lawful Development Certificate for erection of a single storey rear extension		
Application No:	HGY/2016/3754	Officer:	Wendy Robinson
Decision:	PERM DEV	Decision Date:	02/12/2016
Location:	77 Greenfield Road N15 5ER		
Proposal:	Certificate of lawfulness for a rear roof dormer extension		
Application No:	HGY/2016/3864	Officer:	Kwaku Bossman-Gyamera
Decision:	PERM DEV	Decision Date:	30/12/2016
Location:	17 Seaford Road N15 5DU		
Proposal:	Lawful development certificate for proposed loft conversion with front roof-lights and rear dormers. Single storey rear extension.		
Application No:	HGY/2016/3879	Officer:	Neil Collins
Decision:	PERM DEV	Decision Date:	11/01/2017
Location:	14 Earlsmead Road N15 4DA		
Proposal:	Lawful development certificate for proposed rear roof extension		
Application No:	HGY/2016/3929	Officer:	Conor Guilfoyle
Decision:	PERM DEV	Decision Date:	13/01/2017
Location:	3 Seaford Road N15 5DU		
Proposal:	Certificate of lawfulness for proposed formation of rear roof dormer extension and insertion of two front roof lights		
Application No:	HGY/2016/3999	Officer:	Duncan McKane
Decision:	PERM DEV	Decision Date:	04/01/2017
Location:	25 Townsend Road N15 4NT		
Proposal:	Certificate of lawfulness for erection of an L shaped rear roof extension and installation of 3 x rooflights to front roof slope.		
Application No:	HGY/2016/4006	Officer:	Samuel Uff
Decision:	NOT DEV	Decision Date:	08/12/2016
Location:	Unit 2 High Cross Centre Fountayne Road N15 4QL		
Proposal:	Lawful development certificate for proposed subdivision of existing industrial unit into two units		
Application No:	HGY/2016/4083	Officer:	Wendy Robinson
Decision:	PERM DEV	Decision Date:	14/12/2016
Location:	5 Spur Road N15 4AA		
Proposal:	Certificate of lawfulness for a rear roof dormer extension and insertion of three roof lights to the front roof slope.		
Application No:	HGY/2017/0178	Officer:	Samuel Uff
Decision:	PERM DEV	Decision Date:	23/01/2017
Location:	36 Roslyn Road N15 5ET		
Proposal:	Lawful Development Certificate for rear dormer roof extension		

Application No: **HGY/2017/0026** Officer: Fortune Gumbo
 Decision: FLEXGTD Decision Date: 06/01/2017
 Location: Unit 22 2 Norman Road N15 4ND
 Proposal: Flexible Change of use under Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 starting from 01/01/2017: Existing Use Class A3 - Proposed Use Class Food Preparation

FUL Applications Decided: 13

Application No: **HGY/2016/0646** Officer: Samuel Uff
 Decision: GTD Decision Date: 06/12/2016
 Location: 14 + 16 Bedford Road N15 4HA
 Proposal: Erection of ground floor side extensions, insertion of roof lights and reconfiguration of existing flats

Application No: **HGY/2016/3392** Officer: Emma McCready
 Decision: REF Decision Date: 08/12/2016
 Location: 2 Summerhill Road N15 4HD
 Proposal: Conversion of ground/lower ground floor 1 & 3 bedroom units into 2 units comprising a studio flat & 3-bedroom unit and alterations to side fenestration.

Application No: **HGY/2016/3619** Officer: Emma McCready
 Decision: REF Decision Date: 14/12/2016
 Location: 266-268 High Road N15 4AJ
 Proposal: Retrospective - new shop front, erection of decking and canopy to rear, addition of flue and extract to rear.

Application No: **HGY/2016/3655** Officer: Roland Sheldon
 Decision: GTD Decision Date: 21/12/2016
 Location: 102 West Green Road N15 5AA
 Proposal: Erection of part ground floor, part first floor rear extensions, conversion of existing 3-bedroom flat at first and second floor levels into two x 1 bed 2 person flats

Application No: **HGY/2016/3663** Officer: Wendy Robinson
 Decision: GTD Decision Date: 07/12/2016
 Location: Old Retail Unit Seven Sisters Underground Station Seven Sisters Road N15 5LA
 Proposal: Modifications and renovations of commercial unit

Application No: **HGY/2016/3782** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/12/2016
 Location: Flat A 40 West Green Road N15 5NP
 Proposal: Erection of a dormer in the rear roof slope and installation of roof lights on the front roof slope

Application No: **HGY/2016/3785** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/12/2016
 Location: 226 West Green Road N15 5AP
 Proposal: Demolition of existing rear conservatory. Erection of single storey rear extension

Application No: **HGY/2016/3899** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 18/01/2017
 Location: 81 Roslyn Road N15 5JB
 Proposal: Formation of a rear dormer window. Erection of a single storey rear wraparound extension; replacement new sash windows and other minor alterations.

