

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2017/2886

Ward: Noel Park

Address: Land off Brook Road and Mayes Road N22

Proposal: Demolition of existing building and erection of a 6-9 storey building providing 160 residential flats (Use Class C3), medical centre (Use Class D1), retail (Use Classes A1-A4) and a flexible retail / office unit (Use Classes A1-A4 and B1), plus associated infrastructure and landscaping works.

Applicant: Austringer Capital Ltd

Ownership: Private / Council

Case Officer Contact: Samuel Uff

Site Visit Date: 04/12/2018

Date received: 06/10/2017

Last amended date: 12/03/2018

Drawing number of plans: WGR-CAA-XX-XX-DR-A-0100/P1; 0101/P1; 0102/P1; 1001/P3; 1002/P3; P1003/P2; 2000/P4; 2001/P4; 2002/P4; 2003/P5; 2004/P4; 2005/P3; 2006/P2; 2010/P4; 2011/P3; 2012/P3; 2020/P3; 3001/P3; 3002/P3; 3003/P4; 3004/P4; 3005/P4; 3006/P4; 11405_L04/P04; L05/P04; L06 P04; Right of Light Chartered Surveyors - BRE Daylight Preliminary Assessment - Land off Brook Road, Wood Green, London N22 6TR (Adjoining Development Land at Bitten Place and Hornsey Park Road) – 28 February 2018; Right of Light Chartered Surveyors – Daylight and Sunlight Study (Neighbouring Properties) Land off Brook Road, Wood Green, London N22 6TR – 7 March 2018; Right of Light Chartered Surveyors – Daylight and Sunlight Study Daylight and Sunlight Study (Within Development); Land off Brook Road, Wood Green, London N22 6TR INNV Design Solutions – Pre Planning Draft Demolition Plan; Enviro Solution – Drainage Strategy – September 2017; Enviro Solution – Flood Risk – September 2017; Bureau Veritas – Air Quality Assessment – September 2017; Bureau Veritas – Environmental Noise Assessment – 6415727/4 – July 2017; C11705/B – June 2017 (Arb report); CG/18750 – June 2017 (Phase 1 Desktop Study); Construction Management Plan – April 2017; Project 23 - Sustainability and Energy Statement – July 2017/P1; Mouchel - Transport Assessment – 21 September 2017; Mouchel – Travel Plan – 21 September 2017 – TR002/2.0; Email received from Bryony P Jennings on 12/03/2018 (Affordable Mix & Location)

- 1.1. This application is before at Planning Sub-Committee because it is a major development thus is required to be reported to the Sub-Committee under the Council's constitution.
- 1.2. The application has been referred to the Mayor of London as it is development which comprises or includes the provision of more than 150 residential units.

1.3. **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The Iceland site has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential-led mixed-use development. The application forms an important component in the regeneration of Heartlands redevelopment, in support of DPD site allocation SA21 and emerging Wood Green Area Action Plan.
- The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The general scale of development is supported by its location within the Wood Green town centre.
- The minimum overall affordable housing proposal of 20% will make a significant contribution to meeting the portfolio approach to the management of affordable housing within the area. The tenure mix of affordable London Living and Affordable Living rent combined with the 2 year time limit for the permission granted would ensure swift delivery of much needed tenures.
- The overall balance of retail, employment and community floorspace, is likely to contribute to a genuinely mixed use neighbourhood and enliven this important link between Wood Green Town Centre and Clarendon Square, in accordance with site allocation SA21 and emerging WG SA11.
- The Masterplan represents a considered and reasonable approach to proposed development for the sites on Bittern Place and Hornsey Park Road as parts of the SA21 site allocation. A design code for the public realm of these areas shall ensure a coherent design with all three parts of the site and the adjacent site allocations.
- The proposal demonstrates that it will not jeopardise any plans for future de-culverting of the Moselle, subject to EA approval, suitable conditions and legal agreements.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation secured, the noise, vibration and air quality impacts to future occupiers of the units are acceptable.
- The transportation impacts to the scheme are acceptable. The scheme will not generate a significant increase in traffic or parking demand. The provision of cycle storage is policy compliant and further details are secured by planning condition.
- The interim solution of an internal energy centre is acceptable in the context of the commitment to a future district energy connection. Taking into account the proposed S106 obligations relating to carbon offset payment, the design of the

scheme is considered to be sustainable. The issues of flood risk, drainage, land contamination and waste storage are able to be addressed by the imposition of conditions.

2. RECOMMENDATION

- 2.1. That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director Planning is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below and subject to receiving no objection from the Environment Agency and referral to Mayor of London.
- 2.2. 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.
- 2.3. That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31/03/2018 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.4. That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

1. Time limit – 2 years
2. Approved drawings
3. Materials to be approved
4. Cycle parking design
5. Electric charging facilities
6. Delivery, service and waste management plan
7. Refuse storage
8. Details of vehicular access
9. Design code for public realm
10. Piling Method Statement
11. Crossrail 2 safeguarding
12. External lighting
13. Business and community liaison construction group
14. Confirmation of site levels

15. Contamination (1)
16. Contamination (2)
17. Mobile machinery
18. Mobile machinery inventory
19. Addition Air Quality Assessment
20. Air Quality (dust)
21. Secured by design certificate
22. Lobby details
23. CCTV
24. Energy / Carbon confirmation
25. Roof top PV panels
26. Overheating
27. Boilers
28. Tree replacement
29. Sustainable drainage
30. Hard and soft landscaping
31. Configuration of playspace
32. Accessible dwellings
33. Internal noise levels
34. Sound insulation
35. Plant noise limits
36. Central dish
37. Obscure glazing SW elevation
38. Details of core 4 roof access
39. Comprehensive shopfront detail
40. Retail A1-A4 only

Informatives

- 1) Section 106 legal agreement
- 2) Positive and proactive
- 3) Site ownership
- 4) Party Wall Act
- 5) Hours of construction
- 6) CIL liable
- 7) Street Numbering
- 8) Sprinklers
- 9) Surface water drainage
- 10) Thames water
- 11) Groundwater
- 12) Minimum pressure
- 13) CCTV
- 14) Crossrail
- 15) Secure by design
- 16) Freight
- 17) Travel plans

- 18) Commercial design
- 19) Medical centre security

Section 106 Heads of Terms:

- 1) Affordable Housing
 - 50% London Affordable Rent & 50 % London Living Rent
 - Plan showing location of units to be submitted and agreed
 - Review mechanism at 75% completion
 - Up-lift for on-site provision
- 2) NHS facility provision
 - NHS medical centre unless otherwise agreed
 - Review mechanism of affordable housing provision should NHS facility not be provided.
- 3) Energy Centre
 - Connect to Wood Green DEN energy centre, where reasonably feasible.
- 4) Carbon offset contribution
 - £ 158,040 offset
 - £1,800 per tonne carbon shortfall
- 5) Highways & Transport
 - Car free with contribution of £4,000
 - Residential travel plan £50 / £100 (£2,000 monitoring)
 - Commercial travel plan (£2,000 monitoring)
 - Walking/cycling route improvement £50,000
 - Consultation on CPZ in neighbouring streets for £23,000
 - Bus route enhancement contribution of £100,000
 - S278 for highway works
 - Parking Management Plan for wheelchair and residential and provision of one wheelchair space for commercial
 - Construction logistic / management plan and £3,000 contribution
- 6) Considerate contractors – evidence to be provided.
- 7) Local Labour & Training
 - 20% local people employed in construction and training
 - 20% locals for full time apprenticeships
- 8) Moselle River- should the water quality become acceptable as per the testing by St William a scheme to deculvert the Moselle where it passes through the site to be submitted for planning permission. Any scheme would be funded by CIL/other funding.

9) Provision 10% wheelchair accessible dwellings

10) Monitoring Fee (£5,000)

2.5. That, in the absence of the agreement referred to in resolution (3.1) above being completed within the time period provided for in resolution (3.3) above, the planning permission be refused for the following reasons:

1. In the absence of a legal agreement securing the provision of onsite affordable housing, and in the absence of a legal agreement to review the provision of affordable housing in 18 months, the scheme would fail to foster balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposal is contrary to Policy 3.12 of the London Plan 2016, Policy SP2 of the Local Plan 2017, and Policy DM13 of the Development Management, DPD 2017.
2. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport and address parking pressures, would significantly exacerbate pressure for on-street parking spaces in general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2016, Policy 7.9 of the Local Plan 2017, Policy DM31 of the Development Management DPD.
3. The proposed development, in the absence of a legal agreement to work with the Haringey Employment Delivery Partnership, would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal would be contrary to Policies SP8 and SP9 of the Local Plan 2017.
4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policy 5.2 of the London Plan 2016 and Policy SP4 of the Local Plan 2017.

2.6. In the event that the Planning Application is refused for the reasons set out in resolution (3.6) 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 (2) above to secure the obligations specified therein.

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APPENDICES

Appendix 1: Consultation responses

Appendix 2: Plans and images

Appendix 3A: Quality Review Panel Report - 08 March 2017

Appendix 3B: Quality Review Panel Report - 30 January 2018

Appendix 3C: Quality Review Panel Report - 28 February 2018

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 3.1. This is an application for the demolition of the existing commercial building and erection of a 6-9 storey building providing residential accommodation (Use Class C3), medical centre (Use Class D1), four retail units (Use Classes A1-A5) and a flexible retail / office unit (Use Classes A1-A5 and B1), plus associated infrastructure and landscaping works.
- 3.2. The development will provide a total of 160 residential units providing a mix of 29% one bed, 66% two bed and 5% three bed. A total of 20% of these will be affordable units, in London Affordable Rent and London Living Rent tenure. In addition, the development will further provide 785sqm medical centre floorspace with provision for approximately 8 GPs; flexible retail provision of 1,081sqm, split between 6 units; and a single office floorspace of 64sqm.
- 3.3. The development will provide 259 x secure resident cycle parking spaces, 50 x public cycle spaces, 14 x resident wheelchair accessible spaces, 4 x medical centre spaces, an energy centre, a first floor residential podium garden and two roof garden areas.
- 3.4. This would be a phased development with phase 1 to include the construction of cores 3 and 4 (medical centre, office unit and residential above) and continued operation of the existing Iceland supermarket. Phase 2 would involve the demolition of the supermarket. Phase 3 would complete the development, with construction of the retail units and podium garden finishes.

Site and surroundings

- 3.5. The site is located to the corner of Mayes Road and contains a long and narrow strip of land, which extends along the southern street frontage of Brook Road adjacent to the northern end of the Heartlands site. The site is currently occupied by a single storey commercial unit (Iceland) on the Brook Road/Mayes Road corner with car parking located to the rear. The site covers 1.37 ha
- 3.6. The site is bounded by the rear gardens of the terraced properties and a light industrial unit along Hornsey Park Road, located to the south east. Hornsey Gasholders site forms part of the consented Clarendon Square Outline scheme (ref. HGY/2017/3117) to the south west.
- 3.7. A culvert of the Moselle runs along the rear of the site from a north-east to south-west direction, predominantly along the rear boundary of the site and the terraces of Hornsey Park Road.

- 3.8. The development site falls within Wood Green Town Centre, a Local Employment Area (LEA19) and Blue Ribbon Network in the Local Plan Proposals Map. The site has also been identified as site allocation (SA 21 – Clarendon Square Gateway) in the Council's Site Allocations DPD, 2017 and is included as site WG SA11 in the Wood Green AAP. The Site Allocation SA21 also includes two other relevant parts, at Bittern Place and the industrial site to the rear of Hornsey Park Road. The site also appears in long distance views of the Palace from other several locations across the borough. These are identified in the Borough's locally significant views.
- 3.9. The site is not located in a conservation area and there are no locally or statutorily listed buildings on or within close proximity of the site.

