

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Design	<p>Site Location and Context</p> <p>The site sits the centre of the Borough of Haringey, just west of Wood Green town centre with Wood Green High Road about 200m east of the site, about 450m east of the East Coast Mainline railway, about 350m south of Station Road, which connects Alexandra Palace mainline station with Wood Green Tube Station. Immediately east of the site is The Mall (formerly Wood Green Shopping City), the multi-level, multi-functional megastructure, containing an indoor shopping centre, high street shops, market, offices, multi-storey car park and upper level housing, rising to eight storeys, including where it backs onto Mayes Road.</p> <p>The site sits on the corner of Mayes Road and Brook Road, and extends along most of the length of Brook Road. Mayes Road is a locally significant street running south-east to north-west, and connects to Station Road at Wood Green Common, a historic local park. Just south-east of the site, the end of Mayes Road meets at 90° the end of Hornsey Park Road, another locally significant street that eventually connects to Turnpike Lane at its southern end; the two streets form a parallel to Wood Green High Road. Brook Rad is currently a minor street, running north-east to south-west and ending in the site of the former gas works and an area of low rise industrial estates. However, the former gasworks and low-rise industrial estates are the heart of the Heartlands, an area of major redevelopments, detailed in Planning Policy Context below.</p> <p>The site is currently occupied by a single storey Iceland retail store facing Mayes Road, with an extensive area of surface car parking behind. From an urban design point of view both the store and the extensive areas of car parking are distinctly negative; car dominated, pedestrian unfriendly, hard surfaced, lacking in greenery, bleak and windswept.</p> <p>Its immediate neighbour on Mayes Road is Umoja House, a four storey recent (10-15 year old) development, in pale brick and green copper cladding, with retail on the ground floor, flats above and parking behind. Umoja House turns the corner into Hornsey Park Road; this street is consistently lined with terraced two and three storey late Victorian houses, the back gardens of</p>	<p>Comments incorporated into report.</p>

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	<p>some of these form part of the south-eastern boundary of the site. A small backland builders yard and offices, accessed off Hornsey Park Road, form the rest of the site boundary, up to the former gas works.</p> <p>The north-west side of Brook Road contains 1-3 storey industrial buildings including the Bittern Place industrial estate. However at its corner with Mayes Road, two to four storey houses facing Mayes take precedence, with a nearly blank flank elevation to Brook. These Victorian houses are a mixture of detached, semi-detached pairs and short terraces and are unlikely to be redeveloped. Opposite these houses facing Mayes, just north of the application site, is a derelict site, a former petrol station, next to The Mall. It is possible to walk through to the High Road via a footpath from north of that site, or in business hours via a convoluted route off an unwelcoming entrance on Mayes Road, through the stalls market area and then the shopping centre part of The Mall.</p> <p>Planning Policy Context</p> <p>The site sits in a crucial location, forming the only development site that links Wood Green Metropolitan Centre with Haringey Heartlands. It is identified as a major development site. The Haringey Heartlands area lies in the centre of the Borough and is one of the Growth Areas identified in the Council's Local Plan 2013, and in the London Plan as an Area of Intensification. Wood Green town centre is Haringey's only designated Metropolitan Shopping Centre and is also as part of the Area of Intensification. Unless a group of the existing Victorian houses are comprehensively redeveloped, which is considered by the council to be far from likely, this site forms the only developable link. Its development, and the form that development takes, is therefore crucial to connecting the area of intensification together.</p> <p>Haringey's adopted Site Allocations DPD and emerging Wood Green AAP contain detailed provisions on the Growth Area / Area of Intensification, and specific site allocations for a number of sites in the area (the "The Western Heartland Area"), including this application site. The two documents are at different stages; the DPD has been adopted (July 2017); the AAP is currently out for a second Preferred Options Consultation (February – March 2018). Therefore, the DPD is considered in planning policy terms to have the full weight of an adopted document, sufficiently recently to be up to date, although the version in the emerging AAP is the most</p>	

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	<p>recently published site allocation and has some weight having been revised following an earlier preferred options consultation (February – March 2017). Both build on the adopted 2005 Haringey Heartlands Development Framework. This established the principle of redeveloping the existing former industrial and utility lands to provide a mixture of housing, community, cultural and educational facilities and employment.</p> <p>The site is part of SA21: “Clarendon Square Gateway” in the adopted DPD and forms the whole of WDSA11: “Iceland Site” in the draft AAP. The application site forms the whole the allocation sites from the emerging AAP, WG SA21, but only part of the adopted SA19; which also includes Bittern Place and the other industrial sites on the north side of Brook Road, as well as no. 157-159 Hornsey Park Road, the back land industrial site to its south.</p> <p>The adopted DPD Site Allocation SA21 reads: Creation of a new link between Wood Green and Clarendon Square. Mixed use redevelopment of existing buildings to create a legible streetscape along this link with employment-led mixed use development with residential.. Site Requirements include an allocation site wide masterplan that also shows it does not compromise coordinated development of neighbouring sites.</p> <p>The emerging AAP Site Allocation WG SA11 reads: Comprehensive redevelopment creating a new health facility, retail, and employment uses use at ground floor, with residential above.</p> <p>Neighbouring developable, allocated sites include SA22/WGSA23: “Clarendon Square” which has planning permission. The Council’s Planning Sub-Committee resolved to grant the most recent permission three weeks ago, on 12th February. This permission followed on from and replacing a number of previous permissions, and is for a large, high density and medium-high rise development for (mostly) employment and residential uses, to innovative and highly praised designs by Panter Hudspith Architects. As an immediate neighbour, the nature of the permission on that site inevitably should have a significant influence on what would be acceptable on this application site.</p>	