Application No: **HGY/2016/3935** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 11/01/2017
 Location: 37 Seaford Road N15 5DU
 Proposal: Single storey rear and side infill extension

Application No: **HGY/2016/4040** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 12/01/2017
 Location: First Floor Flat B 42 Elmar Road N15 5DJ
 Proposal: Rear dormer roof extension

Application No: **HGY/2016/4041** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 10/01/2017
 Location: Ground Floor Flat A 42 Elmar Road N15 5DJ
 Proposal: Single storey rear extension

Application No: **HGY/2016/4067** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/01/2017
 Location: 11 Seaford Road N15 5DU
 Proposal: Proposed single storey side and rear extension.

Application No: **HGY/2016/4125** Officer: Samuel Uff
 Decision: GTD Decision Date: 18/01/2017
 Location: 36 Roslyn Road N15 5ET
 Proposal: Erection of single storey rear and rear infill extension

LCD Applications Decided: 1

Application No: **HGY/2016/3979** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 17/01/2017
 Location: 2A Westerfield Road N15 5LD
 Proposal: Replacement windows and doors to uPVC

NON Applications Decided: 2

Application No: **HGY/2016/4103** Officer: Christopher Smith
 Decision: GTD Decision Date: 18/01/2017
 Location: Apex House 820 Seven Sisters Road N15 5PQ
 Proposal: Non-material amendment following a grant of planning permission HGY/2015/2915 to reword part of condition 11, to allow for demolition works to concrete slab level to be carried out prior to the discharge of condition 11 (b) and (c)

Application No: **HGY/2016/4127** Officer: Roland Sheldon
 Decision: GTD Decision Date: 22/12/2016
 Location: 196 West Green Road N15 5AG

Proposal: Non-material amendment to update the description of development for planning permission HGY/2015/2902 from:

Demolition of existing hand car wash and garage commercial unit with rear warehouse buildings, and erection of new commercial unit (B1) at ground floor level and 2x one bed flats and 2x two bed flat at first and second floor levels (Amended scheme to replace the approved ground floor level commercial units with 2 x 1 bed flats on the front building and 1 x 2 bed flat to the rear boundary)

To:

Demolition of existing hand car wash and garage commercial unit with rear warehouse buildings, and erection of 2 new residential buildings consisting of 3x one bed flats, 3x two bed flats and 1x three bed flat.

Under Section 96a of the Town and Country Planning Act 1990 (to ensure the description reflects the approved documents).

PNE Applications Decided: 2

Application No: **HGY/2016/3708** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 13/12/2016
 Location: 52 Greenfield Road N15 5EP

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2016/4076** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 16/01/2017
 Location: 114 Seaford Road N15 5DT

Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

RES Applications Decided: 10

Application No: **HGY/2016/3098** Officer: Wendy Robinson
 Decision: GTD Decision Date: 15/12/2016
 Location: 318-320 High Road N15 4BN

Proposal: Approval of details pursuant to Condition 8 (remediation) (full discharge) attached to planning permission HGY/2013/1985

Application No: **HGY/2016/3372** Officer: Christopher Smith
 Decision: GTD Decision Date: 05/12/2016
 Location: Wards Corner Site High Road N15

Proposal: Approval of details pursuant to condition 13 (details of drainage works) attached to planning permission HGY/2012/0915.

Application No: **HGY/2016/3374** Officer: Christopher Smith
 Decision: GTD Decision Date: 05/12/2016
 Location: Wards Corner Site High Road N15

Proposal: Approval of details pursuant to condition 3 (materials - part discharge of condition) attached to planning permission HGY/2012/0915.

Application No:	HGY/2016/3376	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	14/12/2016
Location:	Wards Corner Site High Road N15		
Proposal:	Approval of details pursuant to condition 15 (site specific environmental management plan) attached to planning permission HGY/2012/0915.		
Application No:	HGY/2016/3377	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	01/12/2016
Location:	Wards Corner Site High Road N15		
Proposal:	Approval of details pursuant to condition 28 (impact studies of the existing water supply infrastructure) attached to planning permission HGY/2012/0915.		
Application No:	HGY/2016/3533	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	13/12/2016
Location:	Apex House 820 Seven Sisters Road N15 5PQ		
Proposal:	Approval of details pursuant to Condition 11 (part a only - desktop study - site contamination) attached to planning permission HGY/2015/2915.		
Application No:	HGY/2016/3534	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	25/01/2017
Location:	Apex House 820 Seven Sisters Road N15 5PQ		
Proposal:	Approval of details pursuant to Condition 15 (Air Quality and Dust Management Plan - in part only, NRMM to be confirmed under a separate application) attached to planning permission HGY/2015/2915.		
Application No:	HGY/2016/3545	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	21/12/2016
Location:	2 Lawrence Yard N15 4EG		
Proposal:	Approval of details pursuant to condition 3 (external plant) attached to planning permission HGY/2014/2366		
Application No:	HGY/2016/3546	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	21/12/2016
Location:	2 Lawrence Yard N15 4EG		
Proposal:	Approval of details pursuant to condition 4 (Method of Construction Statement) attached to planning permission HGY/2014/2366		
Application No:	HGY/2016/3547	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	21/12/2016
Location:	2 Lawrence Yard N15 4EG		
Proposal:	Approval of details pursuant to condition 6 (details of the external materials) attached to planning permission HGY/2014/2366		