Relevant Planning and Enforcement history

- 3.10. OLD/1983/0839 Erection of 10,000 square ft. retail warehouse with new vehicular access. GRANTED 05/07/1983

4. CONSULTATION RESPONSE

- 4.1. Three pre-application meetings, with follow up briefings, were held with planning officers prior to submission of this application. The applicant was advised as to principle of development, floorspace provision, the form and scale of the development design, public realm design, and neighbour amenity issues.
- 4.2. The scheme was presented to the Haringey Quality Review Panel (QRP) on three occasions; one pre-submission review dated 8 March 2017, and two post-submission reviews on 30 January 2018 and 28 February. The minutes of each of these meetings are set out in Appendices 3A - C. The issues raised and how they have been addressed by the application are set out in the Design section of this report.
- 4.3. A pre-application public exhibition was held in March 2017.
- 4.4. The notes of the exhibition (as detailed in the applicant's Planning Statement) and the issues raised are summarised as follows:
- Beneficial for local businesses;
 - Welcome increase in housing;
 - Nine stories too high;
 - Integrate into overall plan for Wood Green;
 - Insufficient parking.
- 4.5. The scheme was presented to the Planning Sub-Committee as a Pre-Application Briefing on 13 March 2017.

4.6. The following were consulted regarding the application, and the following responses were received, and are summarised as follows (the full responses are contained in Appendix 1):

Internal:

1) Design

Improvements in the design have been successful. Details are required for the exact materials to be used and flat layouts could be improved.

2) Carbon Management:

No objections subject to standard conditions to achieve policy compliance. A Carbon Offset contribution of £237,060 and 10% management fee for any shortfall. Conditions requested.

3) Housing Enabling:

More affordable and improved tenure from 100% affordable requested. Some provision of family units required. Additional comment requesting provision of family units.

4) Arboriculture:

No objection on the condition that suitable replacement trees provided.

5) Waste Management:

Waste storage and collection is considered acceptable if the guidance is followed and the management of the waste is carried out as stated within the application.

6) Pollution

Conditions are recommended for updated air quality assessment and air quality neutral requirement, combustion and energy plant, boilers, contaminated land, and the management and control of dust.

7) Drainage:

Acceptable in principle but subject to condition requesting for approval on final detailing.

8) Transportation:

No objection to access, disabled parking provision, cycle parking provision or manoeuvrability within the site. Heads of terms and conditions requested in-line with these comments.

9) Noise:

No objection subject to conditions.

External:

10) Environment Agency:

Initial objection to the absence of an on-site survey and proposed buffer to Moselle. Subsequent comments suggest that whilst the separation from the culvert may be acceptable, a more technical assessment will be required. Any approval will be subject to confirmation that the separation and building footprint would be in accordance with the aims of de-culverting the Moselle at a future date.

11) Crossrail 2 Safeguarding:

No objection subject to condition for design and construction method statements.

12) Designing Out Crime:

No objection subject to secure by design certificate.

13) Transport for London:

Number of objections received initially. Updated information / detail acceptable subject to conditions. Would have preferred to see more details for Construction Logistics Management Plan and Delivery Servicing Plan but satisfactory for these to be conditioned.

14) Greater London Authority:

Level of affordable unacceptable. Solely intermediate scheme not justified. Child playspace requested. Density accepted on the basis of delivering good design and residential standards, but the intensification must be accompanied by a higher level of affordable housing with an improved tenure mix.

15) Greater London Authority (Energy)

Acceptable but figures need to be verified and modelling undertaken.

16) Thames Water:

No objection subject to standard conditions on waste water, surface water, piling, ground water discharge, and water takes.

5. LOCAL REPRESENTATIONS

5.1. The following were consulted on two occasions October 2017 and 02 March 2018:

755 Neighbouring properties, 2 x residents association and site notices were displayed close to the site.

- 5.2. The number of representations received from neighbours, local groups etc in response to the October 2017 notification and publicity of the application were as follows:

No of individual responses: 12

Objecting: 9

Supporting: 0

Neither: 3

- 5.3. The following local groups/societies made representations:

- Parkside Malvern Residents Association
- Tree Trust for Haringey
- Alexandra Park and Palace Charitable Trust

- 5.4. The following Councillor / MP made representations:

- Catherine West MP

- 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:

- Height – not been amended since the exhibition;
- General design concerns;
- Out of character;
- No culverting / futureproofing of Moselle Brook;
- Lack of consideration for public open space / Master Plan commitment;
- Styming effect on other parts of the site allocation, especially given the single aspect units proposed;
- Should be clear plan for pedestrian / cycle route;
- Loss of amenity – light, privacy, etc;
- Impact on infrastructure;
- Traffic / parking impact;
- Lack of waste / servicing management plan;
- No amenity / open space provided;
- Podium – poor use as residential amenity;
- Pressure on Alexandra Park / general open space – open space deficiency;
- Impact on trees;
- Loss of employment;
- Unacceptable housing mix;
- Density provision is higher than that of the WGAAP;
- Lack of affordable housing;
- “Affordable housing” should be legitimately affordable;
- Refuse / waste storage;

- Air quality assessment shortcomings;
- Lack of drainage;
- Tunnelling effect from height;
- Issues with NHS requirement for the site / funding of the medical centre / number of GPs;
- Historic issue of New River Village – issue with S106 obligation to provide NHS Health Care Centre.
- Welcome the improved route through to Alexandra Palace.
- Site is within protected viewing corridor.
- EA requirement for 8m buffer for the Moselle.
- S106 / S278 requirements to improve area.

5.6. The following issues raised are not material planning considerations:

- Health Centre should be in Heartlands site (Officer Comment: The Site Allocation specifically refers to this site as being suitable for medical centre use and is supported by NHS).
- Level of redaction of the viability report (Officer Comment: The level of redaction of the viability report is in-line with policy requirement. A full / less redacted version can be published closer to committee date, but certain elements may still be required to be redacted due to commercial sensitivity).
- Ownership of the site (Officer Comment: It is acknowledged that Iceland have a long lease on the site, despite it being owned by the Local Authority. This has been raised with the applicant but ownership is not a planning concern. It is noted that a notification letter was sent to no.59 Mayes Road (Iceland store address), site notices posted in the vicinity and press notice placed in the local press, in line with consultation procedure).
- Noise / nuisance of development (Officer Comment: Whilst some disruption will be caused from any development this is not a planning concern. The construction phase will however be mitigated through a construction logistic and management plan, secured by condition).
- Length of consultation period (Officer Comment: Comments have been accepted after the formal consultation end date).
- Competition between potential business associated with the site (Officer Comment: Planning is only concerned with the use class of a potential business, beyond that there is no interference in the market).
- PTAL 4 is misleading as there are poor links to transport – excessive parking requirement for health centre (Officer Comments: The PTAL value is a sound indicator and is not being considered in this consultation. The medical centre requirements are considered in Transport comments).
- Height exceeds that of development zone D of approved Heartlands scheme (Officer Comment: These are two distinct sites an the linear nature of this site presents a different design approach. The impact on residents is considered in the daylight / sunlight tests submitted. The

relevant part of the Heartlands site is the northern block, on Brook Road, which is also 7 storeys, as with this end of the application site).

- Objection to amended Wood Green AAP / Crossrail consideration / previous AAP height guidelines (Officer Comment: Policy is not being determined in this application. The design of the building is assessed in the wider Wood Green Masterplan context).

6. MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Master planning. tall buildings, design & conservation
3. Land use mix
4. The impact on the amenity of adjoining occupiers
5. Affordable housing and viability
6. Quality of accommodation and amenity space
7. Density
8. Protecting and enhancing Watercourses
9. Designing out Crime
10. Accessibility
11. Highway safety and parking
12. Energy and sustainability
13. Waste
14. Land contamination
15. Wind and Micro-Climate
16. Drainage
17. Air quality
18. Noise
19. Ecology and trees
20. Fire safety
21. Planning obligations and CIL

6.1. Principle of the development

Strategic Context and Planning Policy Framework

- 6.1.1. The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The wider proposal is for the creation of 230 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2. Furthermore, such a development is in accordance with

the Councils' Site Allocations DPD (July 2017) and the emerging draft Wood Green Area Action Plan (AAP) 2018 - Preferred Option.

The draft London Plan

- 6.1.2. The draft London Plan was launched for consultation on 1 December and comments can be submitted up to 2 March. Setting the Mayor's new strategic directions for planning in London until 2041, the draft Plan carries limited weight in planning decisions until at least next year's examination in public. Final publication is envisaged for autumn 2019. The overarching principle that informs all of the draft Plan's policies is the concept of 'Good Growth', which broadly translates as 'sustainable growth that works for everyone'. Good Growth is further detailed in six policy objectives, comprising: inclusive communities; making the best use of land; delivering housing; efficiency and resilience; economic growth; and reducing health inequalities. These objectives underpin all of the draft Plan's policies. London's housing target is increased significantly to 65,000 homes per annum (the identified need is 66,000), with the expectation that 55% of all homes will be delivered in Outer London boroughs. The detailed nature of many of the draft Plan's policies is intended to support boroughs in their immediate use, without having to update their own development plans first. Wood Green is included in the draft London Plan as an Opportunity Area and therefore identified for significant growth at a strategic level.
- 6.1.3. Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.
- 6.1.4. The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, albeit all other material planning considerations are to be met.
- 6.1.5. The development site falls within Wood Green Town Centre, a Local Employment Area (LEA19) and Blue Ribbon Network in the Local Plan Proposals Map. The site has also been identified as site allocation (SA 21 – Clarendon Square Gateway) in the Council's Site Allocations DPD 2017 and is included as site WGSA11 in the emerging draft Wood Green AAP. This site is important for the wider regeneration of the Wood Green area, through from the town centre to the Heartlands area and beyond.

6.1.6. The Council's Site Allocations DPD, given its adopted status is the prevalent policy document. The DPD identifies this site (SA 21 – Clarendon Square Gateway), as playing an important role in linking the Haringey Heartlands area to Wood Green High Road. It is important to note that SA21 also includes the sites of Bitten Place and the site to the rear of the site on Hornsey Park Road.

6.1.7. DPD Site Allocation 21 states the following site specific requirements:

- Indicative Development Capacity for 195 units and 6,374 m² employment floorspace.
- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation. Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the allocation in line with Policy DM55.
- No buildings are required to be retained.
- A new high quality pedestrian /cycle connection linking Wood Green and Clarendon Square should be incorporated along the entire length of the site.
- The development should demonstrate that the maximum quantum of employment floorspace has been provided subject to viability, which must be assessed looking at the mix of uses and the scheme as a whole.
- The frontages to the new east-west route should be active non-residential uses facing onto the street.
- Affordable rent may be sought having regard to the viability of the scheme as a whole will be expected in this area in line with the Policy DM38.
- Have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
- This site is subject to the requirements of Policy DM38- Employment-Led Regeneration.

6.1.8. This document gives further development guidelines as:

- Height of new buildings where they back onto the residential properties on Hornsey Park Road should be considered carefully to respect their residential amenity.
- New development along the new east-west route should frame the space creating a positive and safe town centre feel along its length.
- The Moselle River runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored.

- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- New street trees should be provided in this area.
- This site is suitable for car free development due to its good, and improving public transport access.
- The east-west linkage should be as straight as possible between Wood Green High Rd and Clarendon Square.

6.1.9. The emerging draft Wood Green Area Action Plan (AAP) is not yet at an advanced stage but is nonetheless a key planning document required to help govern and shape the future regeneration of the Wood Green area. The Council undertook consultation on a preferred option draft of the AAP in February 2017. On 16 January 2018 the Council resolved to endorse the revised Preferred Option AAP for consultation and also resolved to revoke the Haringey Heartlands Development Framework (2005), which is now out of date.

6.1.10. The emerging draft Wood Green AAP specifically refers to part of this mixed use development being a new health facility (1,000 m² / 8 GP min). The site allocation is further broken down to this specific site within the draft Wood Green AAP (as site WGSA 11), which refers to 422 m² employment floorspace; 422 m² town centre floorspace, 84 net residential units and 1,689 m² GP surgery.

6.1.11. The site requirements as set out in the Wood Green AAP provide additional guidance beyond those of SA21 for the siting and use of the site, including reference to the following:

- New retail being sited on the Mayes Road end of the site, to mark an edge of the Primary Shopping Area in Wood Green.
- Employment uses should be provided where viable on this site, filling the ground floor uses once the requisite space for the new health centre and retail uses has been created.
- Development should be mixed use with employment and residential above the mix of active ground floor uses.
- New employment floorspace will be sought on this site. This should be either Grade A office or co-working SME office typology.
- The orientation of the health centre should support access by foot from the Civic Square to the north, as well as along Brook Rd.