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	<p>Other immediate neighbouring site allocations include SA11 & 12 / WGSAs 9; “Wood Green Library” & “The Mall” / “The Mall West”, which cover the sites, including the shopping centre complex, east of Mayes Road. Bittern Place and the Hornsey Park Road are separate site allocations in the draft AAP, as WGSAs 18 & 19.</p> <p>Principal of Development & Masterplan</p> <p>The principle of development with the uses proposed is established by the Site Allocations. The proposed mix is in accordance with those, and crucially includes a health centre.</p> <p>The most important development principle relating to this site is establishing the east-west link. The precise form and route of the east-west link to either side could take a number of forms, but whatever happens, this site is crucial to the success of the link. It must therefore establish a lively, active, pedestrian friendly frontage along Brook Road, supporting its emerging frontage as the (or part of a series of) new vibrant street connecting the existing town centre to Heartlands, extending the town centre as part of a wider, pedestrian friendly east-west link, connecting Alexandra Palace and Park and other points further west and east. This would also be part of the emerging plans for a Green Grid and network of walking and cycling routes.</p> <p>In addition to an acceptable form of development, the site allocations stress the importance of a masterplan that covers the entire allocation site and touches on how the proposed development would interact with other neighbouring allocated sites. The applicants include proposals of how the Bittern Place and builders’ yard sites could be developed in a way that would not prejudice the applicants’ proposals, not 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 sketchy, are considered to be convincing, realistic and meet those requirements.</p> <p>Development Form</p> <p>The applicants’ proposals are for built form that occupies the whole of the Mayes Road frontage from Umoja House to the corner with Brook Road, and then continues along the length of Brook Road up to just before the boundary with the proposed St William / Panter Hudspith Clarendon Square development. However, they have been keen from the start to avoid an appearance of</p>	

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	<p>a “slab” along Brook Road. Therefore, above the non-residential base, the Brook Road frontage is broken up into a series of apparent “pavilions” with recesses between and at the upper most floors broken up with gaps between.</p> <p>In terms of use, retail is proposed on the ground and 1st floor along the Mayes Road frontage and about 1/3 of the way down the Brook Road frontage. The health centre, also over two floors is at the opposite end for the Brook Road frontage. The central part has residential from 1st floor and has a small business (B1) nit, along with car park and servicing entrances at the middle. This ground and part 1st floor “base” is a flat frontage to Brook Road, forming a consistent, significantly widened pavement line. The pavilions therefore project over parts of this widened pavement</p> <p>The pavilions and recesses go a long way to breaking up the built form, avoiding its appearance as a long, continuous slab, but this is somewhat diminished by not continuing to ground level. However, the ground level is a continuous frontage to reinforce the development’s role in providing a crucial link on the continuous, active, pedestrian friendly, east-west link. There is also a difference in scale and perception; the continuous long elevation cannot be appreciated close to, at the scale of across the street, 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 level will be hidden, but the breaks at roof level will make the division into four pavilions clear.</p> <p>The proposal turns the main corner from Mayes Road into Brook Road with a curved, bullnose end. This fairly tight curve 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. Loosing another floor would make the transition more comfortable, but would make the Mayes Road less coherent. The proposal should be expected to be a distinct step up in scale compared to previous developments, recognising the changes in development expectations due to Wood Green being an Area of Intensification, and showing that the emerging east-west link takes precedence over the existing local street of Mayes Road.</p> <p>At the south-western end of the development, where it abuts the proposed Clarendon Square</p>	

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	<p>development, the proposed form is of squared off corners and of a secondary, but still active, flank elevation facing 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.</p> <p>Height, Bulk & Massing</p> <p>Proposed heights rise 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. Initial advice was that six to seven storeys would be the most appropriate height for sites in the Area of Intensification, other than for those identified as sites suitable for a tall building. This would not be a site suitable for a tall building. Haringey uses the definition of 10 storeys or more, which this proposal does not reach. The Council's Urban Characterisation Study (2015) suggests these heights for this location, and identifies the specific locations suitable for tall buildings in Wood Green, and these have been carried over into the AAP.</p> <p>There is precedent for the medium-tall height proposed in the immediate vicinity in The Mall, which would be of a similar height. The opposite end of the site, at seven storeys, will match the height approved for the nearest building in the Clarendon Square development, whilst heights in that development then rise as Brook Road opens into their main square to up to 18 storeys. 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.</p> <p>The proposed height has been demonstrated not to harm the amenity or privacy of most existing local residents. Only some of the windows in some of the closest flats in Umoja House are significantly affected by loss of daylight and/or sunlight due to the proposal. Notably, the houses on the opposite side of the city block, to the south-east of the proposal, that face Hornsey Park Road and who's back gardens back onto the back garden space of this proposal, are sufficiently distantly spaced to not be detrimentally impacted by the height of the proposal.</p> <p>The way the proposals are 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</p>	

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	<p>massing of the proposal being detrimental.</p> <p>Streetscape Character The widened pavement and continuous or near continuous active frontage is a considerable contribution to creating a lively, attractive, appealing streetscape along Brook Road. This should allow the proposed development to make its full contribution to creating the intended lively east-west street, as an extension of the town centre, linking with Clarendon Square.</p> <p>A greater contribution to streetscape improvements would have been preferable. The Clarendon Square development includes ambitious 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. Some of these are intended to be vehicular streets, others pedestrian only, or pedestrian and cycle only, but a coherent and interesting palette has been devised that is distinctive, compliments the brick based materials palette proposed at Clarendon Square, and visually unites road, pavement, footpath and public space surfaces. The Council has agreed that we would wish this palette to be extended across the Heartlands area, and be used in other developments that incorporate new or improved public realm.</p> <p>It would be preferable for this scheme to include repaving of Brook Road and the pavement on both sides, and for the materials palette for neighbouring Clarendon Square to extend seamlessly the length of Brook Road. That would support this development's contribution to creating the east-west link and better integrating with the neighbouring development. The materials are also a high quality, durable, adoption standard and yet distinctive palette, that would be of a higher quality to and be more inviting than standard tarmac road surface currently proposed.</p> <p>Elevational Treatment, Fenestration, including balconies and Materials As mentioned above, the key elevational decision is to avoid the appearance of the long elevations along Brook Road and the back gardens as a continuous "slab", or indeed as a long "terrace". This is done by treating the building as four pavilions, connected with deeper recesses. The depth of the recesses is emphasised by use of darker materials. The bays of the pavilions are elaborately composed to emphasise their symmetry and the alternating</p>	