TEL Applications Decided: 1

Application No:	HGY/2016/3612	Officer:	Wendy Robinson
Decision:	PN GRANT	Decision Date:	05/12/2016
Location:	Lamp post TA16A and lamp post WG1P Town Hall Approach Road and West Green Rd		
Proposal:	Installation of two small cells electronic communications apparatus to be attached to existing lamp posts		

Total Applications Decided for Ward: 42

WARD: **Tottenham Hale**

ADV Applications Decided: 1

Application No: **HGY/2016/3421** Officer: Neil Collins
 Decision: GTD Decision Date: 27/01/2017
 Location: 502-508 High Road N17 9JF
 Proposal: Display of 1 x halo illuminated fascia advertisement, 1 x projecting advertisement and 1 x illuminated screen advertisement

CLDE Applications Decided: 2

Application No: **HGY/2016/3664** Officer: Samuel Uff
 Decision: GTD Decision Date: 06/12/2016
 Location: 106 Thackeray Avenue N17 9EA
 Proposal: Lawful development certificate (for existing use) for retrospective subdivision of dwelling into 2 x self contained flats

Application No: **HGY/2016/3678** Officer: Neil Collins
 Decision: GTD Decision Date: 21/12/2016
 Location: 50 Mafeking Road N17 9BG
 Proposal: Lawful development certificate for an existing rear dormer roof extension

CLUP Applications Decided: 6

Application No: **HGY/2016/3512** Officer: Conor Guilfoyle
 Decision: PERM DEV Decision Date: 01/12/2016
 Location: 55 Rosebery Avenue N17 9SE
 Proposal: Certificate of lawfulness for proposed loft conversion comprising the installation of one front roof light and the formation of a rear roof dormer extension

Application No: **HGY/2016/3697** Officer: Kwaku Bossman-Gyamera
 Decision: PERM DEV Decision Date: 20/12/2016
 Location: 20 Hampden Lane N17 0AS
 Proposal: Lawful Development Certificate for a Proposed Use: Loft conversion with a rear dormer extension

Application No: **HGY/2016/4027** Officer: Wendy Robinson
 Decision: PERM DEV Decision Date: 13/12/2016
 Location: Unit 17-18 Lockwood Industrial Park Mill Mead Road N17 9QP
 Proposal: Certificate of lawfulness for a proposed use: temporary structure(s)

Application No: **HGY/2016/4035** Officer: Aaron Lau
 Decision: PERM DEV Decision Date: 13/12/2016
 Location: 54 Rosebery Avenue N17 9SA
 Proposal: Certificate of lawfulness for proposed loft conversion with rear dormer extension and front velux windows

Application No: **HGY/2017/0007** Officer: Aaron Lau
 Decision: PERM DEV Decision Date: 09/01/2017
 Location: 146 Dowsett Road N17 9DH
 Proposal: Formation of a rear dormer extension and front roof lights

Application No: **HGY/2017/0121** Officer: Conor Guilfoyle
 Decision: PERM DEV Decision Date: 19/01/2017
 Location: 108 Thackeray Avenue N17 9EA
 Proposal: Certificate of Lawfulness for proposed formation of rear roof dormer extension and installation of front roof lights

FUL Applications Decided: 13

Application No: **HGY/2016/3274** Officer: David Farndon
 Decision: GTD Decision Date: 28/11/2016
 Location: 80 Scales Road N17 9EZ
 Proposal: Conversion of loft into habitable room with associated rear dormer and roof lights to front roof slope.

Application No: **HGY/2016/3420** Officer: Neil Collins
 Decision: GTD Decision Date: 27/01/2017
 Location: 502 508 High Road N17 9JF
 Proposal: Replacement shopfront

Application No: **HGY/2016/3446** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 07/12/2016
 Location: 55 Rosebery Avenue N17 9SE
 Proposal: Erection of single storey side and rear infill extension.

Application No: **HGY/2016/3453** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 05/12/2016
 Location: 518-520 High Road N17 9SX
 Proposal: Change of use of first floor from dentist surgery to a self-contained flat.

Application No: **HGY/2016/3541** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 02/12/2016
 Location: 101 Thackeray Avenue N17 9DU
 Proposal: Erection of 6m deep single storey rear extension (Retrospective)

Application No: **HGY/2016/3652** Officer: Duncan McKane
 Decision: GTD Decision Date: 01/12/2016
 Location: Taksim Auto Centre 1 Lansdowne Road N17 0LL
 Proposal: Alterations to the front elevation of the garage to include widening of the entrance

Application No: **HGY/2016/3675** Officer: Duncan McKane
 Decision: REF Decision Date: 07/12/2016
 Location: 145 Lansdowne Road N17 0NN
 Proposal: Erection of roof extension to create 1 x additional self contained unit at second floor level. Additions to property to include formation of an L-shaped rear roof dormer extension and the installation of 3 no. roof lights to front roof slope.

Application No: **HGY/2016/3683** Officer: Roland Sheldon
 Decision: GTD Decision Date: 28/12/2016
 Location: 65 Ladysmith Road N17 9AP
 Proposal: Proposed single storey side to rear extension.

Application No: **HGY/2016/3718** Officer: Roland Sheldon
 Decision: GTD Decision Date: 07/12/2016
 Location: 88 Scotland Green N17 9TU
 Proposal: Part single, part 2-storey side extension and single storey side infill extension to dwellinghouse.