- The Moselle runs in a culvert along the north edge of the site, and investigations around its suitability for future use, and potential deculverting should be facilitated through any development.

6.1.12. In addition to the SA21 design guidelines, the development guidelines in the WG AAP state:

- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Lordship Rec. Development should be designed to ensure this view is carefully managed.
- New development along Brook Rd should frame the space creating a positive and safe town centre feel along its length.
- The new health centre should be provided at the western end of the site.

6.2. Masterplanning and design

6.2.1. The NPPF should be considered alongside London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and Policy DM1. 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.

Masterplan

6.2.2. Site Allocations DPD SA21 and WG SA11 support the principle of development and uses proposed. The proposed mix is in accordance with those, and crucially includes a medical centre and retail uses on the ground floor, which would also establish an active frontage within this proximity. As detailed in the policy section above, the Council's Site Allocations DPD site allocation (SA21) also includes the site of Bittern Place to the north west and the industrial site on Hornsey Park Road to the south east of the site. No Masterplan was included in the original submission but was subsequently provided prior to the re-consultation. This provides a broad outline of how future development on both sites could be accommodated and that an access route between Hornsey Park Road and Brook Road and Bittern Place to Coburg Road could be achieved.

6.2.3. A key development principle relating to this site is establishing the east-west link. The other parts of the site allocation are under separate ownership and are outside of the red line site ownership and therefore do not form part of the formal consideration of scale, massing and bulk. However, the detail submitted is considered to represent a reasonable approach to how those sites could be developed in a way that would not prejudice the current proposal nor harm the

setting and amenity of neighbouring existing dwellings and show that an appropriate quantum of development is possible on those neighbouring sites, without being prejudiced by the applicants' own proposals. Those proposals, although informal, are considered to be convincing, realistic and to meet the Masterplan requirements.

Development form

- 6.2.4. The application proposes a built form that occupies the whole of the Mayes Road frontage from Umoja House to the corner with Brook Road, continuing along the length of Brook Road adjacent to the boundary with the St William / Heartlands, Clarendon Square site. Above the non-residential base, the Brook Road frontage is broken up into a series of contemporary pavilions with recesses between. The amended upper most floors have been broken up with gaps between. This is considered to be a successful form in avoiding a monolithic form.
- 6.2.5. Retail use is proposed on the ground and first floor along the Mayes Road frontage and part way down the Brook Road frontage. The medical centre would also occupy two floors and would be set at the opposite end of the Brook Road frontage. The central part of the building has residential from first floor and has a small business (B1) unit, along with car park and servicing entrances at the middle. This ground and part first floor base would create a flat frontage to Brook Road, forming a consistent, significantly widened pavement line. Projected pavilions would therefore project over parts of this widened pavement.
- 6.2.6. The sloping roof form of the original submission was considered to be an unsuccessful form of stepping down the relative parts of the building and has been amended to create a permeated roof form that would have a more coherent design with the projecting pavilions. The pavilions and recesses act as a means of breaking up the built form, avoiding its appearance as a long, continuous slab. Whilst the ground level would have a continuous frontage this is considered to reinforce the development's role in providing a crucial link on the active, pedestrian friendly, east-west link. It should be noted that the continuous long elevation cannot be appreciated close to, at the scale as presented in elevation form, except in oblique views. However, it will be visible in longer views over rooftops of the lower houses to its north. In these views, the ground floor level will be hidden, but the breaks at roof level will make the division into four pavilions clear.
- 6.2.7. The proposal turns the main corner from Mayes Road into Brook Road with a curved, bullnose end. This curve of the proposed building turns the corner in a successful manner, giving the corner prominence but maintaining a human scale. The proposal abuts Umoja House (of significantly lower height) by stepping down somewhat, but is still two storeys higher than that building. It is considered to be a reasonable design approach for the distinct step up in scale of the proposed

development compared to previous forms, recognising the changes in development expectations of Wood Green being an Area of Intensification.

- 6.2.8. At the south-western end of the development, where it abuts the proposed Clarendon Square development, the proposed form is of squared off corners and of a secondary, but still active, flank elevation. This will face the side of Clarendon Square's north-eastern-most block across their "green walk", a landscaped path linking through to the park at the centre of their development. This path is intended to be open to the public during the day, locked at night, so it forms a suitable space to face onto, but without creating privacy and overlooking concerns. The footprint of this part of the site would be angled in relation to this open space, with the space between the building and the green walk widening to the rear of the site.

Height, bulk and massing

- 6.2.9. The proposed part nine storey maximum height would be below the ten storey local policy definition of tall building and is considered appropriate in this growth area. The form of the building rises from seven storeys in the south-western most pavilion to nine storeys in the north-eastern most pavilion at the corner of Mayes and Brook Roads. This is considered to have an acceptable relationship with relevant road frontages and the context of the surrounding area.
- 6.2.10. There is precedent for the medium-tall height proposed in the immediate vicinity in the existing form in The Mall, which has a similar height. It is also noted that the width of this nine storey element has been reduced during the design consideration and materiality has been amended to a lighter form from that originally considered. As such this narrowed form on the Mayes Road frontage is considered to provide a suitable height, scale and massing, which would comply with policy and achieve the QRP guidance for a focal point on this corner.
- 6.2.11. The opposite end of the site, at seven storeys, will match the height approved for the nearest building in the Clarendon Square development, and it is noted that heights in that development rise up to 18 storeys in the main Brook Square. The transition from the focal height on Mayes Road to the lower height of the proposed Clarendon Square development is considered to be successful in creating a coherent height relationship with these neighbouring sites. It is also likely that development of the Bittern Place site will be of a similar height, as the applicants have shown in their masterplan and in this context the height, scale and massing are considered appropriate for the site and wider area.
- 6.2.12. The proposed height has been demonstrated to generally not to harm the amenity or privacy of existing local residents. Some of the windows in the closest flats in Umoja House would be affected by loss of daylight and/or sunlight due to the proposal. Notably, the houses on the opposite side of the road and those that face Hornsey Park Road are sufficiently distantly spaced to not be

detrimentally impacted by the height of the proposal. The design approach with the roof form broken up into four distinct pavilions, with distinct drops in height between them, is the most significant way in which the design avoids the height, bulk and massing of the proposal being detrimental.

- 6.2.13. The scheme shows the proposed development in the context of the existing views from Alexandra Palace, as well as views from ground level. From Alexandra Palace the development would obscure views of the existing car park of The Mall and would be a natural transition into that existing structure and future development proposals for that site and the wider area. Views from street level would have an acceptable relationship with viewing corridors. The substantial setback from the public highway of Brook Road is welcomed and would assist in retaining the viewing corridor from Brook Road. As such the viewing corridor is considered to be suitably addressed.

Streetscape character

- 6.2.14. The widened pavement and continuous or near continuous active frontage is considered to make a considerable contribution to what is envisioned as being a lively, attractive, appealing streetscape along Brook Road, thus fulfilling the intended vision of a vibrant east-west street extension of the town centre, linking to Clarendon Square. The set back of the development from the vehicular highway benefits the additional scale of the development and allow the creation of an improved street character.

- 6.2.15. Limited detail has been submitted to show the relationship between the development and the treatment of the public realm. The neighbouring site of Clarendon Square includes good quality proposals for improving surfacing and street furniture of the streetscape throughout that development, including streets that the Council is willing to adopt as Public Highway. A condition is recommended in addition to the standard hard landscaping, for a public realm strategy/design code that will compliment that of the distinctive, brick based materials palette proposed at Clarendon Square, which will aim to visually unite road, pavement, footpath and public space surfaces.

- 6.2.16. This design code for street materials and furniture should also be used in the adjacent sites of Bittern Place and Hornsey Park Road, which form the full site allocation. The proposed streetscape is considered to offer great opportunity for improvements through the width and active frontage and it is considered appropriate to condition the exact details of how this will be incorporated into the design of the site and surrounding area.

Elevational treatment and fenestration

- 6.2.17. The site constraints and long narrow shape result in a building of similar form. The treatment of the frontage as four pavilions, connected with deeper

recesses has sought to overcome concerns of a potential monolithic form, whilst the depth of the recesses further helps to permeate this frontage and is emphasised by use of darker materials. The bays of the pavilions are considered elaborately composed to emphasise their symmetry and the alternating composition of wide and narrow bays, creating a variety and sense of rhythm to the main Brook Road elevation. The corner and Mayes Road elevation is treated similarly, as a modified fifth bay.

6.2.18. The elevations have been composed to create a distinct base middle and top, with double height window gaps in the top floors considered to create a form of appropriate proportions. However, Officers consider that the repeated form and design to the rear elevation may be less important and would be open to a simplified design, with more domestic finish. This may be achieved through the submission of detailed materials and even reduction in some of the glazing.

6.2.19. A brick based materials palette is proposed throughout, with contrasting lighter and darker bricks to the elevations, as well as CG images that show sleek finishes to the projecting pavilion bays. Further details of elements of the elevation treatment, such as window reveals, shall also be submitted to make the careful elevational composition read in the finished building. The shopfront details are specifically requested.

Quality Review Panel

6.2.20. The scheme has been presented to the Quality Review Panel (QRP) on three occasions. Following the first presentation to the QRP and further pre-application meetings, the scheme was altered and amended as per the original submission. Officers and QRP members considered the original submission to lack sufficient detail and sought significant amendments to suitably address concerns raised. The last QRP meeting was held on 27 February and is detailed below:

QRP Comment	Applicant's response
The panel feels that some refinement of the internal and external layout of the scheme is necessary, before it can fully support the application. It would encourage the design team to review (and refine) the internal layout and circulation from the perspective of what it will be like to live at the development.	The landscaping and public realm have been specifically conditioned. A further condition requiring compliance with Part M or Building Regulations is also attached.
The internal arrangement of some of the residential accommodation has scope for improvement. For example, some of the units have access to external balconies from bedroom areas, which is not ideal.	Final amendments have sought to address these concerns. On balance the access of some external areas from bedrooms is not ideal but acceptable, especially given the constraints of the site.

<p>Potential also exists to ‘flip’ the configuration of some of the single aspect units, in order to increase the level of daylight within the living areas. Bathrooms should be located within the ‘darkest’ areas.</p>	<p>These have been partially reconfigured in final plan amendments.</p>
<p>The panel would also like to see adjustments to the layout in order to achieve natural light and ventilation within the circulation cores.</p>	<p>As above.</p>
<p>Scope remains to improve access to the cycle storage areas. The panel would encourage the design team to provide access directly from the external space to the rear of the building.</p>	<p>Cycle parking details are requested as condition. The layout whilst acceptable could provide external entrance through the hatched area of the disabled parking bay. There is an access from the cycle store to the car park, so this could be achieved.</p>
<p>The panel notes that there are some smaller areas of rather ‘left over’ space to the rear of the development, and it would encourage the design team to consider how the amenity value of these open areas could be optimised for the residents.</p>	<p>The applicant has sought to provide an indicative area of child play space at ground floor level, adjacent to the rear boundaries with Hornsey Park Road. However, this may be problematic in terms of the buffer area for the Moselle and future deculverting and further exploration of this is required through condition.</p>
<p>The external space is currently poorly utilised, and requires improvement in order to deliver high quality amenity space that is appropriate for the scale and location of the development, especially as there may be a significant number of families with children that will live there.</p>	<p>Landscaping and playspace conditioned, as above.</p>
<p>This may involve a re-think of the layout of this external area, in order to pull together the smaller pieces of space into something more meaningful and useable, that maximises the amenity space available.</p>	<p>As above.</p>
<p>In addition, the potential for providing additional amenity space at roof level should also be explored.</p>	<p>Roof amenity spaces have been added between the 1st and 2nd and 3rd and 4th cores. Details of which will be conditioned, as above.</p>
<p>The landscape strategy for the external areas should be informed by reference to the micro-climate. The amenity space would benefit from good levels of sunlight; the panel notes that the current</p>	<p>Noted. The siting of car parking and requirement for disabled parking and relative manoeuvrability has dictated the parking arrangement.</p>

layout shows the south-facing external area is dominated by parking.	
The landscape strategy should also ensure that there is adequate privacy and defensible space for those residents of the accommodation immediately adjacent to any amenity space likely to be used by children.	Post QRP amendments attempted to address this concern through the addition of first floor garden areas, but these need refining and would also require soft landscaping to ensure they achieved sufficient levels of privacy. Officers are confident that this can be achieved through condition.
The panel would encourage the design team to further reinforce the different elements of the primary façade, for example the protruding bays and the curved corner, to ensure that the different parts read as visually distinct.	Noted. This can be dealt with through condition.
The use of high quality materials alongside construction details that enhance the perception of depth within the façade will help to reinforce the variety, texture and distinctiveness of the building's elevation.	As above.
The panel would also encourage further thought about the southern facade, to achieve a more domestic architectural expression, with character different from the north elevation towards the street. Responding to the south facing orientation, to avoid overheating of accommodation should be considered as part of this process. Reducing glazing would also help reduce light pollution issues for neighbouring houses.	Reduction of glazing and a refined rear elevation is discussed below and can be addressed through condition.
As a detailed comment, the panel suggests further consideration of the location of the service risers serving the front of the building.	These will be refined in the final designs assessed by Building Control Surveyors.
It would also encourage early involvement of a retail consultant, in order to provide a clear understanding of the nature of the retail provision that will thrive in this location, and the servicing requirements that this will have.	The applicant addressed this in the meeting, confirming that retail management specialists had been consulted prior to submission.
Next steps: The panel supports the planning application, subject to their comments on refining the architectural expression, and internal and	Noted. Relevant conditions are considered appropriate in finalizing these design suggestions.