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	<p>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 5th bay.</p> <p>The elevations are carefully composed to create a distinct base middle and top, with double height window openings to the top floors marking the grander scale at height and creating a sense of significance and appropriate proportions. The same composition, with gradation of floors and elaborate expression of the pavilion bays, has been repeated to the rear elevation, which is perhaps overkill for what will essentially only be seen from private viewpoints and rarely if ever as a whole elevation. It would probably be acceptable to “tone down” this rear elevation.</p> <p>A brick based materials palette is used throughout, with contrasting lighter and darker bricks to the elevations. These will of course have to be agreed in detail at conditions, but the proposed materials are broadly acceptable. It is notable that the applicants have included materials in tricky and often forgotten positions such as soffits; these will be highly visible along the Brook Road pavement and need to be secured by condition, but their images of this detail promise to be of really high quality.</p> <p>It will also be really important to get deep window reveals, to make the careful elevational composition read in the finished building; at least one brick thick would be recommended, and this is another detail that should be secured by condition. The fenestration often appears lacking in detail; millions are surprisingly this looking and there do not appear to be many openable windows or higher level openable fanlights to allow resident controlled passive background ventilation. If, as appears likely, the fenestration changes as the proposal is detailed for construction, such changes should be carefully considered through the planning process, and this too might be best controlled by a specific condition.</p> <p>Daylight, Sunlight and Privacy / Overlooking of Neighbours</p> <p>Of relevance to this and the following two sections, Haringey policy in the DM DPD DM1 requires that: “...D Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The council will support proposals that:</p>	

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	<p>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;</p> <p>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...”</p> <p>The applicants provided Daylight, Sunlight and Overshadowing assessment of their proposals and of the effect of their proposals on neighbouring dwellings as part of their Environmental Statement. These have been prepared in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011) , known as “The BRE Guide”.</p> <p>The assessment finds that most windows in neighbouring dwellings would continue to receive adequate daylight. However, their assessment finds that 30% of neighbouring windows would not receive sufficient daylight, and would fall by such a level that it would be noticeable, having received sufficient daylight before. One reason they propose why that should not be a concern is that many of the worst affected windows are below balconies to the flat above. It is true that this is noted as a possible reason why windows may fall short of the BRE recommendations in The Guide, but this is because they suggest the designers could then propose moving the balconies. As this is an existing neighbouring situation, that option is not available.</p> <p>A better mitigation would be to find the floor plans of the rooms lit by the windows affected; it would appear that many of the windows in Umoja Court are to rooms with more than one window, often with a window on the opposite side of the building, that will not be affected by this development. Nevertheless, Umoja Court also contains some windows to rooms that are angled towards the development, presumably out of concerns to avoid overlooking neighbouring houses, and these windows will be impossible to mitigate. It may be impossible to avoid affecting all neighbouring existing windows. A better mitigation is to note that most affected flats and houses have other windows, often facing in opposite directions, that would be completely unaffected.</p>	

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	<p>It should also be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London’s Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.</p> <p>I am content that the daylight, sunlight and overshadowing quality of the proposals would be acceptable in what is an urban location. In addition, it has been shown that the effects of these proposals on neighbours would be acceptable.</p> <p>Residential Quality (flat, room & private amenity space shape, size and quality)</p> <p>Flats are accessed off cores, with never more than eight flats per floor per core; generally, there are six flats per floor per core. All four cores have a distinctive and strongly identifiable front door directly off Brook Road, leading to an entrance hall with (just enough) space for post and deliveries. Stairs and a lift, two lifts to the core serving nine floors, provide fully accessible access. Three of the four cores have access to the podium shared amenity space. It is unfortunate that the fourth core does not have access to the rear; this is the core that is “enveloped” by the health centre at ground and first floor level. However if modified internal layout could allow access from this core it would be a useful improvement. The applicants argue that this core has access to its own communal roof terrace, which is an agreement with some merit. The presence of two roof level amenity spaces is a useful additional amenity option.</p> <p>All flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected. Similarly, all residential units are provided with private amenity space in compliance with London Plan and Mayoral Housing SPG requirements. Although flat sizes are sometimes close to those minima, for some other flat types they are significantly larger.</p>	

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	<p>The proposed flats also benefit from an open plan layout, where the flat entrance door leads straight into an open plan living-dining-kitchen, with a greater sense of spaciousness and with a view out of the window from the front door. Bedrooms and bathrooms open off these open plan living space, allowing maximum flexibility and conviviality, but reducing the chances of over occupancy. This does mean that it would be more difficult for occasional guests to stay in the living room though.</p> <p>There is a large proportion of single aspect flats, but most of those have strong mitigation by exploiting the steps in the facades, so that they have a balcony on the corner of the “pavilions” and a side window looking onto those balconies. They will therefore be able to benefit from long views, up and down the length of Brook Road or the back gardens, and will gain an element of cross ventilation.</p> <p>The main flat type that is true dual aspect is the type that sits in the recess between pavilions; these have a Brook Road and back gardens elevation. However, these rely on just a bedroom on one side of the flat; this is also where those flat’s balconies are. Therefore, to enjoy the balcony or to enjoy the benefits of the dual aspect, the privacy of one of the bedrooms would need to be disturbed, and the access is never going to be easy and seamless. It would be possible to resolve this by altering the internal plans of those flats, swapping the bathrooms for the dining space and allowing these bedroom doors to be opened (and possibly doubled).</p> <p>Some doubts were expressed at Quality Review Pane whether sufficient provision had been made for plant and service spaces, particularly service risers, flue and fire venting. Modifications have been made since these comments and although there would clearly be need for careful planning and dimensional coordination, there would now appear to be sufficient provision.</p> <p>Generally flat layouts can be considered to be well thought through and considerate, to have a high quality, secure and accessible approach from the street and access to good quality private and private communal amenity.</p> <p>Conclusions</p>	