Application No: **HGY/2016/3786** Officer: Laurence Ackrill
 Decision: REF Decision Date: 09/01/2017
 Location: 31 Argyle Road N17 0BE
 Proposal: Erection of first floor rear extension and internal alterations to facilitate the conversion of family dwelling into two self-contained flats. Erection of single storey rear extensions and a rear dormer extension (retrospective).

Application No: **HGY/2016/3812** Officer: Duncan McKane
 Decision: GTD Decision Date: 10/01/2017
 Location: 640-656 High Road N17 0AF
 Proposal: Application for alterations to the existing building facades including new materials, detailing and pattern of fenestration. New landscaping to front and rear and alterations to rear car park including changes to wall and gate and creation of cycle parking and bin storage.

Application No: **HGY/2016/3839** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 15/12/2016
 Location: First Floor Flat 24 Dowsett Road N17 9DD
 Proposal: Loft conversion with a rear dormer and velux windows to the front

Application No: **HGY/2016/4085** Officer: Samuel Uff
 Decision: GTD Decision Date: 26/01/2017
 Location: Flat 2 106 Thackeray Avenue N17 9EA
 Proposal: Rear dormer roof extension to main roof for use in conjunction with first floor flat

LCD Applications Decided: 2

Application No: **HGY/2016/3805** Officer: Duncan McKane
 Decision: GTD Decision Date: 13/12/2016
 Location: 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, & 23 Chesnut Grove N17 9ET
 Proposal: Replacement of crittal windows with PVCu windows and timber doors with composite doors to 2 no. blocks of flats

Application No: **HGY/2016/3807** Officer: Duncan McKane
 Decision: GTD Decision Date: 14/12/2016
 Location: 108-113, 114-119, 120-125, 126-131, 132-137, 138-143, 144-149, 150-155 & 156-161 Park View Road N17 9BL
 Proposal: Replacement of timber frame windows with PVCu windows and timber doors with composite doors to 9 blocks of flats.

NON Applications Decided: 1

Application No: **HGY/2016/4179** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 19/01/2017
 Location: Harris Academy Tottenham and Part of Ashley Road Depot Ashley Road N17 9DP
 Proposal: Non-material amendment following a grant of planning permission HGY/2015/3096 in order to make alterations to conditions 9, 13, 21 and 22, in order to reflect the phased construction planned for the approved scheme

PNC Applications Decided: 1

Application No: **HGY/2016/3563** Officer: Nanayaa Ampoma
 Decision: PN REFUSED Decision Date: 09/12/2016
 Location: 640-656 High Road N17 0AF
 Proposal: Prior approval for change of use from B1 (office) to C3 (dwellinghouse).

PNE Applications Decided: 4

Application No: **HGY/2016/3592** Officer: Anthony Traub
 Decision: PN GRANT Decision Date: 06/12/2016
 Location: 20 Hampden Lane N17 0AS
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 2.5m and for which the height of the eaves would be 2.4m

Application No: **HGY/2016/3634** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 13/12/2016
 Location: 133 Sherringham Avenue N17 9RU
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 4m and for which the height of the eaves would be 3m

Application No: **HGY/2016/3765** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 15/12/2016
 Location: 53 Carew Road N17 9BA
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.175m and for which the height of the eaves would be 2.85m

Application No: **HGY/2016/3904** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 28/12/2016
 Location: 54 Rosebery Avenue N17 9SA
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 5.8m, for which the maximum height would be 3m and for which the height of the eaves would be 2.8m

RES Applications Decided: 6

Application No: **HGY/2016/3084** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 19/12/2016
 Location: Harris Academy Tottenham Ashley Road N17 9DP
 Proposal: Approval of details pursuant to condition 4 (Construction Management Plan (CMP) and Construction Logistics Plan (CLP)) attached to planning permission HGY/2015/3096

Application No: **HGY/2016/3214** Officer: Adam Flynn
 Decision: GTD Decision Date: 19/12/2016
 Location: Whitbread Close N17 0YA
 Proposal: Approval of details pursuant to condition 11 (residential travel plan) attached to planning permission HGY/2014/3509

Application No: **HGY/2016/3237** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 25/01/2017
 Location: Harris Academy Tottenham Ashley Road N17 9DP
 Proposal: Approval of details pursuant to condition 5b (Remediation Strategy for Block 4 - partial discharge of condition) attached to planning permission HGY/2015/3096.

Application No: **HGY/2016/3516** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 28/11/2016
 Location: Globe Works Marsh Lane N17 1AA
 Proposal: Approval of details pursuant to condition 3 (precise details of the external materials) attached to planning permission HGY/2015/2650

Application No: **HGY/2016/3570** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 01/12/2016
 Location: Globe Works Marsh Lane N17 1AA
 Proposal: Approval of details pursuant to condition 14 (Details of Gas Fired Boilers) attached to planning permission HGY/2015/2650

Application No: **HGY/2016/3695** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 28/11/2016
 Location: Site of Former English Abrasives & Chemicals Ltd Marsh Lane N17 0UX
 Proposal: Approval of details pursuant to condition 11 (BREEAM pre-assessment report) attached to planning permission HGY/2015/2650