external layout of the scheme. These comments are expanded above, for consideration by the design team in consultation with Haringey officers.	
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6.3. Land use mix

- 6.3.1. The National Planning Policy Framework (NPPF) states at Paragraph 51 that Local Planning Authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.
- 6.3.2. Local Plan Policy SP10 indicates that within Town Centres the Council will promote the distribution of retail growth. The majority of this retail growth will be met in the Wood Green Metropolitan Centre and the five District Town Centres. The Wood Green Metropolitan Town Centre, within which the site lies, will be the principal focus of growth for accommodating an extensive range of retail, office, community, leisure and cultural facilities. Together, they should help to shape Wood Green into a thriving and vibrant centre for North London.
- 6.3.3. Site Allocation SA21 states the requirement for retail on site, whilst the Wood Green AAP specifically refers to siting retail in the Mayes Road frontage. This also states that retail above the mix of active ground floor uses is encouraged.
- 6.3.4. The existing retail floorspace is approximately 951sqm and the proposed footprint would be broadly similar and more flexible in its form, whilst achieving a quantum higher than the town centre and commercial floorspace outlined in the WGAAP. The siting of this retail use would be provided in the Mayes Road frontage, which would mark the edge of the Primary Shopping Area, in accordance with emerging WG AAP guidance. The specific details of these retail units will be determined by the independent businesses that operate from them. Whilst it is important to have a flexibility of retail space, the aim should be for more retail or café mix rather than hot food take away uses. As such a condition has restricted the flexibility A1 – A4 flexible retail.
- 6.3.5. The siting of the medical centre in the south-western corner of the site and over two floors and at the southern end of the site would also meet the site requirements. Although this would be below the 1,689sqm detailed in the WG AAP the shortfall is on the basis of CCG comments, on behalf of NHS, requesting this reduced quantum of floorspace. As such the medical use is considered to be an acceptable form and siting.
- 6.3.6. It should be noted that the provision of the healthcare facility is subject to confirmation by the NHS, and the provision of the facility will be secured through

the S106 agreement, provided the NHS confirms the need for the facility within 6 months of the developer signing the demolition contract for the site.

- 6.3.7. Should the NHS facility fail to be secured an alternative use would need to be applied for. The site's Town Centre location would support such commercial uses, in accordance with DPD Policy DM42.
- 6.3.8. Residential uses would occupy part of the first floor and the floors above, serviced with associated amenity space. A modest employment floorspace would be provided, but the footprint of this is limited due to the provision of plant and energy uses and site constraints, which all impact on the overall viability of the site.
- 6.3.9. The proposals demonstrate a significant improvement in the quality, type and flexibility of retail space provided. Whilst subject to market demand and future detailed design, the proposals offer flexibility of design to enable adaptability to a range of businesses over the lifetime of development consistent with the ambition for the area.
- 6.3.10. Local Plan Policy SP8 and Site Allocation 21 provide flexibility for those uses appropriate in a mixed use development, such as small scale 'walk-to' retail, community and residential uses. Considered in the light of wider emerging proposals the land use and employment provision is supported. The proposed employment, flexible retail and community components would provide a significant number of new jobs, help create safe and attractive places for meeting and socialising consistent with the wider ambition to provide an active link between Wood Green and Heartlands.
- 6.3.11. The redevelopment of the site with a mixed-use scheme providing a healthcare, retail, employment provision, together with residential units, would accord with the Council's aspirations for the site and provide a new facility for GPs as well as providing much needed housing in the borough, therefore contributing to the council major policy objectives.

6.4. Impact on the amenity of adjoining occupiers

- 6.4.1. London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. In respect of tall buildings, London Plan Policy 7.7 states that tall buildings should not affect their surroundings adversely in terms of overshadowing, noise and/or glare and should not impact on local or strategic views. This is reflected in Policy DM1 of the Development Management DPD.

Daylight / sunlight assessment / overshadowing

- 6.4.2. Adopted DPD Policy DM1 states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The council will support proposals that:
- a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;
 - b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development.
- 6.4.3. The location is accepted as a Growth Area and Area of Intensification in adopted Local Plan documents, but existing residents, should not be expected to lose significant proportions of their existing daylight to living rooms, kitchens and bedrooms, or sunlight to south facing living rooms or private external amenity areas.
- 6.4.4. It is considered that VSC values in excess of 20% are considered as reasonably good and that VSC values in the mid-teens are deemed acceptable within a high density urban location. The Mayor's Housing SPD states that in relation to daylight and sunlight provision to new development an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances and the need to optimise housing capacity.
- 6.4.5. Paragraph 2.3.47 of the Mayor's Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. In this instance some windows in the adjacent Umoja House development recorded low-mid teen VLC results but those rooms affected appear to be secondary windows or non-habitable rooms. There are 4 windows that are angled toward the development, which score mid-low teens resultant VLC and appear serve bedrooms. It should be noted that these are only slightly below the mid teen bracket considered to be acceptable in such a central setting and are angled toward an area long established as a development site.
- 6.4.6. Windows with a low resultant VLC in Hornsey Park Road were generally in the side elevation of the rear outriggers of those properties, where habitable rooms would not logically be sited and would not expect high levels of daylight. All windows in rear elevations of those properties would score reasonably and not significantly affected.
- 6.4.7. Scoping studies have been provided for the Masterplan sites of Bittern Place and Hornsey Park Road and concluded that the majority of first floor windows would

not be effected and that where these were negatively impacted those impact could be overcome through design mitigation.

- 6.4.8. The closest building in the St William development (Clarendon Square) would be the northern block, which is proposed to be sited approximately 10m or more from the side elevation of the 4th core corner. No daylight or sunlight scoping study has been undertaken on that block. It is noted in the Illustrative Masterplan submitted for that application (439_P_SW_101 & 101) that there is no residential on the ground floor and that the main fenestration would be in the front and rear elevations. The indicative layout of the flats would provide a side balcony facing onto the site and an additional window, but the separation allowed through the ecological corridor splitting the sites is considered sufficient to avoid significant daylight or sunlight impacts.

Privacy

- 6.4.9. The separation distance between the upper floor flats and the residential properties on Hornsey Park Road is such that there would not be a significant level of overlooking as a result of the development. The rear podium floor level and overall height has been reduced in height in the amended plans in an attempt to mitigate the impact of overlooking from the development. The detailed landscaping will also seek to ensure that use of the podium garden will be restricted to central parts rather than the edges, thus further mitigating this impact. The roof gardens are set within the main roof of the development so benefit from a far greater set back from the boundary. Regardless, the landscaping of those areas will also seek to centralise the useable parts of the garden.
- 6.4.10. The plans submitted prior to re-consultation included a number of windows in the south western elevation, facing onto the northern block of the Clarendon Square scheme. A number of these windows have been removed, given that would act as secondary windows or non-habitable rooms. Where these have been retained, they will be fixed shut below a height of 1.7m and obscure glazed. The final amendments of that elevation have also removed the 4th core, top floor wrap around balcony and replaced this with a more conventional front and rear balcony arrangement.
- 6.4.11. In summary the context of the site and benefits of the proposal as a whole would outweigh the limited impact on the level of amenity serving these neighbours and is in general accordance with Strategic Policy DM1 and London Plan 2016 Policy 7.6. Further planning conditions are proposed as part of the Noise section in this report.

6.5. Affordable housing and viability

- 6.5.1. The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).
- 6.5.2. 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”.
- 6.5.3. Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 40%.

Viability

- 6.5.4. The Mayor’s Affordable Housing and Viability Supplementary Planning Guidance (SPG August 2017) provides guidance to ensure that existing affordable housing policy is as effective as possible. The SPG focuses on affordable housing and viability and includes guidance on the threshold approach to viability appraisals and on viability assessments. As published guidance it is a material planning consideration.
- 6.5.5. As the proposal does not meet the requirements of the threshold approach, the applicant has provided a viability assessment, which has been rigorously assessed by the Council’s independent advisers and GLA officers and confirms that the scheme can viably support 20% affordable housing.

Affordable housing provision

- 6.5.6. The initial submission proposed a 20% provision of affordable housing as single tenure intermediate stock. Initial comments received from GLA Officers raised concerns regarding both the level of affordability and the single tenure. Notwithstanding that the 20% intermediate is the maximum reasonable provision, the applicant has amended the mix to 50% of London Affordable rent and 50% as London Living Rent. This mixed tenure is considered to be a significant improvement in meeting the needs of the local area. Furthermore, the standard 3-year commencement of development condition would be reduced to 2-years, thus encouraging a rapid delivery of these units.
- 6.5.7. The Affordable rented element of the proposed affordable housing will be London Affordable Rent. This is one of the new affordable products that are being promoted by the Mayor of London. The rents of these units are broadly

equivalent to social rents and sit at around 55% of market for one beds and lower than 55% for larger units.

- 6.5.8. The intermediate element of the proposed affordable housing will be London Living Rent. London Living Rent is one of the new affordable products that are being promoted by the Mayor of London. A part-buy part-rent product for those taking their first step onto the property ladder. London Living Rent homes are for middle-income households who now rent and want to build up savings to buy a home. This can be either through shared ownership or outright purchase. Landlords are expected to encourage their tenants into home ownership within ten years.
- 6.5.9. The homes will be offered on tenancies of a minimum of three years. Tenants will be supported to save and given the option to buy their home on a shared ownership basis during their tenancy. They will also be given extra priority for other shared ownership homes across London.
- 6.5.10. Across London as a whole the average monthly rent for a two-bedroom London Living Rent home is around two-thirds of the median market rent.
- 6.5.11. To be eligible for a London Living Rent home, applicants must:
- be renting in London
 - have a maximum household income of £60,000
 - be unable to currently buy a home (including through shared ownership) in your local area
- 6.5.12. The unit mix would be 5 x 1 bed units and 11 x 2 bed units for London Living Rent and 6 x one bed, 6 x two bed and 3 x 4 bed London Affordable Rent. These would be predominantly sited within the fourth core, which would only have external access to the podium garden but would have a roof garden access. This would also be in the first phase of development. The details of the affordable breakdown is detailed below:

London Living Rent

Affordable Rent

CORE	FLOOR	Unit Type	Unit Size	Tenure Type
4	4	1 bed/2 person	50	LL
4	4	1 bed/2 person	50	LL
4	5	1 bed/2 person	50	LL
4	5	1 bed/2 person	50	LL
4	6	1 bed/2 person	47	LL
4	6	2 bed/3 person	61	LL
4	3	2 bed/4 person	74	LL
4	3	2 bed/4 person	70	LL
4	4	2 bed/4 person	70	LL
4	4	2 bed/4 person	82	LL
4	4	2 bed/4 person	74	LL
4	4	2 bed/4 person	70	LL
4	5	2 bed/4 person	70	LL
4	5	2 bed/4 person	82	LL
4	5	2 bed/4 person	74	LL
4	5	2 bed/4 person	70	LL

CORE	FLOOR	Unit Type	Unit Size	Tenure Type
4	1	1 bed/2 person	56	AR
4	1	1 bed/2 person	56	AR
4	2	1 bed/2 person	50	AR
4	2	1 bed/2 person	50	AR
4	3	1 bed/2 person	50	AR
4	3	1 bed/2 person	50	AR
4	2	2 bed/4 person	70	AR
4	2	2 bed/4 person	82	AR
4	2	2 bed/4 person	74	AR
4	2	2 bed/4 person	70	AR
4	3	2 bed/4 person	70	AR
4	3	2 bed/4 person	82	AR
4	6	3 bed/4 person	80	AR
1	2	3 bed/4 person	81	AR
1	6	3 bed/4 person	74	AR
4	6	3 bed/5 person	119	AR

Unit mix

6.5.13. 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. Strategic Policy SP2 (Housing) and Policy DM11 of the Council's Development Management DPD continue this approach.