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	<p>This proposal packs a lot onto a small but highly significant site. It would create a good quality active frontage, making a significant contribution to providing a high quality, vibrant, pedestrian friendly link between the existing Metropolitan Centre along Wood Green High Road and the emerging major development sites of Heartlands. It provides much needed community infrastructure (the health centre) and a large amount of good quality housing. I am content that the daylight and sunlight effects on the proposal and on existing and proposed neighbours are acceptable for such an intensive, urban development, in an area of significant intensification.</p> <p>I am generally happy with the designs of this proposal. This is a very important site, the crucial link in promoting the Heartlands development area and linking it back to the existing centre. The masterplan and pattern of proposed development is one which in my view supports and encourages these ambitions. The built form, height, bulk and massing has the potential to making a well integrated and pedestrian friendly part of the neighbourhood.</p>	
Housing Retrofit Project Manager	<p>Energy – Overall 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. The overall approach is policy compliant.</p> <p>Action A Carbon Offset Contribution is required for the residential element of the development to the sum of £237,060 (171.7*£2,700), where zero carbon has not been achieved. This should be included within a S106 condition.</p> <p>Energy – Lean The applicant has proposed 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.</p>	<p>The £2,700 figure is inaccurate and should read as £1,800. No monitoring fee required.</p>

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	<p>Energy – Clean The scheme proposes Communal CHP + high efficiency gas fired condensing combination boiler(s). This is located outside the Building as a separate building. This building is located in a semi-court yard, surrounded by tall buildings. As such, an Air Quality Assessment is needed for this energy centre and its air quality / flue impacts.</p> <p>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.” Therefore please see suggested condition 1 below.</p> <p>Energy – Green 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.</p> <p>This should be conditioned to be delivered on site: Suggested Condition (1):</p> <p>The applicant must submit the following details for approval 3 months prior to construction;</p> <ul style="list-style-type: none"> - Energy Strategy Update - Confirmation that the energy standards set out in the submitted Energy Strategy can be achieved. This will be through the stage SAP calculation worksheets (both DER and TER sheets) and BRUKL sheets. This will include efficiency measures, in line with the GLA guidance, assuming gas fired boiler systems for heating purposes. - The applicant should confirm that all apartments and non-domestic building will be connected to a single site wide heating and hot water network. And drawings showing the 	

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	<p>route of the heat network linking all buildings on the site should be provided.</p> <ul style="list-style-type: none"> - Confirmation that the site wide heat network will be supplied from a single Energy Centre. The applicant needs to confirm information on the floor area, internal layout and location of this Energy Centre. Due to the ambition of delivering the Wood Green District Energy Network this Energy Centre should be boiler systems only. - Details on the how the Energy Centre and the supporting infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including maps showing the proposed connectivity location, punch points through structure and route of the link to the public highway) - Confirmation that the development agrees to use best endeavours to connect and take heat once connected to the local district energy network; - To demonstrate that the design of the network deliver best practise standards (CIBSE Guide); and - Confirmation that the operator of the network has signed up to the Heat Trust for users. - Air Quality Assessment - Details and confirm that the emissions from this single Energy Centre are managed and mitigated in line with the GLA Air Quality SPG. This will include flue dispersal models, and emissions management on the pollutants, and that the residents in this building and neighbouring buildings are not impacted by these emissions. <p>The Council should be notified if the applicant plans to alter any of the measures and standards set out in the submitted strategy (Energy Strategy, by Project 23, Revision P1, dated July 2017) through this process. Any alterations should be presented with justification and any new proposals for approval by the Council.</p> <p>If the carbon reduction target cannot be achieved at the design stage from the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04 Suggested Condition (2): Post construction you must deliver confirmation that the energy efficiency standards set out in the Energy Strategy, by Project 23, Revision P1, dated July 2017, have been achieved.</p>	

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	<p>The development shall then be constructed and the deliver the carbon savings set out in this document. Achieving the agreed carbon reduction beyond BR 2013 across the site (37.2%, for residential and 35%, for commercial). Confirmation that these energy efficiency measures and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will demonstrate that the following have been delivered:</p> <ul style="list-style-type: none"> - show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building; - show that the boilers serve all the sites hot water and heating loads. All from a single energy centre; - confirmation of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) - agree to use best endeavours to connect and take heat once connected to the local district energy network; - confirmation that the network is designed to best practise standards (CIBSE Guide) and that the operator has sign up to the Heat Trust for users. <p>Confirmation that these standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.</p> <p>The Council should be notified if the applicant plans to alter any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and any new proposals for approval by the Council.</p> <p>It the targets are not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a</p>	

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	<p>10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>Sustainability Assessment The applicant has submitted a pre-assessment Sustainability Assessment within their Energy Strategy for the various blocks as follows - BREEAM 'excellent' and Home Quality Mark 3 stars.</p> <p>This approach is policy compliant, supported, and it should be conditioned, as follows:</p> <p>Overheating Risk We expect a dynamic thermal model be undertaken for all London's future weather patterns. While the risk to the dwellings may be acceptable. We would advise that this risk is minimized at design stage, through deigning in passive ventilation and appropriate mitigation strategies. We recommend that these are addressed through the following condition:</p> <p>Suggested Condition To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modelling (under London's future temperature projections) for all internal spaces must be given to the Council for approval. This should be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site and shall be operational prior to the first occupation of the development hereby approved. Details in this strategy will include measures that address the following:</p> <ul style="list-style-type: none"> - the standard and the impact of the solar control glazing; - that the overheating 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 <p>This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising</p>	

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	<p>passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given.</p> <p>Suggested condition: You must deliver the energy efficiency standards (the Lean) as set out in the Energy Strategy, by Project 23, Revision P1, dated July 2017. The development shall then be constructed in strict accordance of the details so approved, and shall achieve BREEAM Excellent and Home Quality Mark 3 Stars. It shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p>In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p>Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.</p>	

