

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
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 CIL
- 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 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 orientate 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, including 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 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>	
--	--	--

	<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>	
--	--	--

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'.

Post HSR Planning Conditions.

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.

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.

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 .

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.

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.

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.

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.

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>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>	
--	---	--

These measures should be conditioned to be delivered and demonstrated to the Council for approval before commencement on site.

Suggested Condition:

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:

- 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)

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.

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.

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.

Energy: Green

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.

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.

Suggested Condition:

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.

This renewable technology will deliver at least 40 kWp of energy to the development site.

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.

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.

Reason: To comply with London Plan Policy 5.7. and local plan policy SP:04 Sustainability Assessment.

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.

Therefore this standard should be conditioned to be delivered:

Suggested Condition:

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.

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.

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.

Overheating

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.

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.

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.

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

Internal Consultation

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.

Suggested condition:

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>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>	<p>Comments noted.</p> <p>Conditions and informatives</p>

	<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>
--	--	--

	<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>	
--	---	--

	<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.

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

Air Quality

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.

CHP is not proposed with this development, therefore conditions specific to air quality and CHP are not required.

I recommend the following air quality conditions:

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.

Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.

Combustion and Energy Plant:

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.

Reason: To protect local air quality.

□ Management and Control of Dust:

- 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.

Reason: To Comply with Policy 7.14 of the London Plan

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

Reason: To Comply with Policy 7.14 of the London Plan

- 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.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

- 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

	<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>	
<p>LBH Tree & Nature Conservation Manager</p>	<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>	<p>Comments noted.</p>
<p>LBH Transport Team</p>	<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>

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.

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.

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.

Accident Analysis

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.

Description of Development

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>	
--	---	--

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

Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.

Conditions:

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

	<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.

Design Officer Assessment

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.

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;

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.

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.

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>	
--	---	--

Appendix 2 Plans and Images

Location Plan



Site Location Plan – Redline Area



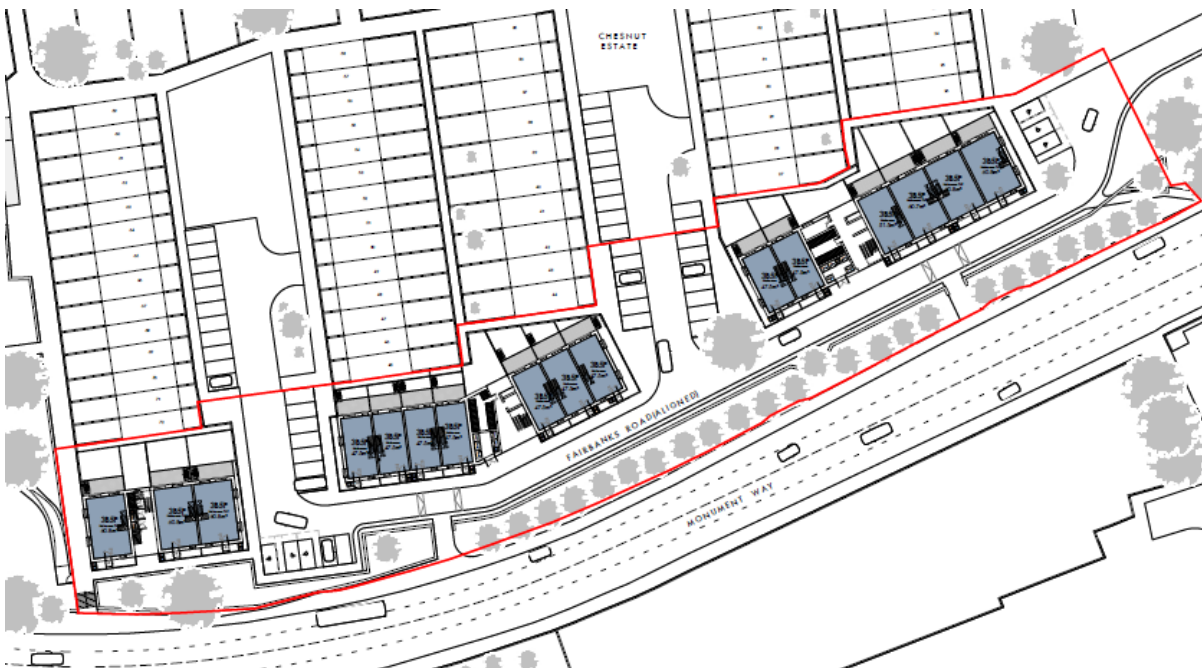
Parameter Plan – Building Heights

KEY:

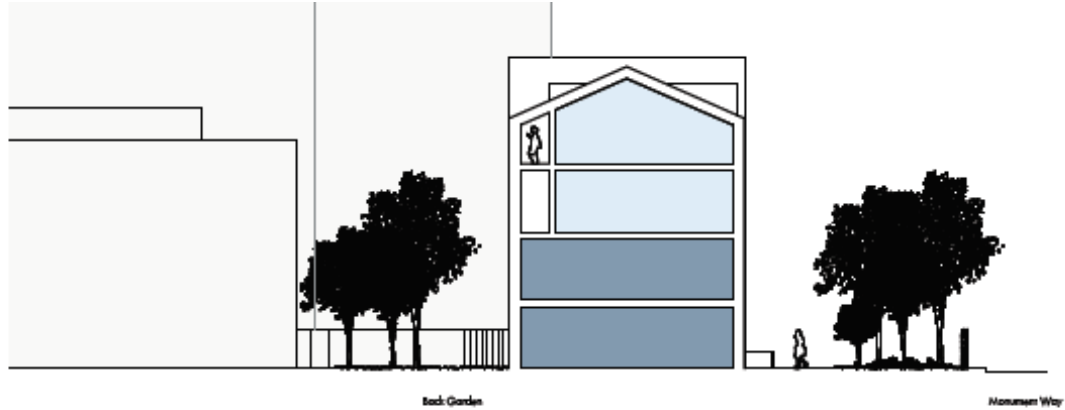
-  Application boundary
-  Ground + 4 Storeys
-  Ground + 3 Storeys
-  Indicative building outline



Indicative Site Plan – Source: Applicant (Parking Layout Revised)