6.5.14. Haringey's Housing Strategy (2017-2022) does not set out a target dwelling mix for market housing, however, Policy DM11 states that Council will not support proposals which result in an overconcentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.

6.5.15. The development will provide a total of 160 residential units providing a mix of 29% one bed, 66% two bed and 6% three bed. With regard to the site specifics, it is noted that the Wood Green AAP refers to new family housing to be focussed outside of the town centre and Cultural Quarter, in the Zone More Suitable for Family Housing, away from areas of mixed use development. The specific site allocation refers to the Iceland site as being in an area generally less suitable for family housing. As such, the lower than normal family housing units are acceptable in this instance.

6.6. Quality of accommodation standards and amenity space

- 6.6.1. London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Strategic Policy SP2 and Policy DM12 of the Council's Development Management DPD reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.6.2. The proposed development would provide 10% (16 units) across the site as wheelchair adaptable. The development is set over 4 cores, with each core providing two lifts and stairwell to the flats contained within.
- 6.6.3. The internal layouts are in accordance with the minimum floorspace standards and all units will be served by substantial balconies.
- 6.6.4. There are a number of units served by single aspect or enhanced single aspects (provision of an aspect from the balcony window). Whilst the proportion of these has been minimised, it has been accepted that the nature of the site, in terms of narrowness, requirement to set-in from the Moselle culvert and central location, mean that these cannot be completely eradicated. In accordance with the Mayor's Housing SPG, all family units would be dual aspect and of the two and one bed units that are not true dual aspect they would have an open plan and would not be due north.
- 6.6.5. The number of units per would be in compliance with the Mayor's Housing SPG, but the number of units per floor would comply with these guidelines. Furthermore, each core would have access to two lifts and would be required to have key fob entry and lobby system to ensure security. Floor to ceiling heights, large windows and balconies, as well as access to communal amenity space would all comply with the Mayor's SPG Housing and the scheme provides a high standard of residential accommodation.
- 6.6.6. All units would have internal access to either a rooftop garden or the podium garden and the provision of garden space, combined with private amenity space is sufficient. The amended site plan shows a provision of child playspace adjacent to the undercroft car park, but no details of access to this area or form of playspace have been provided. It is considered that a preferable location for this may be on one of the upper levels, with sufficient separation from first floor residential. Details of the configuration of playspace within the site are required by condition.
- 6.6.7. Overall the layout and form of development is considered to be in accordance with policy and acceptable within the central urban setting and constraints of the site.

6.7. **Density**

- 6.7.1. Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range the density levels in the Density Matrix of the London Plan.
- 6.7.2. London Plan Policy 3.4 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 mechanistically - its density ranges for particular types of locations 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.
- 6.7.3. Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The site is considered to be within a 'central' setting where the density matrix sets a guideline of 650 -1100 habitable rooms and 215-405 units per hectare, with a PTAL of 4-6. The density of the development equates to a density in excess of these guidelines with approximately 1258 hr/ha and 413 u/ha. However, local factors, including the quality of the scheme, its high accessibility, mixed use nature and proximity to metropolitan open spaces support the proposed density.
- 6.7.4. It should be noted that density is only one consideration of the acceptability of a proposal. Given the proposal provides good quality units with a good quality living environment. As such, at the density proposed the proposal therefore can be considered acceptable as it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

6.8. **Protecting and enhancing watercourses**

- 6.8.1. DM Policy DM28 makes provision for protecting and enhancing watercourses. The Wood Green AAP makes specific reference to investigations to be undertaken around it's suitability for future use, and potential deculverting should be facilitated through any development. DM28 states that new development must be set back at a distance of 8 meters from a main river or at an appropriate width as agreed by the Council and the Environment Agency, in order to provide an adequate undeveloped buffer zone.
- 6.8.2. The submitted Drainage Strategy assumes that a 4m buffer would be acceptable for the site but this had not been formally agreed with the Environment Agency and the Council. Initial comments from the Environment Agency stated that no

such agreement had been undertaken and that before such negotiation could take place a survey of the existing culvert would be required. The applicant has undertaken this survey and Environment Agency Officers have stated that a reduced buffer may be acceptable in this instance, subject to agreement between themselves and the applicant.

- 6.8.3. The footprint of the building would largely respect the 8m buffer requirement, but it is noted that some of the medical centre would be within this zone and car parking bays would be within the line of the culvert. The applicant has attempted to remove all obstacles from the 8m buffer, including the supporting columns for the podium roof garden. This podium area would be cantilevered to ensure that a clear path could be accessed through the rear of the site if deculverting were to become available and feasible in the future.
- 6.8.4. Further comments are awaited from the Environment Agency regarding the buffer zone. Should the Environment Agency consider the proposed buffer acceptable, then suitable conditions and potential legal obligations would be imposed on any grant of planning recommendation subject to no objection from the Environment Agency. This will be included on an addendum, which will be reported to Members at the planning sub-committee meeting.

6.9. **Designing out Crime**

- 6.9.1. DPD Policy DM2 gives policy guidance for safe environments and requires consideration of the principles set out in 'Secured by Design'. The Secured by Designing Out Crime Officer has advised further discussion between the applicant and Metropolitan Police regarding details such as doors and access.
- 6.9.2. The applicant has committed to achieving this certification, and will work with the Metropolitan Police to obtain full Secure by Design certification. A condition requiring this is recommended.
- 6.9.3. In addition, all lighting will be in accordance with Haringey Guidelines and British Standards with the installation of CCTV included where deemed necessary. The relatively larger number of units per core require an access controlled lobby and communal entrance and access detail, as well mailboxes within the lobby. External lighting, gated access to car park and secure doors have been incorporated into those conditions.

6.10. **Accessibility**

- 6.10.1. In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including the obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between

persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.

6.10.2. The proposed development would engage primarily with people with protected characteristics around physical access and have been designed to contemporary Building Regulations. The proposed development would offer step free access throughout including all entrances to private and affordable housing, as well as commercial spaces. All floors of the residential accommodation would be served by two lifts. All residential units would be built to Part M4 (2) 'accessible and adaptable dwellings' and 10% will be built to Part M4 (3) 'wheelchair user dwellings' of Building Regulations. Access will be available to all parts of the building and shared amenity spaces through lift access.

6.10.3. Specific details of the internal arrangement of the commercial and community, public parts of the site shall be required to comply in accessibility terms. The proposed development would be likely to provide a range of socioeconomic and regeneration outcomes for the area including the provision of new housing including affordable housing to increase affordability and reduce overcrowding. It would also result in local employment impacts including displacement of existing employment but the generation of construction employment and new employment opportunities to the benefit of all priority groups that experience difficulties in accessing employment.

6.11. Parking and highway safety

6.11.1. The existing site consists of an Iceland supermarket containing 76 car parking spaces including 5 disable car parking spaces and is bounded to the south east by the consented Clarendon Square scheme.

6.11.2. The Public Transport accessibility level of the site is medium with a PTAL of 4, the site is located 700 metres from Wood Green underground station, some 9 minutes' walk and 940 metres from Alexandra Palace Rail Station (10.5 minutes' walk), the site is also within PTAL walking distance of the (184 and W3) bus routes. The area surrounding the site to the east of the railway lines is covered by the Wood Green Inner Control Parking Zone which operates seven days a week between the hours of 8am-10pm and the Wood Green Outer Control Parking Zone which operates Monday to Saturday 8am to 06:30 pm; there are some areas to the north of the site which is currently not covered by a control parking zone.

6.11.3. The proposal would provide a total of fourteen residential disabled parking bays and four car parking spaces would be provided for the medical centre staff. The remainder of the development will be car free. The applicant is proposing to provide a total of 304 long stay and 27 short stay cycle parking spaces for the development.

6.11.4. The application is supported by a number of existing condition surveys for the site and adjacent sites at Chocolate Factory and Clarendon Square. The Transport Assessment includes pedestrian environment review systems, level of cycling service, parking surveys and considers local accident levels.

Trip generation

6.11.5. The existing supermarket of some 1040sqm using sites selected from the TRICs database the existing supermarket will generate 91 two-way trips during the critical Saturday peak hour and 585 two-way trips over the day. The existing supermarket will generate very few trips during the am peak; during the pm peak, the supermarket generates 22 two-way vehicular and 300 two-way trips over the day. Transport Officers consider the evening peak trips are not representative of the site; however, considering that the development proposal will be largely car free the redevelopment of the site will result in a reduction in the number of vehicular trip generated by the site.

6.11.6. The development proposal would generate a total of 1068 two-way persons trip per day which is not uncommon for a development of this size the majority of the trips generated by the site will be by sustainable modes of transport with the car-driver mode share only accounting for some 9.74% of the total amount of trips generated by the site over the day. The development proposal will result in a total of 104 two-way car drive trips over the day and 11 two-way car driver trips during the Am peak hour.

Parking

6.11.7. The development will provide a total of 14 x wheelchair accessible car parking spaces for the residential aspect of the development, which equates to 0.92 spaces per unit, which is broadly in line with the 10% required by the London Plan. No further residential parking would be provided.

6.11.8. Local Plan Policy SP7: Transport, which focuses on promoting travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD, Policy DM32 which support car-free development where:

- a) There are alternative and accessible means of transport available;
- b) Public transport is good; and
- c) A controlled parking zone exists or will be provided prior to occupation of the development

6.11.9. This development proposal will be dedicated as a car free/ car-capped development the Council will prohibit the issuing of car parking permits to the

future occupiers of the residential element of this development in any current or future control parking zone, residents will be eligible for visitors parking permits.

6.11.10. Although the site is located in the Wood Green Control Parking Zone, there are some roads to the north of the site that are currently not covered by a control parking zone and are in within easy walking distance of the site. As such, a financial contribution towards the design and consultation of parking control measure to restrict parking in these areas shall be required. The contribution is estimated at £20,000. This will have to be secured by way of S.106 agreement. Furthermore, a parking management plan for approval before the development is occupied; this must be secured by way of the S.106 agreement.

6.11.11. Provision of four off streetcar parking spaces are proposed for the medical centre aspect of the development; which is considered to be acceptable. However, it is noted that the applicant has not proposed providing any wheel chair accessible car parking spaces for the commercial aspect of the development proposal. The London Plan requires the applicant to provide at least one wheelchair accessible car parking space even if no general needs car parking space is proposed for the commercial aspect of the development proposal. Therefore, one of the medical centre parking bays will be required to reallocated to provide suitable wheelchair accessible car parking space. This shall be required as part of the parking management plan.

6.11.12. Local Plan Policy SP7 seeks to reduce car use and promote travel by sustainable modes of transport, in addition the applicant is proposing to provide a commercial travel plan to support the commercial aspect of the development; this will be secured by the S.106 legal agreement. In addition a financial contribution will be required to review the existing on street car parking controls in the area surrounding the site to ensure that any residual car parking demand generated by the development will not have any adverse impact on the highways network. Furthermore, the applicant will be required to provide a car club membership for the commercial element of the development this will have to be secured by the S.106 agreement.