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<p>Housing Enabling</p>	<p>Affordable Housing Provision</p> <p>This development proposes to deliver a residential led scheme totalling 169 units of this 34 units are intermediate tenure for shared ownership. The breakdown by habitable rooms has not been supplied.</p> <p>This does not comply with Haringey's Strategic Policies' which states that the Council will seek to 'maximise the provision of affordable housing by requiring all development to be capable of providing 10 units or more of residential units to provide affordable housing to meet an overall borough target of 40% by habitable rooms.</p> <p>Further it fails to comply with the adopted London Plan strategic policy 3A.10 which seeks the maximum amount of affordable housing.</p> <p>Dwelling mix and Tenure</p> <p>The Council will seek 60% affordable housing mix – 11% 1beds, 45% 2beds, 33% 3beds and 11% 4beds. and 40% intermediate housing with a mix of 30% 1 beds, 60% 2 beds, 10% 3 beds, nil studios in either tenures (LBH Housing Strategy 2017-22).</p> <p>This site sits within the Wood Green AAP (emerging policy) this is a designated growth Area & potential Opportunity area with levels of increased density. policy requires a suitable mix of tenures and unit size to be provided that are genuinely affordable.</p> <p>A portfolio approach is to be adopted within the AAP to ensure that any reduction in the percentage of family size units in the Town Centre locations should be offset by increased family units in other specified site locations. This actively ensures overall dwelling mix targets are met. The current mix only provides smaller units ie 1bed & 2 bed units, & is solely mono tenure, to comply with policy larger units will need to be provided with the appropriate mix.</p> <p>The council requires 10% of new residential developments to be fully wheelchair accessible to</p>	<p>Comments included in consideration of family units, tenure and affordable housing provision.</p>

Stakeholder	Question/Comment	Response
	<p>ensure housing choice for disabled residents.</p> <p>Haringey's Housing Strategy provides a guide for the average rents to be no more than 65% of local markets and below the Local Housing Allowance (LHA) threshold. The maximum affordable rents in Haringey are: -1 beds up to 80%, 2 beds up to 65%, 3 beds up to 55% and 4 or more beds up to 45%.</p> <p>The applicant will need to have regards to the major benchmark rent levels as set out in in the mayor's affordable homes programme 2016-2021 funding guidance. Active consideration should be given to including the London Affordable Rent (LAR) and London Living Rent (LLR) this will be based on 1/3 of the ward median.</p> <p>Consultation</p> <p>The applicant has attended a number pre-application meeting with the Council's Planners.</p> <p>Further consultation required with ward members and local residents.</p> <p>The affordable housing units are to be transferred to one of the council's six preferred partners (Newlon HT, Clarion housing group, Sanctuary HA, London & Quadrant, Notting Hill HT or Family Mosaic. Where agreement cannot be reached with a preferred partner then the applicant must revert back to the Council.</p> <p>CONCLUSION:</p> <p>The level of affordable housing proposed does not comply with Councils Local plan strategic policy 40% Borough –wide target, the Councils Housing Strategy or Mayors London Plan/ SPD requires 35% threshold despite increased density levels that have recently been applied.</p> <p>In its current form this is not a development that the housing enabling team would support for the following reasons:</p> <ul style="list-style-type: none"> The viability report robustly indicates that the supply of affordable unit's is wholly 	

Stakeholder	Question/Comment	Response
	<p>dependent on the removal of the restrictive covenant costs being absorbed by the Council. This matter is not part of the planning process but between the applicant & vendor to resolve outside of the planning process.</p> <ul style="list-style-type: none"> • The full value of the shared ownerships units has not been disclosed. The viability shows only 50% of the total sales values that will be realised as the units are sold, in addition, grant is available on these units which will bring down the cost and increase viability. • The development is sufficiently viable to provide a policy compliant mix that can also include London Affordable rent, London living rent with some 3 bed plus family units. <p>On the premise that the scheme is unable to deliver any 4 beds due to any potential constraints the number of 3 beds required is 15, otherwise its only 11 units this is for the affordable units .</p>	
Arboriculture	<p>The Arboricultural Impact Assessment (AMS) proposes to remove seven trees from the frontage of the site, all of these are either of low or poor quality and value and should not be an impediment to development. However, the Soft landscaping plan shows all ten of the trees on the frontage being removed, this needs to be clarified. The Soft landscaping plan also shows new trees being planted within the public highway, this also needs to be clarified. If all ten trees are to be removed, I would expect more trees to be planted to mitigate their loss. I would also prefer consideration is given to alternative species other than Acer campestre, such as Silver birch, Whitebeam or Hornbeam.</p> <p>The AMS also proposes to remove trees along the southern boundary of the site to facilitate the development and to allow for disabled parking bays to be installed. In my opinion, felling T11, T13, and 14 should be avoided if possible. These trees currently provide valuable screening between the adjacent residential properties and the development site. Consideration must be given to reducing the number of disabled parking bays to allow for the trees to be retained. Alternatively, replacement trees of a significant size must be planted to mitigate the loss of tree cover in this area.</p>	<p>Considered in Tree section of the report.</p>

Stakeholder	Question/Comment	Response
<p>Waste Management</p>	<p>This proposed application will require adequate provision for refuse and recycling off street at the front of the property. I would like to confirm that space must be provided for the following and the management of the placement of bins on collection day must be as stated in the application provided.</p> <p>Bins must be placed no further than 10 meters from the waste collection vehicle and vehicles must be able to enter and exit the site using forward motions only.</p> <p>Guidance for this application has been highlighted above and below.</p> <p>23 x 1100L Euro bins for refuse 14 x 1100L Euro bins for recycling 10 x 140L Food waste bins 135 x Kitchen Caddy</p> <p>Arrangements will need to be made to ensure waste is contained at all times.</p> <p>Provision will need to be made for storage of receptacles within the property boundary not on the public highway.</p> <p>The waste collection point will need to be at the front of the property from Brook Road N22.</p> <p>Business waste must not be stored and/or collected with residential waste.</p> <p>The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>The above planning application has been given a RAG traffic light status of AMBER for waste</p>	<p>Noted – relevant conditions applied.</p>