TEL Applications Decided: 1

Application No: **HGY/2016/3501** Officer: Kwaku Bossman-Gyamera
 Decision: PN GRANT Decision Date: 06/12/2016
 Location: Lamp post HG42P at junction of High Road and Paxton Road. Lamp post HG67P outside NO.676A High Road N17 0AE
 Proposal: The installation of Small Cells electronic communications apparatus to be attached to existing lamp posts

Total Applications Decided for Ward: 37WARD: **West Green****ADV Applications Decided: 1**

Application No: **HGY/2016/3918** Officer: Gareth Prosser
 Decision: GTD Decision Date: 17/01/2017
 Location: 3-4 Turnpike Parade Green Lanes N15 3LA
 Proposal: Installation of ATM machine and associated advertisement consent

CLUP Applications Decided: 3

Application No: **HGY/2016/3827** Officer: Roland Sheldon
 Decision: GTD Decision Date: 03/01/2017
 Location: 34 Sandringham Road N22 6RB
 Proposal: Certificate of lawfulness for proposed hip to gable and rear dormer roof extensions and installation of 3 front rooflights to dwellinghouse.

Application No: **HGY/2016/3897** Officer: Gareth Prosser
 Decision: PERM DEV Decision Date: 01/12/2016
 Location: 9 Colton Gardens N17 6BS
 Proposal: Lawful development certificate for a single storey rear extension

Application No: **HGY/2016/3947** Officer: Kwaku Bossman-Gyamera
 Decision: PERM DEV Decision Date: 13/01/2017
 Location: 40 Boundary Road N22 6AD
 Proposal: Lawful development certificate for a loft conversion with a rear dormer window and front roof lights.

COND Applications Decided: 1

Application No: **HGY/2016/2632** Officer: Samuel Uff
 Decision: REF Decision Date: 17/01/2017
 Location: 13A Carlingford Road N15 3ED
 Proposal: Variation of condition 2 (approved drawings) of appeal reference APP/Y5420/A/13/2198955 (planning application reference HGY/2012/1934) in order to enclose the side balconies and increase the size of the open balconies of the proposed flats 5 and 6 (S.73 Minor Material Amendment)

FUL Applications Decided: 9

Application No: **HGY/2016/3172** Officer: Samuel Uff
 Decision: GTD Decision Date: 01/12/2016
 Location: 393 Lordship Lane N17 6AE
 Proposal: Single storey rear extension to existing offices (A2 use class)

Application No: **HGY/2016/3502** Officer: Matthew Gunning
 Decision: GTD Decision Date: 02/12/2016
 Location: 526 - 528 West Green Road N15 3DU
 Proposal: Removal of condition 4 (Construction Management Plan (CMP) and Construction Logistics Plan (CLP) and condition 6 (Affordable Housing Contribution) attached to planning permission HGY/2015/2125.

Application No: **HGY/2016/3517** Officer: Roland Sheldon
 Decision: GTD Decision Date: 06/12/2016
 Location: 435 Lordship Lane N22 5DH
 Proposal: Change of use from authorised use as retail (Use Class A1) to restaurant/café (Use Class A3), removal of existing unauthorised single storey side extension and extract ventilation duct and relocation of new extract duct to the rear of the premises.

Application No: **HGY/2016/3521** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 28/11/2016
 Location: 8 Willan Road N17 6ND
 Proposal: Conversion of existing dwelling house into 2x one bedroom flats

Application No: **HGY/2016/3544** Officer: Roland Sheldon
 Decision: GTD Decision Date: 07/12/2016
 Location: 140 Boundary Road N22 6AE
 Proposal: Demolition of existing single storey rear extension and erection of replacement single storey rear extension to dwellinghouse.

Application No: **HGY/2016/3648** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 12/12/2016
 Location: First Floor Flat 21 Langham Road N15 3QX
 Proposal: Form a dormer window with Juliet Balcony

Application No: **HGY/2016/3853** Officer: Samuel Uff
 Decision: GTD Decision Date: 20/12/2016
 Location: Flat C 22 Belmont Road N15 3LT
 Proposal: Rear dormer roof extension and addition of 3 front rooflights

Application No: **HGY/2016/4037** Officer: Nanayaa Ampoma
 Decision: REF Decision Date: 30/12/2016
 Location: 5 Hawke Park Road N22 6RE
 Proposal: Change of use from a house in multiple occupation into 2 x 2 bedroom (3 persons) self contained flats including the erection of a single storey side/rear extension.

Application No: **HGY/2016/4068** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/01/2017
 Location: Flat B 105 Langham Road N15 3LR
 Proposal: Form a rear dormer with front roof lights

LBC Applications Decided: 1

Application No: **HGY/2016/3923** Officer: Gareth Prosser
 Decision: GTD Decision Date: 19/01/2017
 Location: 3-4 Turnpike Parade Green Lanes N15 3LA
 Proposal: Listed Building Consent for installation of advertisements and ATM machine

PNE Applications Decided: 4

Application No: **HGY/2016/3716** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 13/12/2016
 Location: 34 Sandringham Road N22 6RB
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2016/3810** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 19/12/2016
 Location: 40 Boundary Road N22 6AD
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2016/3917** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 29/12/2016
 Location: 9 Mannock Road N22 6AT
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m and 4.4m, for which the maximum height would be 4m and for which the height of the eaves would be 2.8m

Application No: **HGY/2016/4167** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 24/01/2017
 Location: 79 Downhills Way N17 6AL
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: 19

WARD: **White Hart Lane**

CLUP Applications Decided: 2

Application No: **HGY/2016/3945** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 13/01/2017
 Location: 31 Barkham Road N17 8JR
 Proposal: Lawful development certificate for a single storey rear extension, rear rooflight and obscured window at first floor to side elevation.