Cycle and pedestrian access

6.11.13. The London Plan requires cycle parking provision of 1 x secure sheltered cycle parking spaces per studio and one bed unit and 2 x cycle parking spaces per two or more bed unit, as well as 4 x short stay cycle parking spaces. The applicant is proposing to provide a minimum of 259 secure sheltered cycle parking space for the residential aspect of the development and a total of 309 long-stay cycle and 27 short stay cycle parking spaces, this is in excess of the number of cycle parking spaces required by the London Plan.

6.11.14. Regardless, a condition securing the provision of the cycle parking in line with the 2016 London Cycle Design Standard (LCDS) a minimum of 5% of the

stands must be able to accommodate larger bicycle, details of the layout must be submitted for approval before any development commences on site.

Impact on public transport

- 6.11.15. The cumulative impact of this development and the other developments (the development, Clarendon Square and the chocolate factor site) is a material consideration in assessing public transport impact and the impact on the various modes of public transport (Underground, Local Buses, Rail and the local cycle network).
- 6.11.16. In relation to this development proposal there will be significant reduction in the number of car trips generated by the site, however there will be an increase in the number of public transport trips generated by the site. Officers have assessed the likely impact of the proposed trips on the transport network and have considered that the majority of the trips generated by the development will be by the underground and the local bus network.
- 6.11.17. There is a need to improve the accessibility to the local bus network for visitors of the medical centre, who have a disability or those patients who are not able to walk long distances. TfL is seeking a financial contribution of £ 1,250,000 to divert two bus routes to service this site and the neighbouring sites. Given that the Council's Local Plan Policy SP7 seeks to promote travel by sustainable modes of transport, Officers consider that a reasonable financial contribution towards these two bus routes would be £100,000 (one hundred thousand pounds).
- 6.11.18. Consideration of the cumulative impact of the three development proposals on the underground network concludes that the majority of the trips generated by the site will be at Wood Green Station and there is current capacity at the station to cater from the demand. However, a contribution from the developer will be required to improve walking routes to and from the station, including providing and new pedestrian crossing facility on Mayes Road with the Junction of Brook Road and improvements to the Caxton Road and Caxton Mews pedestrian link, which provide access to the High Road.
- 6.11.19. The primary pedestrian access to the development will be via Mayes Road and Brook Road, the Pedestrian Environment Review System audit of the existing pedestrian environment surrounding the site and on the key routes to the public transport interchange highlighted that the entire route required clear legible signage. Furthermore, the majority of accidents in the area have been recorded as slight accidents. It is noted that sixteen involved cycle collisions taking place on Mayes Road between the junction of Coburg Road and Brook Road where there are existing crossing points, one of which is signalised and one un-signalised at this location. However, it would seem that the crossing points will need to be reviewed and a crossing point provided at the appropriate

location. The cost of the highways contribution has been estimated at £100,000 towards improvements to these links.

Impact on local highways network

6.11.20. The proposed development will result in a reduction in the numbers of vehicular trips generated by the development hence any increase in the number of serving trips will be inconsequential when compared to the reduction in vehicular trips currently generated by the supermarket.

6.11.21. The site currently has no delivery and servicing plan and the applicant has not forecasted the number of servicing trips that will be generated by the development proposal. Regardless, it is considered that the servicing of the residential and commercial parts of the development can be completed via Brook Road and a servicing and delivery bay can be provided as part of the new public realm. Accordingly, a service and delivery plan will be required by way of condition.

Highways layout

6.11.22. The proposed development will require changes to the highway network including changes to Western Road including the removal of the existing crossovers and provision of new vehicular crossovers. To access the development the applicant has also submitted a scheme, which includes a new public realm scheme on Mayes Road and Brook Road. LBH engineers have reviewed the proposed scheme and have produced an indicative highways scheme for Brook Road and Mayes Road. The cost of the highways works has been estimated at £402,000 (four hundred and two thousand pounds), the cost of which shall be secured by the S.278 agreement.

6.11.23. A draft travel plan has been submitted to support the development proposal. The travel plan has been assessed using the ATTrBuTe and this plan, including the targets and measures proposed therein are to be secured by the S.106 agreement. The applicant will also be required to pay £2k per travel plan for travel plan monitoring for a minimum of 5 years.

Construction Management Plan

6.11.24. The development proposal will generate a significant amount of construction traffic over a number of years; the applicant will be required to submit a revised Construction Management and Logistics Plan to be reviewed annually or with each phase of the development proposal. The Construction Management Plan is to be secured by S.106 agreement.

6.12. Energy and sustainability

- 6.12.1. Chapter 5 of the London Plan sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy.
- 6.12.2. A centralised energy system will be incorporated into this design but the development will connect to the Wood Green DEN when that is completed. This is detailed in the S106.

Energy

- 6.12.3. The planning application was submitted with an accompanying Sustainability Statement which sets out to demonstrate how the proposed development will achieve high standards of sustainable design and environmental efficiency and how the proposed design, construction and operation will meet the relevant national, regional and local planning policies.
- 6.12.4. The proposed development implies an improvement of beyond Building Regulations of 12% for the residential portion of the development and 41% for the commercial portion of the development. This will be achieved through improved energy efficiency standards in key elements of the build. This is policy compliant and a positive.
- 6.12.5. The policy requirement is zero carbon for the residential element and 35% improvement beyond building regulations for the commercial. The scheme delivers a 37.2%, for residential and 35%, for commercial improvement beyond Building Regulations 2013, for residential and commercial spaces respectively. The applicant is offsetting 62.7% to achieve zero carbon in the residential element. As such, the overall approach is policy compliant.
- 6.12.6. The London Plan, Policy 7.14 states that new development should – “minimise increased exposure to existing poor air quality and make provision to address local problems of air quality such as by design solutions, buffer zones” and “ensure that where provision needs to be made to reduce emissions from a development.” The scheme proposes communal energy + high efficiency gas fired condensing combination boiler(s). This has been amended throughout the application so now would be internal within the footprint of the building. Regardless, an Air Quality Assessment is needed to assess the proposed air quality and flue impacts and is recommended as a condition.
- 6.12.7. The application has reviewed the installation of various renewable technologies. They are proposing installing 140 kWp (circa 900m²) roof-mounted PV system is proposed for the site, which is expected to provide a further 12% reduction in on-site CO₂ emissions. This will need to be monitored and suitable conditions are attached accordingly.

6.12.8. A dynamic thermal model shall be undertaken for all London's future weather patterns. While the risk to the dwellings may be acceptable, Officers advise that this risk is minimized at design stage, through designing in passive ventilation and appropriate mitigation strategies. Officers have assessed the measures set out for energy efficiency measures and judge these to be acceptable.

Sustainability

6.12.9. The submitted detailed scheme has confirmed that all new non-domestic units will achieve a BREEAM Excellent and Home Quality Mark 3 stars. This is secured via planning condition.

6.13. Waste

6.13.1. London Plan Policy 5.17, Local Plan Policy SP6 and Development Management, DPD DM4 require development proposals to make adequate provision for waste and recycling storage and collection.

6.13.2. In terms of residential waste, each unit would include adequate storage space to allow for separate bins for general waste, recyclables, and organic waste. In terms of commercial waste, arrangements for the collection and disposal of commercial waste would be contracted out to a private waste management company or the Council.

6.13.3. The Council's Waste Management Team have reviewed the application and given an "Amber" rating, due to the lack of detail regarding the siting of dropped kerbs and waste arrangement. A planning condition requiring full details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials is recommended to secure adequate facilities and meet the Council's operational requirements.

6.14. Land contamination

6.14.1. Policy DM32 requires 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 applicant has submitted a Phase 1 Desktop Study Report containing detailing the current and historical uses of the site and potential contaminants from outside of the site.

6.14.2. The Council's Environmental Health Officer (Pollution) has assessed the proposal and raises no objections subject to the imposition of standard conditions around land remediation on any grant of planning permission.

6.15. Wind and micro-climate

- 6.15.1. London Plan Policies 7.6 and 7.7 state that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to wind and microclimate. This is particularly important for tall buildings. Development Management, DPD Policy DM6 states that proposals for tall buildings should consider the impact on microclimate. Policy DM3 more broadly requires improvements to the public realm for pedestrians and cyclists in Haringey.
- 6.15.2. The size of the building in relation to existing buildings is deemed not to require wind tunnel assessment or attenuation, given the proximity to Shopping City and other taller buildings within the broader vicinity.

6.16. Drainage

- 6.16.1. London Plan Policy 5.13 and Local Plan Policy SP5 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.
- 6.16.2. 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. Further guidance on implementing London Plan Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG including the design of a suitable SUDS scheme.
- 6.16.3. The Council's Senior Drainage Engineer has assessed the scheme and has no objection to the drainage plans proposed. It is noted that Thames Water requires the imposition of planning conditions to secure drainage details. Thames Water and the Environment Agency do not raise objections. Subject to the imposition of the conditions noted above, the development is acceptable in Flood Risk and drainage terms.

6.17. Air quality

- 6.17.1. 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. 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 in

Development Management DPD 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.

6.17.2. 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 and the site itself is surrounded by heavily trafficked roads.

6.17.3. The Council's Environmental Officer has assessed the associated Air Quality Assessment. The Air Quality Assessment has provided insufficient information regarding the details of the proposed energy centre, boilers, nor details of servicing management. These details will be required to be fed into a finalised Air Quality Assessment and shall be required at least 6 months prior to the commencement of development. and an Air Quality Neutral Assessment (AQNA) has been submitted to assess the air pollution impact of the proposed developments and determine the change in pollutant concentrations of NO₂ and PM₁₀.

6.18. **Noise**

6.18.1. London Plan Policy 7.15 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. This policy also indicates that where it is not possible to achieve separation of noise sensitive development and noise sources, 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 Development Management Policies DM1 and DM23.

6.18.2. Officers have assessed the scheme and associated noise report and are satisfied that suitable levels can be achieved.

6.19. **Ecology and trees**

6.19.1. The Nature Conservation and Tree Officer is broadly satisfied with the proposal. The removal of the modest trees at the front of the site is considered acceptable but additional tree planting is requested. Additional trees have been requested from the 10 existing and a variety of native species have been requested. The request for these native tree species has also been re-iterated in comments from the Tree Trust for Haringey. Precise location, number and species of trees, as well as details of planting beds will be conditioned.

6.19.2. In the rear of the site, the proposed removal of three trees (T11, T13, T14) has been opposed and these should be retained if possible. The siting of these trees would be in close proximity, or indeed on, the proposed siting of wheelchair accessible parking spaces. As such, these will be required to be hard surfaced and would create conflict with the existing trees. Given that a large area of land surrounding the development will be left as a buffer, replacement trees adjacent to that buffer will be required.

6.19.3. The Environment Agency will require consultation on the precise location of replacement trees in relation to this buffer, but it is considered that replacement species of approximate size would provide a better option than loss of disabled parking, which is already marginally below London Plan standards.

6.20. **Fire safety**

6.20.1. Fire safety is not a planning matter; rather it is to be dealt with at Building Regulations stage. However, in light of recent events and the Council's understandable concern around this matter the applicant has been asked to provide information regarding its plans for fire. High-rise residential blocks are constructed in many different ways and the varying combinations of design and materials mean that all proposals have to be considered individually.

6.20.2. Building Regulations are minimum standards for design and construction for the erection of new buildings and the alterations of existing buildings. The regulations cover areas such as structure, fire, sound resistance, ventilation, drainage, conservation of fuel, electrical installations, security and access for disabled persons.

6.20.3. The development will be required to meet the Building Regulations in force at the time of its construction and these may well be changed from those in force currently. The Building Control Body (the Local Authority or an Approved Inspector) would carry out an examination of drawings for the proposed works and carry out site inspections during the course of the work to ensure the works are carried out correctly as far as can be ascertained. As part of the plan checking process a consultation with the Fire Service would also be carried out. On completion of work the Building Control Body will issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

6.20.4. Fire safety provisions have several components which subdivide the building into distinct fire compartments to prevent the rapid spread of fire. These areas are separated by fire doors. To prevent the building from premature collapse, the structural elements are protected to withstand the fire and heat to a specified period of time.