Stakeholder	Question/Comment	Response
	<p>storage and collection because it is unclear if arrangements have been made for the storage of all waste receptacles as stated above, it is also unclear if there will be dropped kerbs to ensure waste receptacles can be moved safely from storage point to waste collection vehicle loading point.</p>	
<p>Pollution</p>	<p>Air Quality The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. <p>The site is also adjacent to a TFL identified hotspot focus area.</p> <p>Energy It is proposed that the scheme will be provided with an on-site communal heating network consisting of a centralised gas combined heat and power (CHP) system and high efficiency gas fired boilers which will provide domestic space and water heating requirements of the development. The Sustainability and Energy Statement states 'it would be justified to operate the CHP all year all round at this development' and 'will be designed to operate at maximum output'. The number and size of boilers and CHP have not been provided. No information is provided regarding the provision for heating and hot water provision for the commercial uses of the site.</p>	<p>Noted relevant conditions applied. –</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="457 235 604 264">Transport</p> <p data-bbox="457 271 1814 488">The new development will be provided with a total of 21 parking spaces, comprising 17 accessible spaces for residents and 4 spaces for medical centre staff. A Delivery and Servicing Plan is proposed. The retail store is currently predicted to result in trips just under 300 daily trips yet the new retail/office/medical uses are expected to have minimal traffic of parking in the nearby car park at The Mall Wood Green. This appears to be inconsistent. In addition, TFL have requested an amendment to the methodology used to determine the trip generation figures.</p> <p data-bbox="457 526 1793 708">Electric Vehicle Charging Points (EVCPs) are not proposed. These should be provided to conform, as a minimum, with the London Plan requirement for 20% of all residential car parking spaces to be fitted with Electric Vehicle Charging Points (EVCPs), with an additional 20% passive points. The site should also be designated permit free.</p> <p data-bbox="457 745 793 774">Air Quality Assessment</p> <p data-bbox="457 781 1801 924">The Air Quality assessment does not include emissions from the boilers and CHP and is therefore incomplete. Predicted air quality concentrations therefore does not consider the potential impact of the combustion plant on the predicted the assessment on the introduction of new receptors.</p> <p data-bbox="457 961 793 990">AQ neutral assessment</p> <p data-bbox="457 997 1808 1218">An air quality neutral assessment that follows the Mayors guidance has not been carried in relation to transport emissions. A comparison against the transport benchmark is required and should take into account all servicing and delivery vehicle trips and any amendments of the trip generation figures required as required by TFL as it is not in accordance with the London Plan (Initial comments from Transport for London).</p> <p data-bbox="457 1255 1787 1398">Buildings emissions assessment has been considered however as the number, size, and type of boilers and CHP plant have not been specified within the application the calculations for the comparison against the Buildings Benchmark have been based on a number of assumptions. The use of 5 Reheha Gas 210 Eco-Pro 200kW have been assumed for the AQ neutral</p>	

Stakeholder	Question/Comment	Response
	<p>assessment. These units have a NOx emission level of 38mg/kWh (0% O2 dry) which is low. However no emission inputs for CHP plant is included. These can have significantly higher emissions. In addition, the calculations are based on the assumption 'that the boilers are to be operational for 75% of the year'; this does not agree with the proposed scheme included in the Sustainability and Energy Statement which proposes that the CHP will operate all year all round and at maximum output. Therefore, a revised AQ neutral assessment will be required using more realistic data on specified plant and boilers.</p> <p>The report identifies that once the full specifications of the proposed boilers and CHP are agreed these will need to be assessed in line with the GLA SPG for both predicted concentrations and the AQ neutral assessment. Therefore, any mitigation measures proposed may need to be revised and taken into account.</p> <p>Demolition and Construction The assessment of dust/PM10 effects from demolition and construction of the development site has been identified as high risk from construction and medium risk from demolition, earthworks and track out in relation to dust soiling.</p> <p>Contaminated Land A Phase 1 Desk Study Report prepared by CGL (dated June 2017) has been submitted. This report has identified the following potential sources of ground contamination.</p> <ul style="list-style-type: none"> • Current/historical site uses indicate that Made Ground may be present which poses a potential source of contamination. This may include, based on the prior use of the site, insecticides, fungicides, creosote, organic solvents and heavy metals. Tipped material – may contain asbestos containing materials (ACMs) and/or other contaminants. <p>Asbestos – may be present in the buildings and structures on site, and also within underlying Made Ground, due to the age of development on the site. Onsite soil gas from Made Ground.</p>	

Stakeholder	Question/Comment	Response
	<p>• Offsite Sources includes a Gas Works/Gas Holding Station, Screw Manufacturer, Plastic Mould Factory, Depot, Garage, Railway sidings and an Electricity Sub-station. Potential contaminants associated with the Gas Works are coal tars, phenols, sulphates, cyanides and ammoniacal liquor. Further contaminants associated with off-site previous land uses are VOCs, hydrocarbons, heavy metals and further acids.</p> <p>I recommend the following conditions: Air Quality Assessment Before development commences a revised AQ 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 and transport. (taking into account the council's comments) must be undertaken.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction. Combustion and Energy Plant</p> <p>CHP • Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form must be submitted to and approved by the LPA. • Prior to commencement of the development details of all the chimney heights calculations, diameters and locations will be required to be submitted for approval by the LPA prior to construction.</p> <p>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.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p>	

Stakeholder	Question/Comment	Response
	<p>Contaminated land: (CON1 & CON2)</p> <p>CON1:</p> <ul style="list-style-type: none"> • Before development commences other than for investigative work: <ol style="list-style-type: none"> a) Utilising the information from the Phase 1 Desktop study a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced and a Phase II site investigation shall be carried out. 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: - <ul style="list-style-type: none"> • a risk assessment to be undertaken, • refinement of the Conceptual Model, and • the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <ol style="list-style-type: none"> b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. <p>And CON2 :</p> <ul style="list-style-type: none"> • Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Management and Control of Dust:</p>	