Application No: **HGY/2016/4134** Officer: Wendy Robinson
 Decision: PERM DEV Decision Date: 21/12/2016
 Location: 28 Gedeney Road N17 7DY
 Proposal: Certificate of lawfulness for a rear roof dormer extension with the insertion of three roof lights in the front roofslope

COND Applications Decided: 2

Application No: **HGY/2016/3629** Officer: Wendy Robinson
 Decision: GTD Decision Date: 02/12/2016
 Location: 139 Devonshire Hill Lane N17 7NL
 Proposal: Removal of condition 10 (Code fo Sustainable Homes) attached to planning permission HGY/2015/1637

Application No: **HGY/2016/3743** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 06/12/2016
 Location: 53 Compton Crescent N17 7LB
 Proposal: Removal of condition 4 attached to planning permission HGY/2015/2036

FUL Applications Decided: 8

Application No: **HGY/2016/3431** Officer: Emma McCready
 Decision: GTD Decision Date: 28/11/2016
 Location: 52 Great Cambridge Road N17 7BU
 Proposal: Change of use from Vacant A1 use class (retail) to D1 use class /music class/ with single storey rear extension

Application No: **HGY/2016/3645** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 21/12/2016
 Location: 19 Waltheof Avenue N17 7PL
 Proposal: Single storey rear/side extension.

Application No: **HGY/2016/3711** Officer: Emma McCready
 Decision: GTD Decision Date: 08/12/2016
 Location: 12 Spottons Grove N17 7JB
 Proposal: Changing three windows and one back door

Application No: **HGY/2016/3744** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 05/12/2016
 Location: 73 Rivulet Road N17 7JT
 Proposal: Add on a level to a converted flat

Application No: **HGY/2016/4078** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 18/01/2017
 Location: 106 Tower Gardens Road N17 7QB
 Proposal: Replacement of existing white painted single glazed timber sash windows with white painted double glazed timber sash windows of size and detailing to match existing.

Application No: **HGY/2016/4128** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 26/01/2017
 Location: 4 The Roundway N17 7EY
 Proposal: Construction of outbuilding to rear garden

Application No: **HGY/2016/4144** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 26/01/2017
 Location: 1 Weir Hall Road N17 8LG
 Proposal: Erection of roof extension to raise ridge height to match adjoining property to enable installation of rooflight on front rooflight and formation of dormer in rear roof slope.

Application No: **HGY/2016/4156** Officer: Emma McCready
 Decision: GTD Decision Date: 25/01/2017
 Location: 67 De Quincey Road N17 7DJ
 Proposal: New single residential dwelling

NON Applications Decided: 1

Application No: **HGY/2017/0008** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 05/01/2017
 Location: Somerset Gardens Family Health Care Centre 4 Creighton Road N17 8NW
 Proposal: Non-material amendment following a grant of planning permission (HGY/2013/1943) to amend the internal layout of the pharmacy and Condition 4 of permission HGY/2013/1943 as varied by appeal decision APP/Y5420/A/13/2210655 to allow no more than 31.76 sqm of A1 Pharmacy Space.

PNE Applications Decided: 1

Application No: **HGY/2016/4001** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 16/01/2017
 Location: 191 Devonshire Hill Lane N17 7NP
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 4.9m, for which the maximum height would be 3.7m and for which the height of the eaves would be 3m

RES Applications Decided: 4

Application No: **HGY/2016/1599** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 29/11/2016
 Location: Parking Area 74-84 Fenton Road N17 7JQ
 Proposal: Approval of details pursuant to Condition 11 (Risk Assessment) attached to Planning Permisson HGY/2014/3510

Application No: **HGY/2016/1600** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 29/11/2016
 Location: Parking Area 74-84 Fenton Road N17 7JQ
 Proposal: Approval of details pursuant to Condition 13 (Construction Management Plan) attached to Planning Permission HGY/2014/3510

Application No: **HGY/2016/3594** Officer: Anthony Traub
 Decision: GTD Decision Date: 19/12/2016
 Location: 74-78 Fenton Road N17 7JQ
 Proposal: Approval of details pursuant to condition 6 (secure and covered cycle parking facilities) attached to planning permission HGY/2016/1321

Application No: **HGY/2016/3595** Officer: Anthony Traub
 Decision: GTD Decision Date: 23/12/2016
 Location: 74-78 Fenton Road N17 7JQ
 Proposal: Approval of details pursuant to condition 9 (desktop study) attached to planning permission HGY/2016/1321

Total Applications Decided for Ward: 18

WARD: **Woodside**

CLDE Applications Decided: 2

Application No: **HGY/2016/3880** Officer: Neil Collins
 Decision: GTD Decision Date: 23/12/2016
 Location: 123 Sylvan Avenue N22 5JB
 Proposal: Certificate of Lawfulness for existing use of the property as 3 self-contained flats