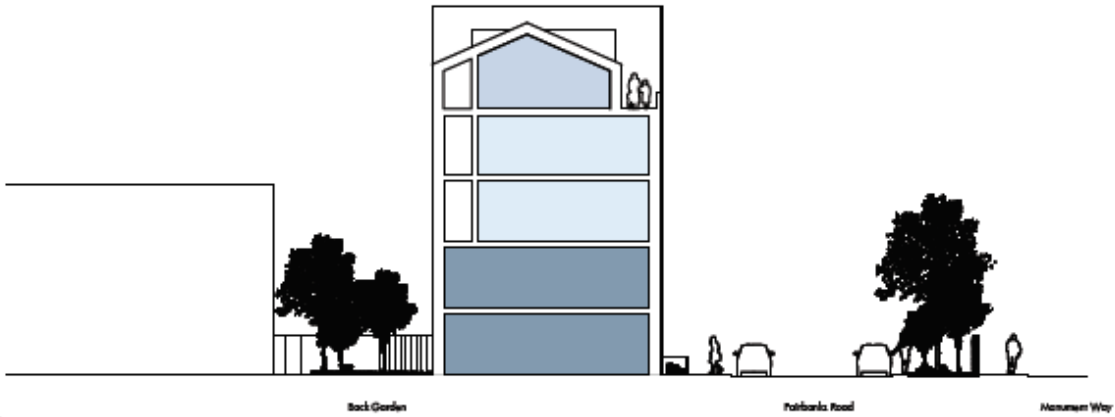


Indicatives Ground Floor Plan – Source: Applicant



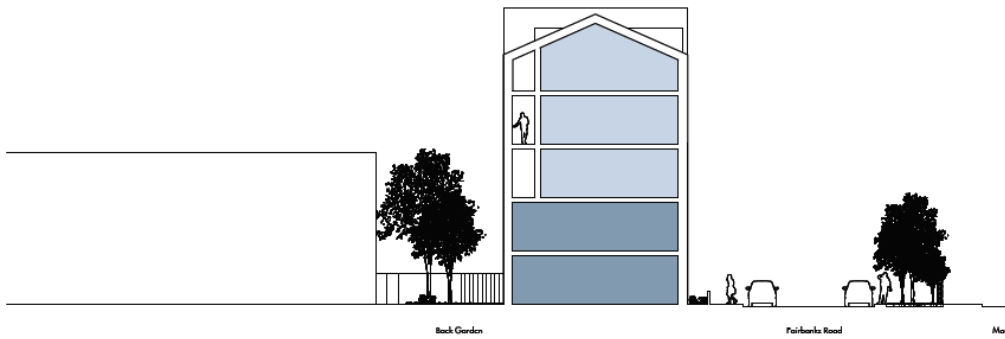
1 Block A

Indicative Cross Section – Block A (source: applicant)



2 Block B

Indicative Cross Section Block B (source: applicant)

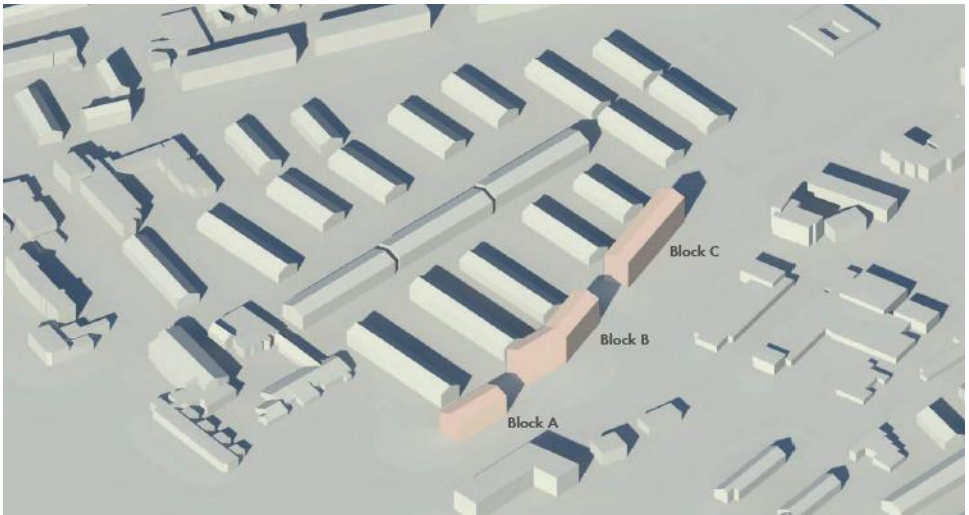


3 Block C

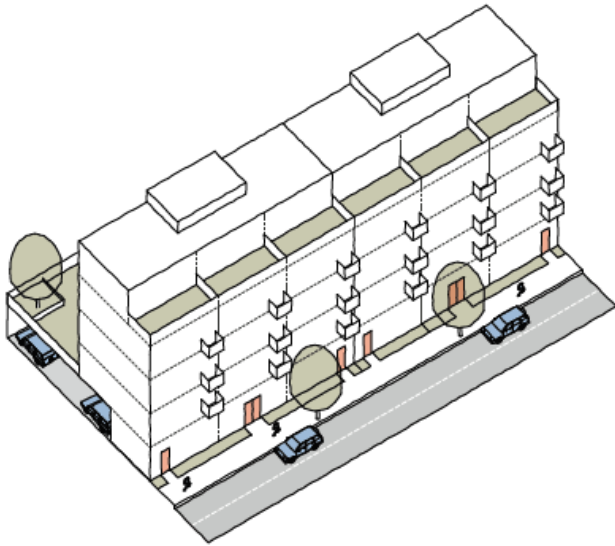
Indicative Cross Section Block C (source: applicant)



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).