Stakeholder	Question/Comment	Response
	<p>• No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG 'Control of Dust and Emissions During Construction and Demolition' and shall also include a Dust Risk Assessment.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <p>• Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan</p> <p>• 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 NOx 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.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <p>• An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <p>As an informative: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the</p>	

Stakeholder	Question/Comment	Response
	<p>location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
Drainage	<p>My comments are based on the meetings held with consultant last year.</p> <p>The drainage strategy is acceptable & the LLFA agreed it wouldn't be acceptable to de-culvert the Moselle & I'm aware of Planning Policy to de-culvert, but for Health & Safety Reasons, mainly due to the depth of the Culvert, we wouldn't advise de-culverting this section. I don't have any other comments regarding the drainage for this proposal at this stage.</p> <p>What has been presented to us previously meets Haringey criteria for this proposed development.</p>	<p>Noted – relevant condition included</p>
Transportation	<p>Transport Context</p> <p>The site is located in to West of Wood Green underground station and has it main access via Mayes Road and Brook Road, the site consists of an Iceland supermarket which has some 76 car parking spaces including 5 disable car parking spaces is bounded to the south east by the consented Clarendon Square scheme.</p> <p>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.</p> <p>Description of Development</p> <p>The applicant is proposing to demolish the existing supermarket and redevelopment the site to provide a total of 153 residential units including (19 studios, 42x 1 bed, 91 x 2 bed units and 11x</p>	<p>The final figures have been amended through consideration of relative calculations.</p>

Stakeholder	Question/Comment	Response
	<p>3 bed units; a medical centre of 840 sqm, and 4 commercial units totalling 801 sqm and B1 offices of 70 sqm. The applicant is proposing to provide a total of 14-wheel chair accessible car parking spaces for the residential aspect of the development and 4-car parking space 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.</p> <p>Existing Conditions Section: Existing condition surveys were conducted as part of the three planning applications submitted (Clarendon Square, Chocolate Factor, and this application) as part of the various Transport Assessment (TA), a summary of the surveys is as follows:</p> <p>1) Pedestrian Environment Review System (PERS) audit of the walking routes to the local public transport interchanges: Alexandra Palace Station, Hornsey Rail Station, Wood Green Station, Turnpike Lane Station; Wood Green High Road which offers access to a number of local bus routes and Penstock Foot path, which provides essential east/ west traffic free walking and cycling connectivity to the site. The results of the PERS audit concluded that all the above routes with the exception of Link 11 (Hornsey Park Road) was acceptable. Link 1 scored poorly in terms of reduced effective widths on both sides of the footway and pedestrians/user conflict due vehicles parked on the footways. The audit highlighted issues with Link 5 Penstock Footpath in terms of surveillance and security, which could be perceived as a deterrent to the use of the path, in addition the audit, highlighted a general lack of legibility and signage of the various walking routes.</p> <p>2) Level of Cycling Service (CLOS) assessment of the key junctions surrounding the including: Turnpike Lane/ Hornsey Park Road/ Wightman Road, Station Road/ High/ Lordship Lane and Turnpike Lane/ High Road/ Green Lanes/ Westbury Avenue. In general, apart from the Wood Green Common Link the majority of the cycle links scored poorly due to a lack of dedicated cycle facility to separate cyclist from motor vehicles and legibility including wayfinding signs. The assessment of the junction also scored poorly due to the lack of dedicated advance signalling for cyclist.</p>	

Stakeholder	Question/Comment	Response
	<p>3) The TA included Parking surveys of the roads within 200 metre of the site in line with the Lambeth methodology, the survey included the following roads; Western Road, Coburg Road, Clarendon Road, Mary Neuner Road, Hornsey Park Road, Brook Road, Malvern Road, Ravenstone Road, Silsoe Road and Park Ridings. The results of the car parking survey conclude that within the surveyed area there were some 338 car parking spaces (residents bay and business bays) with a maximum of 208 car parking space occupied at 20:00 hours with 130 (38.46%) of car parking space available on street within the surveyed area. We have therefore concluded that the area surrounding the site is not suffering from high on street car parking pressure; however it is to be noted that the roads to the northeast of the site are not currently covered by a controlled parking zone.</p> <p>4) The TA has reviewed the last 5 years' personal injury collision data, within the local surveyed area, there were 73 collisions the majority of the collisions were recorded as slight with no fatalities, four of the injuries were recorded as serious injury. It is to be note that on reviewing the accident data for Mayes Road. Western Road and Station Road there is a concentration of accidents close to the crossing points on Mayes Road, which would indicate that the current crossing points are not located on the pedestrian desire line, or additional crossing points are required.</p> <p>Trip Generation</p> <p>Existing</p> <p>The applicant's transport consultant "WSP" has produced trip generation information for the existing site using sites from the TRICS database; we would have expected the existing trip generation to have been based on surveys of the existing site not sites from the TRICS database.</p> <p>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. We have considered that the evening peak trips are not representative</p>	

Stakeholder	Question/Comment	Response
	<p>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</p> <p>The development proposal would generate a total of 1068 two-way persons trip per day which in 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 from 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 diver trips during the Am peak hour.</p> <p>Parking Provision</p> <p>The applicant is only proposing to provide 14 wheel chair accessible car parking spaces to support the proposed residential aspect of the development, which equates to 0.92 car parking spaces per unit, the level of wheel chair accessible car parking spaces proposed is largely in line with the 10% required by the London Plan, we have therefore considered that the proposed car parking provision is acceptable.</p> <p>The applicant is not proposing to provide any off street general needs car parking spaces for the other residential units, the Councils DM32 requires family sized units to have access to off-street car parking spaces. The applicant will be required to provide enhance car-club packages for the family sized units to mitigate the lack of off-street car parking space. On balance given that the site is located in an area with a good public transport accessibility level we have considered that the residential car parking provision proposed is acceptable as the area surrounding the site is located in the Wood Green Control Parking Zone and has not been identified as an area currently suffering from high on street car parking pressures.</p> <p>We have also considered that the sites has good public transport accessibility level, this is in line with the Council's 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:</p>	