Application No: **HGY/2017/0165** Officer: Neil Collins
 Decision: REF Decision Date: 27/01/2017
 Location: 12 Wolseley Road N22 7TW
 Proposal: Lawful Development Certificate for existing use of the property as a small HMO (Use Class C4) for 3-6 persons

CLUP Applications Decided: 4

Application No: **HGY/2016/3837** Officer: Neil Collins
 Decision: GTD Decision Date: 09/01/2017
 Location: 4 Ranelagh Road N22 7TN
 Proposal: Lawful development certificate for proposed rear roof extension and installation of roof lights in front roof slope

Application No: **HGY/2016/3854** Officer: Neil Collins
 Decision: PERM DEV Decision Date: 06/01/2017
 Location: 57 Stirling Road N22 5BL
 Proposal: Lawful development certificate for a proposed rear dormer roof extension, single storey rear extension and installation of roof lights in the front roof slope

Application No: **HGY/2016/3942** Officer: Neil Collins
 Decision: PERM DEV Decision Date: 01/12/2016
 Location: 20 Croxford Gardens N22 5QU
 Proposal: Lawful Development Certificate for proposed single storey rear and side extensions and hip-to-gable and rear roof extension

Application No: **HGY/2017/0241** Officer: Sarah Madondo
 Decision: PERM DEV Decision Date: 25/01/2017
 Location: 28 Leith Road N22 5QA
 Proposal: Certificate of lawfulness for the erection of a rear dormers on rear roof slope and outrigger including a rooflight at the front elevation.

FUL Applications Decided: 8

Application No: **HGY/2016/3323** Officer: Samuel Uff
 Decision: GTD Decision Date: 30/11/2016
 Location: 51 Sylvan Avenue N22 5JA
 Proposal: Single storey outbuilding at the end of the rear garden

Application No: **HGY/2016/3459** Officer: Roland Sheldon
 Decision: GTD Decision Date: 05/12/2016
 Location: Car Park Station Road N22 2SY
 Proposal: Change of use of disused car park as part of creation of a temporary workspace-led scheme for a duration of 5 years, comprising erection of 9 no. two-storey timber "micro-shed" workspaces for flexible B1a-c (business)/A1 (shops) use and use of Tulip House for B1a-c use; occasional use of the site for events; a new cafe housed within a double-decker bus; erection of perimeter fencing; a new timber-clad steel portacabin housing existing taxi-office; placement of a tension cable canopy across the site for growing hops and associated hard and soft landscaping.

Application No: **HGY/2016/3698** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 22/12/2016
 Location: 130 Perth Road N22 5QP
 Proposal: Conversion of property to two self-contained flats. Single storey side and two storey rear extensions

Application No: **HGY/2016/3705** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 22/12/2016
 Location: 35 Stirling Road N22 5BL
 Proposal: Single storey rear extension to ground floor flat

Application No: **HGY/2016/3800** Officer: Samuel Uff
 Decision: GTD Decision Date: 19/12/2016
 Location: 200 White Hart Lane N22 5QN
 Proposal: Two storey side extension in conjunction with a hip to gable roof extension and rear dormer roof extension to the original dwelling.

Application No: **HGY/2016/3875** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 03/01/2017
 Location: 146 Lyndhurst Road N22 5AU
 Proposal: Loft conversion with a rear dormer window to existing first floor flat.

Application No: **HGY/2016/3893** Officer: Wendy Robinson
 Decision: REF Decision Date: 07/12/2016
 Location: 47 Perth Road N22 5QD
 Proposal: Conversion of single family dwellinghouse into two self-contained flats consisting of 2 x 3 bed and insertion of a window in the front elevation with conversion of garage into habitable room

Application No: **HGY/2016/4123** Officer: Roland Sheldon
 Decision: GTD Decision Date: 10/01/2017
 Location: Car Park Station Road N22 2SY
 Proposal: Approval of details pursuant to condition 5 (Construction Management Plan) attached to planning permission HGY/2016/3459

LCD Applications Decided: 3

Application No: **HGY/2016/3574** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 06/12/2016
 Location: 74 and 76 Lyndhurst Road N22 5AT
 Proposal: Replacement windows to uPVC.

Application No: **HGY/2016/3577** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 07/12/2016
 Location: 4 & 8 Pellatt Grove N22 5PL
 Proposal: Replacement windows to timber at front and uPVC to rear.

Application No: **HGY/2016/3752** Officer: Aaron Lau
 Decision: GTD Decision Date: 05/12/2016
 Location: 40 Cumberland Road N22 7SG
 Proposal: New external door and 5no. steps with landings on River Park Road facade ground floor to provide a separate entry for Young Adult Service customers, with any wheelchair users to use existing main staff entrance ramp on Cumberland road.

NON Applications Decided: 1

Application No: **HGY/2017/0144** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 16/01/2017
 Location: 35 Stirling Road N22 5BL
 Proposal: Non-material amendment following a grant of planning permission HGY/2016/1518 to amend the front elevation to provide a separate access to both residential units and change the number, quantity and location of front elevation windows.