6.20.5. There are also provisions to prevent fire and smoke spreading unseen in cavities and concealed areas. Fire barriers are provided which are critical in ensuring the fire and smoke separation between compartments. External walls and roofs are required to have sufficient resistance against the spread of fire between buildings. These are determined in relation to the proximity of other buildings and the boundaries.

Provision of smoke detectors

6.20.6. The Building Regulations require installation of a self-contained mains operated smoke alarm in the hallway (lobby) within each flat. These provide early warning to the occupants and aid early evacuation and expect them to alert the fire service. These requirements have been in place from 2006 for new flats. In large developments, smoke detection in common areas is provided that will activate automatic smoke vents. The applicant has confirmed that smoke detectors will be fitted in the development and that a smoke evacuation system will also be fitted.

Provision of sprinklers

6.20.7. New buildings with a floor more than 18m (approximately 6 stories) above ground level will be provided with a firefighting shaft which includes a firefighting lift, firefighting stairs and dry riser. A dry riser is a fixed vertical pipe positioned in or close to the staircase which the fire brigade can help to supply water to the upper floor levels. The applicant has confirmed this will be provided and has shown a provision on the ground floor for a large tank room, which is a requirement for such development.

6.21. Planning obligations and CIL

6.21.1. Based on the information given on the plans, the Mayoral CIL charge will be £528,938 (11,909sqm x £35 x 1.269) and the Haringey CIL charge will be £1,912,426 (10,653sqm x £265/165/15 x 1.088). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

6.22. Conclusion

6.22.1. The Iceland site has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential-led mixed-use development. The application forms an important component in

the regeneration of Heartlands redevelopment, in support of DPD site allocation SA21 and emerging Wood Green Area Action Plan.

- 6.22.2. The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The scale of development is supported by its location within the Wood Green town centre.
- 6.22.3. The minimum overall affordable housing proposal of 20% will make a significant contribution to meeting the portfolio approach to the management of affordable housing within the area. The tenure mix of affordable London Living and Affordable Living rent combined with the 2 year time limit for the permission granted would ensure swift delivery of much needed tenures.
- 6.22.4. The overall balance of retail, employment and community floorspace, is likely to contribute to a genuinely mixed use neighbourhood and enliven this important link between Wood Green Town Centre and Clarendon Square, in accordance with site allocation SA21 and emerging WG SA11.
- 6.22.5. The Masterplan represents a considered and reasonable approach to proposed development for the sites on Bittern Place and Hornsey Park Road as parts of the SA21 site allocation. A design code for the public realm of these areas shall ensure a coherent design with all three parts of the site and the adjacent site allocations.
- 6.22.6. The proposal will not jeopardise any plans for future de-culverting of the Moselle, subject to EA approval, suitable conditions and legal agreements.
- 6.22.7. The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation secured, the noise, vibration and air quality impacts to future occupiers of the units are acceptable.
- 6.22.8. The transportation impacts to the scheme are acceptable. The scheme will not generate a significant increase in traffic or parking demand. The provision of cycle storage is policy compliant and further details are secured by planning condition.
- 6.22.9. The interim solution of an internal energy centre is acceptable in the context of the commitment to a future district energy connection. Taking into account the proposed S106 obligations relating to carbon offset payment, the design of the scheme is considered to be sustainable. The issues of flood risk, drainage, land contamination and waste storage are able to be addressed by the imposition of conditions.
- 6.22.10. 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. RECOMMENDATIONS

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

Applicant's drawing No.(s) WGR-CAA-XX-XX-DR-A-0100/P1; 0101/P1; 0102/P1; 1001/P3; 1002/P3; P1003/P2; 2000/P4; 2001/P4; 2002/P4; 2003/P5; 2004/P4; 2005/P3; 2006/P2; 2010/P4; 2011/P3; 2012/P3; 2020/P3; 3001/P3; 3002/P3; 3003/P4; 3004/P4; 3005/P4; 3006/P4; 11405_L04/P04; L05/P04; L06 P04; Right of Light Chartered Surveyors - BRE Daylight Preliminary Assessment - Land off Brook Road, Wood Green, London N22 6TR (Adjoining Development Land at Bitten Place and Hornsey Park Road) – 28 February 2018; Right of Light Chartered Surveyors – Daylight and Sunlight Study (Neighbouring Properties) Land off Brook Road, Wood Green, London N22 6TR – 7 March 2018; Right of Light Chartered Surveyors – Daylight and Sunlight Study Daylight and Sunlight Study (Within Development); Land off Brook Road, Wood Green, London N22 6TR INNV Design Solutions – Pre Planning Draft Demolition Plan; Enviro Solution – Drainage Strategy – September 2017; Enviro Solution – Flood Risk – September 2017; Bureau Veritas – Air Quality Assessment – September 2017; Bureau Veritas – Environmental Noise Assessment – 6415727/4 – July 2017; C11705/B – June 2017 (Arb report); CG/18750 – June 2017 (Phase 1 Desktop Study); Construction Management Plan – April 2017; Project 23 - Sustainability and Energy Statement – July 2017/P1; Mouchel - Transport Assessment – 21 September 2017; Mouchel – Travel Plan – 21 September 2017 – TR002/2.0; Email received from Bryony P Jennings on 12/03/2018 (Affordable Mix & Location)

Subject to the following condition(s)

1. Time limit (2 years)

The development hereby authorised must be begun not later than the expiration of 2 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. Approved drawings

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

WGR-CAA-XX-XX-DR-A-0100/P1; 0101/P1; 0102/P1; 1001/P3; 1002/P3; P1003/P2; 2000/P4; 2001/P4; 2002/P4; 2003/P5; 2004/P4; 2005/P3; 2006/P2; 2010/P4; 2011/P3; 2012/P3; 2020/P3; 3001/P3; 3002/P3; 3003/P4; 3004/P4; 3005/P4; 3006/P4; Email received from Bryony P Jennings on 12/03/2018 (Affordable Mix & Location)

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

3. Materials to be approved

Prior to the commencement of works to the development hereby approved details of appropriately high quality and durable finishing materials to be used for the external surfaces of the development, including samples shall be submitted to and approved in writing by the Local Planning Authority. Samples shall include example external panelling at a minimum, combined with a schedule of the exact product references for other materials.

Reason: In order to protect the character and appearance of the area and to protect the amenity of local residents in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

4. Cycle parking design

Prior to the commencement of development hereby approved details of the provision and design of cycle parking shall be submitted to and approved by the Local Authority in accordance with the 2016 London Plan and London Cycle Design Standard and accredited to a minimum of PAS24:2016 accreditation, with self closing, self locking mechanism, fob access into the store and push button to release to exit.

Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard and secure by design standards.

5. Electric charging facilities

Prior to the first occupation of the development hereby approved a provision of 20% of the total number of car parking spaces will have active electric charging points, with a further 20% passive provision for future conversion and such provision shall be retained thereafter unless otherwise agreed in writing.

Reason: To comply with the Further Alteration to the London Plan and the London, and reduce carbon emission in line with the Council's Local Plan Policy SP4.

6. Delivery, service and waste management plan

Prior to the first occupation of the development hereby approved, a Delivery and Servicing Plan (DSP) shall be submitted to and approved by the Local Planning Authority. Such DSP shall include a waste management plan which includes details of

how refuse is to be collected from the site and secure bin store areas and shall be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.

7. Refuse storage:

Prior to the first occupation of the residential and commercial units hereby approved details of separate refuse storage facilities shall be submitted to and approved by the Local Planning Authority in shall be accredited to a minimum of PAS24:2016, be self closing, self locking with two Maglock minimum. Access and exit should be via fob only from the core of the building with push button or thumb turn release into the public highway.

Reason: To ensure secure systems for refuse storage and safety of residents.

8. Gated access to the car park

Prior to first occupation of the development hereby approved details of the entrance to the undercroft car parking facility shall be submitted to and approved in writing by the Local Planning Authority and shall be retained as such in perpetuity unless otherwise agreed in writing. Any gates shall be accredited to LPS 1175 SR2 and to be fob access entry and exit only.

Reason: To ensure the safe and secure access to this area and in the interest of the visual character of the area.

9. Design code for public realm

Prior to commencement of the development hereby approved a detailed design code for the public realm areas of and surrounding the site, shall be submitted to and approved in writing by the Local Planning Authority. Public realm works shall be undertaken in accordance with this design code and shall be retained as such thereafter, unless otherwise agreed in writing.

Reason: to ensure a coherent and linked approach between the site and surrounding allocated sites.

10. Piling Method Statement

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and

approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To ensure the piling does not impact on any infrastructure.

11. Crossrail 2 safeguarding

None of the development hereby permitted shall be commenced until detailed design and Construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations have been submitted to and approved in writing by the Local Planning Authority which:-

- (i) Accommodate the proposed location of the Crossrail 2 structures including temporary works
- (ii) Accommodate ground movement arising from the construction thereof,
- (iii) Mitigate the effects of noise and vibration arising from the operation of Crossrail 2 within its tunnels and other structures.

The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs 1(i), 1 (ii) and 1 (iii) of this condition on shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied. No alteration to these aspects of the development shall take place without the approval of the Local Planning Authority in consultation with Crossrail 2.

Reason: To ensure safeguarding of future Crossrail 2 route.

12. External lighting

Prior to first occupation of the development hereby approved details of all permanent external lighting to building facades, street furniture and public realm features, including the relevant elements of the wind mitigation strategy, to comply with British Standard 5489:2003, utilizing dusk till dawn photo electrical cell lighting with manual override, shall be submitted to and approved in writing by the Local Planning Authority. The agreed lighting scheme shall be retained as such thereafter.

Reason: To ensure the design quality of the development and also to safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

13. Business and Community Liaison construction Group

For the duration of the construction phase of development the Applicant will establish and maintain a Liaison Group having the purpose of:

- a) informing local residents and businesses of the design and development proposals;
- b) informing local residents and businesses of progress of preconstruction and construction activities;
- c) considering methods of working such as hours and site traffic;
- d) providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
- e) producing a leaflet prior to commencement of demolition for distribution to local residents and businesses identifying progress of the Development and which shall include an invitation to register an interest in the Liaison Group;
- f) providing advanced notice of exceptional works or deliveries;
- g) providing telephone contacts for resident's advice and concerns.

The terms of reference for the Liaison Group should be submitted to the Council for approval prior to commencement of the development. The Liaison Group will meet at least once every month with the first meeting taking place one month prior to the commencement of development and the meetings shall become bimonthly after the expiry of a period of four (4) months thereafter or at such longer period as the Liaison Group shall agree.

Reason: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

14. Confirmation of site levels

Prior to the commencement of the development (except demolition works) details of all existing and proposed levels on the site in relation to the adjoining properties be submitted to and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respect the amenity and proportions of the site.

15. Contamination (1)

Using the information from the Environmental Statement a site investigation shall be designed for the site. This shall be submitted to, and approved in writing by the Local

Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

1. a risk assessment to be undertaken,
2. refinement of the Conceptual Model, and
3. 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.

B) If the updated 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 the potential effects set out in the Environmental Statement dated December 2016, 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.

16. Contamination (2)

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

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

17. Mobile machinery

No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM and 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.

18. Mobile machinery inventory

An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

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

19. Additional AQ assessment (energy centre detail)

Prior to development, a revised Air Quality assessment including predicted concentrations incorporating combustion plant emissions and an AQ neutral assessment with a comparison of development emissions against London Plan emission benchmarks for buildings. Details shall include and relate to transportation details and confirm that the emissions from this single Energy Centre are managed, which shall be mitigated in line with the GLA Air Quality SPG and shall include flue dispersal models, and emissions management on the pollutants.

Reason: To Comply with Policy 7 and to ensure that the residents in this building and neighbouring buildings are not impacted by these emissions.

20. Air Quality (Dust)

Prior to the commencement of the development hereby approved, an Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, shall be submitted in writing to and for approval by the Local Planning Authority. The (AQDMP) shall be in accordance with the GLA SPG Dust and Emissions Control and include an updated Dust Risk Assessment in substantial accordance with the Dust Risk Assessment dated December 2016. The plan shall be implemented as approved and maintained for the duration of the construction phase of the development.

Reason: To prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policy 7.14 in the London Plan (2016).

21. Secured by Design certification

Part A - Prior to carrying out above grade works of each building or part of any new building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such parts of a building can achieve full 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.

Part B - Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use.

Reason: In the interest of security of future residents.

22. Secure lobby detailing

Prior to the first occupation of the development hereby approved, details for the communal entrance lobby and access system, including key fob entry system and internal mailboxes for each apartment shall be submitted to and approved by the Local Planning Authority and shall be retained as such unless otherwise approved in writing.

Reason: In the interest of security of future residents.

23. CCTV installation

CCTV systems shall be installed to BS EN 50132-7:2012 CCTV surveillance systems for use in security applications. The design of a CCTV system should be co-ordinated with the existing or planned lighting system for the buildings and the external grounds, to ensure that the quality of the lighting is sufficient to support the CCTV. Remotely monitored detector activated CCTV systems must be installed in accordance with BS 8418:2010 Installation and remote monitoring of detector operated CCTV systems - Code of practice

Reason: In the interest of security of future residents.

24. Confirmation of achieving energy efficiency standards and carbon reduction targets

The development shall be in accordance with the efficiency standards as set out in the Energy Strategy, by Project 23, Revision P1, dated July 2017 and shall achieve BREEAM Excellent and Home Quality Mark 3 Stars and maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval. In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted and approved by the Local Planning Authority within 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP04 of the Local Plan.

25. Roof top PV panels

Prior to the occupation of the development for residential purposes, details of the layout and specification of the PV solar panel installation for each individual building hereby approved shall be submitted in writing to and approved by the Local Planning Authority. The installation shall be constructed in accordance with the approved details and maintained thereafter.

Reason: To ensure sustainable development and mitigate the impacts of climate change in accordance with policies 5.1, 5.2 and 5.3 of the London Plan.

26. Overheating

At least six months prior to commencement of development, minimal risk of overheating shall be insured through the compilation of results of dynamic thermal modelling (under London's future temperature projections) for all internal spaces shall be submitted to and approved by the Local Planning Authority and shall be operational prior to the first occupation of the development hereby approved.

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

- the standard and the impact of the solar control glazing;
- that the overheating pipe work space is designed in to the building allow the retrofitting of cooling and ventilation equipment
- what passive design features have been included
- what mitigation strategies are included to overcome any overheating risk

This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given. Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

Reason: London Plan Policy 5.9 and local policy SP04 and in the interest of adapting to climate change and to secure sustainable development.

27. Boilers

Prior to installation, details of the Ultra Low NOx boilers for space heating and hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh.

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

28. Tree replacement

No less than 12 trees shall be planted within the site and shall be of equivalent size to any tree removed and of a native species. Any tree or plant on the development (including roof top amenity areas) which, within a period of five years of occupation of the approved development 1) dies 2) is removed 3) becomes damaged or 4) becomes diseased, shall be replaced in the next planting season with a similar size and species of tree or plant. Reason: to protect the amenity of the locality.

Reason: To retain the character and appearance of the site and to protect the amenity of local residents in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

29. Sustainable drainage

Prior to the commencement of above ground works details of the design, implementation, maintenance and management of the sustainable drainage scheme shall be submitted to, and approved in writing by, the local planning authority. Those details shall include:

1. 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;
2. 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);
3. Flood water exceedance routes, both on and off site;
4. A timetable for its implementation, and
5. 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 in accordance with Policy 5.13 of the London Plan.

30. Hard and soft landscaping

Prior to the commencement of works, full details of both hard and soft landscape works for the public realm areas, roof garden, podium garden, undercroft parking shall be

submitted to and approved in writing by the Local Planning Authority and these works shall thereafter be carried out as approved. These details shall include:

- a) proposed finished levels or contours;
- b) means of enclosure;
- c) car parking layouts;
- d) Child play space provision;
- e) other vehicle and pedestrian access and circulation areas;
- f) hard surfacing materials;
- g) minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.);
- h) proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); and
- i) measures to mitigate the amenity impacts from the configuration of amenity space

Soft landscape works shall include:

- j) planting plans;
- k) written specifications (including written specifications (including cultivation and other operations associated with plant and grass establishment);
- l) schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- m) implementation and management programmes.

The soft landscaping scheme shall include detailed drawings of:

- n) those existing trees to be retained;
- o) those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- p) those new trees and shrubs to be planted together with a schedule of species;
- q) green/podium roof details including details on substrate depth;
- r) ground floor planting;
- s) communal roof gardens planting.

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting

for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Plan 2016 and Policy SP11 of the Local Plan 2017.

31. Configuration of child playspace

Prior to the first occupation of the development hereby approved, a plan for the location of accessible playspace and calculation of projected children within the development shall be submitted to and approved by the Local Planning Authority. Such a plan shall provide sufficient amount of playspace and suitable play equipment for the projected number of children on site

Reason: To ensure adequate child playspace provision in accordance with London Plan Policy 3.6.

32. Accessible dwellings

All the residential units will be built to Part M(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended) and at least 10% (28 units) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, unless otherwise agreed in writing with the Local Planning authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan Policy 3.8.

33. Internal noise levels within residential

The completion of the residential units shall be in accordance with the Environmental Noise Assessment, with the installation of appropriate double glazed insulating units together with the provision of forced ventilation, the internal noise levels within the proposed residential units (with the windows closed) will be in accordance with BS8233:2014. A test shall be carried out prior to the discharge of this condition to show that the required noise levels have been met and the results submitted to the Local Planning Authority for approval.

REASON: To ensure high quality residential development

34. Sound insulation

Prior to the commencement of the development, details of a sound insulation scheme to be installed between the commercial premises on the ground floor and residential premises on the first floor shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall be submitted following consultation with the

Environmental Health Officer. The scheme shall be installed as approved prior to any commercial occupation of the site and shall be maintained thereafter.

Reason: To protect the amenity of the locality.

35. Plant noise limits

Noise arising from the use of any plant and or associated equipment shall not increase the existing background noise level (LA90 15mins) when measured (LAeq 15mins) 1 metre external from the nearest residential or noise sensitive premises. The applicant shall also ensure that vibration/structure borne noise derived from the use of any plant equipment does not cause noise nuisance within residential or noise sensitive premises.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy 7.15 of the London Plan 2016 and Policy DM1 of The Development Management DPD 2017. This shall be in accordance with sections 2.25 and 5.24 of the Environmental Noise Assessment that and this condition shall remain enforceable throughout the duration of its use.

REASON: to ensure high quality residential development and protect the amenity of the locality

36. Central dish / receiving system

Prior to the occupation of the development, details of a Central Satellite Dish / Receiving System for the residential units hereby approved shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter and the placement of any Additional satellite dish or television antenna on any external surface of the development is precluded.

Reason: To protect the amenity of the locality.

37. Obscure glazing in SW Elevation

Before the first occupation of the development hereby permitted, the residential windows in the south-western elevation shall be fitted with obscured glazing and any part of the window that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening and fixed shut. The windows shall be permanently retained in that condition thereafter.

Reason: To avoid overlooking into the adjoining properties.

38. Amended roof access design for 4th Core

Notwithstanding the information on the drawings hereby approved, a detailed drawing depicting the design, scale, massing of the access to the 4th Core roof area shall be submitted to and approved by the Local Planning Authority and such access shall be implemented in accordance with such drawings and retained as such unless otherwise agreed in writing.

Reason: To ensure access for all residents to the area of the roof and to protect the character and appearance of the area.

39. Comprehensive shopfront detail

Prior to the first occupation of the flexible retail units and medical centre hereby approved a scheme for the provision of a coherent and high quality fascia design for future signage, awnings and frontage details shall be submitted to and approved in writing by the Local Planning Authority and shall be retained as such unless otherwise approved in writing.

Reason: In order to protect the character and appearance of the proposed building and to protect the amenity of local residents in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

40. No A5 retail use

Notwithstanding the information on the drawings hereby approved, no use of the flexible retail units hereby approved shall be used as hot food takeaway (A5) use unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure suitable uses and a vibrant frontage is created and to protect the residential living conditions.

Informatives:

INFORMATIVE: S106

This permission is governed by a S106 agreement pertaining to: Affordable Housing, NHS facility provision, energy centre connection, carbon offset contribution, highways/transport contributions, considerate contractors, local labour and training, Moselle River option to de-culvert, wheelchair accessible dwellings, and monitoring fees.

INFORMATIVE : PROACTIVE

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

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £528,938 (11,909sqm x £35 x 1.269) and the Haringey CIL charge will be £1,912,426 (10,653sqm x £265/165/15 x 1.088). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE : Hours of Construction

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

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

INFORMATIVE : Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE : Naming and numbering

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

INFORMATIVE : Sprinklers

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

INFORMATIVE : Surface water drainage

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage.

When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE : Minimum pressure

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

INFORMATIVE: CCTV

CCTV systems may have to be registered with the Information Commissioner's Office (ICO) and be compliant with guidelines in respect to Data Protection and Human Rights legislation. Further information is available at this website: www.ico.gov.uk. For guidance on the use of CCTV images as legal evidence see also BS7958:2009 Closed circuit television (CCTV). Management and operation. Code of practice. This document provides guidance and recommendations for the operation.

INFORMATIVE: CROSSRAIL

Applicants should refer to the Crossrail 2 Information for Developers available at crossrail2.co.uk. Crossrail 2 will provide guidance in relation to the proposed location of the Crossrail 2 structures and tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the use of the tunnels. Applicants are encouraged to contact the Crossrail2 Safeguarding Engineer in the course of preparing detailed design and method statements. In addition, the latest project developments can be found on the Crossrail 2 website www.crossrail2.co.uk, which is updated on a regular basis. I hope this information is helpful, but if you require any further information or assistance then please feel free to contact a member of the Safeguarding Team on 0343 222 1155, or by email to safeguardcrossrail2@tfl.gov.uk

INFORMATIVE: SECURE BY DESIGN

In aiming to satisfy this condition the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). 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. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s). The Supplementary Planning Documents 'Designing Safer Places' and 'Landscaping' provide further additional guidance supporting the recommendations. Section 17 of the Crime and Disorder Act 1988 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 on and the need to do all it reasonably can to prevent Crime and Disorder in it's area", as clarified by PINS953.

INFORMATIVE: FREIGHT

The Applicant has not submitted a framework Delivery and Servicing Plan (DSP) or outline Construction Logistics Plan (CLP) as part of this application. This is a shortcoming against TfL guidance and London Plan policy 6.14 "Freight". The Applicant should provide these documents for TfL to review. Based on information provided in the TA on deliveries and servicing, we advise the applicant to consider the management of larger vehicles that may visit the site (for example HGVs); particularly how they will travel to loading bays along Brook Road, which is very narrow. A full Delivery and Servicing Plan should be secured by condition and a Detailed Construction Logistics Plan should be secured by pre-commencement condition. These documents should follow TfL guidance, available here: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight>

INFORMATIVE: TRAVEL PLANS

A Travel Plan has been submitted for the residential element of the scheme. The baseline scenario follows on from the mode splits set out in the TA, which accords with TfL guidance. However, the year 1, 3 and 5 mode splits remain the same as the baseline scenario, which is unacceptable. Whilst we recognise that this is a 'car-free' development (except for accessible spaces), the Travel Plan should still contain ambitious targets which match the Mayor's aspirations for a major shift to sustainable modes of transport and active travel (walking and cycling), as reflected in the draft Mayor's Transport Strategy and Healthy Streets for London documents. The applicant should therefore provide a new Travel Plan which sets ambitious targets for mode shift to walking and cycling, with measures that link to the targets.

INFORMATIVE: COMMERCIAL DESIGN

All commercial aspects to be designed to achieved Commercial SbD accreditation with particular emphasis on the accredited products such as LPS1175 SR2 doors and windows to prevent hostile intrusion in the event that there is no capable guardian present outside of operational hours.

INFORMATIVE: MEDICAL CENTRE SECURITY

Consideration must be given to an access control lobby and or sanctuary staff room.