PNC Applications Decided: 2

Application No: **HGY/2016/3671** Officer: Duncan McKane
 Decision: PN NOT REQ Decision Date: 09/12/2016
 Location: 51 Selborne Road N22 7TH
 Proposal: Prior approval for change of use from B1 (office) to C3 (dwelling house) to create 2 additional units

Application No: **HGY/2016/3887** Officer: Neil Collins
 Decision: PN REFUSED Decision Date: 18/01/2017
 Location: 622 Lordship Lane N22 5JH
 Proposal: Prior approval for change of use from retail (Class A1) to residential (Class C3)

PNE Applications Decided: 3

- Application No: **HGY/2016/3542** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 28/11/2016
 Location: 76 Dunbar Road N22 5BJ
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.3m, for which the maximum height would be 2.8m and for which the height of the eaves would be 3m
- Application No: **HGY/2016/3816** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 23/12/2016
 Location: 10 Homecroft Road N22 5EL
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.5m, for which the maximum height would be 3m and for which the height of the eaves would be 2.8m
- Application No: **HGY/2016/3998** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 12/01/2017
 Location: 51 Sylvan Avenue N22 5JA
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.7m, for which the maximum height would be 3.9m and for which the height of the eaves would be 3m

RES Applications Decided: 1

- Application No: **HGY/2016/2471** Officer: Christopher Smith
 Decision: GTD Decision Date: 17/01/2017
 Location: 40 Wolseley Road N22 7TW
 Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2015/0518

TEL Applications Decided: 1

- Application No: **HGY/2016/3767** Officer: Fortune Gumbo
 Decision: RNO Decision Date: 04/01/2017
 Location: 606 Lordship Lane N22 5JH
 Proposal: 3no. new pole mounted antennas upon the rooftop and ancillary works thereto

Total Applications Decided for Ward: 25WARD: **Not Applicable - Outside Borough****OBS Applications Decided: 5**

- Application No: **HGY/2016/3916** Officer: Matthew Gunning
 Decision: RNO Decision Date: 19/12/2016
 Location: 23 - 27 Crouch Hill N4 4AP
 Proposal: Demolition of existing vehicle repair garage (B2) and erection of 4 storey mixed use building with A2/B1 use at ground floor and 7 residential properties above comprising 4 x 1 bedroom (2 person), 2 x 2 bedroom (4 person) and 1 x 3 bedroom (person) residential units together with associated balconies, cycle and bin storage (observations to L.B. Islington)
- Application No: **HGY/2016/3949** Officer: Matthew Gunning
 Decision: RNO Decision Date: 20/12/2016
 Location: 109 Moundfield Road N16 6TD
 Proposal: Joint application for a two storey side extension at ground floor level (following removal of chimney) (Observations to L.B. Hackney)

Application No: **HGY/2016/4084** Officer: Matthew Gunning
 Decision: RNO Decision Date: 28/12/2016
 Location: Brent Cross and Cricklewood Regeneration Area, NW2
 Proposal: Update to the Phase Transport Report for Phase 1 approved under Condition 37.2 (ref: 15/00812/CON; dated 10.09.2015) and updated (under ref: 15/07953/CON; dated 04.04.2016) of the Section 73 Planning Approval Ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area (Observations to L.B. Barnet - their reference: 16/7667/CON)

Application No: **HGY/2017/0011** Officer: Matthew Gunning
 Decision: RNO Decision Date: 16/01/2017
 Location: Brent Cross and Cricklewood Regeneration Area, NW2
 Proposal: Update to the Pedestrian and Cycle Strategy approved under Condition 2.8 (ref: 14/08110/CON; dated 10/09/2015) and updated (under ref: 15/07954/CON; dated 29.03.2016) for Phase 1 A North of the Section 73 Planning Approval Ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area, , PLEASE NOTE: RECONSULTATION IS DUE TO PREVIOUSLY INCORRECT PROPOSAL DESCRIPTION UNDER THIS APPLICATION NUMBER (Observations to L.B. Barnet - their reference: 16/7667/CON)

Application No: **HGY/2017/0012** Officer: Matthew Gunning
 Decision: RNO Decision Date: 16/01/2017
 Location: Bridge Structure B1 (Replacement A406 Tempelhof Bridge) Brent Cross and Cricklewood Regeneration Area, NW2
 Proposal: Submission of Reserved Matters Application within Phase 1A (North) of the Brent Cross Cricklewood Regeneration Area; relating to Layout, Scale, Appearance, Access and Landscaping for Bridge Structure B1 (Replacement A406 Tempelhof Bridge). Submission is pursuant to conditions 1.2.1A, and 2.1 and for the part discharge of condition 13.1 of planning permission F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area(Observations to L.B. Barnet, their reference 15/06571/RMA)

Total Applications Decided for Ward: 5

WARD: **Woodside**

CLUP Applications Decided: 1

Application No: **HGY/2016/4010** Officer: Conor Guilfoyle
 Decision: PERM DEV Decision Date: 19/12/2016
 Location: 7 Perth Road N22 5PX
 Proposal: Certificate of Lawfulness for proposed formation of rear roof dormer extension and installation of front roof lights

Total Applications Decided for Ward: 1

Total Number of Applications Decided: 563