Stakeholder	Question/Comment	Response
	<p>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</p> <p>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.</p> <p>It is to be noted that 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. We will therefore be seeking a financial contribution towards the design and consultation of parking control measure to restrict parking in these areas, the contribution is estimated at £20,000 (twenty thousand pounds). This will have to be secured byway of the S.106 agreement. We will also require the applicant to submit a parking management plan for approval before the development is occupied; this must be secured by way of the S.106 agreement.</p> <p>The applicant is only proposing to provide four off streetcar parking spaces for the D1 aspect of the development; we have considered that the level of car parking proposed for the D1 element of the proposal is acceptable. However is to be 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. We will therefore require the applicant to reallocate on of the four car parking spaces proposed for the D1 element of the proposal as a wheelchair accessible car parking space for the commercial aspect of the development proposal, this must be secured byway of the parking management plan.</p> <p>The Council's Local Plan Policy SP7 seek 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</p>	

Stakeholder	Question/Comment	Response
	<p>agreement. We will also be seeking a financial contribution from the applicant 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. In addition, 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.</p> <p>The applicant is required to provide cycle parking for the development in line with the 2016 London plan which require, 1 secure sheltered cycle parking spaces per studio and 1 bed unit and 2 cycle parking spaces per 2 or more bed unit, and 4 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</p> <p>We will require 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.</p> <p>Impact on Public Transport When considering the impact of the development on public transport we need to consider the cumulative impact of this development and the other developments (the development, Clarendon Square and the chocolate factor site) and the impact on the various modes of public transport (Underground, Local Buses, Rail and the local cycle network).</p> <p>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. We 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 underground and the local bus network.</p>	

Stakeholder	Question/Comment	Response
	<p>The development will include a health centre, there is a need to improve the accessibility to the local bus network for those 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 and the neighbouring sites. We have considered that given the Council's Local Plan Policy SP7 seeks to promote travel by sustainable modes of transport; we will be seeking a financial contribution of £150,000 (one hundred and fifty thousand pounds) towards securing two bus routes to service the development.</p> <p>Based on our cumulative impact of the impacts of the three development proposal on the underground network we have concluded 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. We will require a contribution from the developer to improve the 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. The primary pedestrian access to the development will be via Mayes Road and Brook Road, the PERS audit of the existing pedestrian environment surrounding the site and on the key routes to the public transport interchange highlighted that all the routes required clear legible signage. In addition the majority of the accidents were recoded as slight accidents totalling 16, with a number of cycle collisions taking place on Mayes Road between the junction of Coburg Road and Brook Road, it is to be noted that there are two existing crossing point one 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 £150,000 towards improvements to these links.</p> <p>Impact on the Highways network 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.</p> <p>Access and Servicing Arrangements</p> <p>The site currently doesn't have a delivery and servicing plan, the applicant has not forecasted</p>	

Stakeholder	Question/Comment	Response
	<p>the number of servicing trips that will be generated by the development proposal; we have considered that as the servicing of the residential and commercial aspect of the development can be completed via Brook Road servicing a deliver bay can be provided a part of the new public realm. We will require a service and delivery plan to be secured byway of condition.</p> <p>Highways Layout The proposed development will require changes to the highway network including changes to Western Road including the removal of the existing crossovers and providing 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, our 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 the scheme must be secured by the S.278 agreement.</p> <p>Travel Plan The applicant’s transport consultant has produced a draft travel plan to support the development proposal the travel plan have been assessed using the ATTrBuTe, the travel plan, including the targets and measures proposed in the travel plan are to be secured by the S.106 agreement the applicant will be required to pay £2k per travel plan for travel pan monitoring for a minimum of 5 years.</p> <p>Conclusions On assessing this application, we have concluded that subject to the following S.106 obligation and conditions the transportation planning and highways authority would not object to this applicant:</p> <p>1. Car-free Development The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a</p>	

Stakeholder	Question/Comment	Response
	<p>sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p>2. Travel Plan (Residential) within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measure to be included as part of the travel plan in order to maximise the use of public transport:</p> <p>a) The developer must appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident.</p> <p>c) Establishment or operate a car club scheme, which includes the provision of 2 car club bays and two cars with, two years' free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 2 years. And enhanced car club membership for the family sized units including 3 years membership £100 (one hundred pounds) per year from membership for 3 years.</p> <p>d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information</p> <p>e) the travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year.</p> <p>f) The applicants are required to pay a sum of, £2,000 (two thousand pounds) per year for 5 years for monitoring of the travel plan initiatives.</p> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>3. A Work Place Travel Plan A work place travel plan must be secured by the S.106 agreement. As part of the travel plan,</p>	

Stakeholder	Question/Comment	Response
	<p>the following measures must be included in order to maximise the use of public transport.</p> <p>a) The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:</p> <p>a) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.</p> <p>c) The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development.</p> <p>d) Establishment or operate a car club scheme, which includes the provision of 1 car club bays and one cars with, two years' free membership for all commercial units.</p> <p>d) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.</p> <p>Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p>4. Walking Improvements We will require the applicant to make a financial contribute of £150,000 (one hundred and fifty pounds) by way of a S.106 agreement towards a package of measures to improve the walking condition on the following key walking routes:</p> <ol style="list-style-type: none"> 1. Penstock Foot path 2. Haringey Park Road 3. Coburg Road, Caxton Road/ Caxton Road to Wood Green High Road. <p>Reason: To promote travel by sustainable modes of transport (cycling) in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p>5. Control Parking Zone consultation CPZ The applicant developer will require to contribute byway of a Section 106 agreement a sum of</p>	

Stakeholder	Question/Comment	Response
	<p>£20,000 (Twenty thousand pounds) towards the design and consultation on the implementing parking management measures to the south east of the site, which are currently not covered by a control parking zone and may suffer from displaced parking as a result of residual parking generated by the development proposal.</p> <p>Reason: To mitigate the impact of the residual parking demand generated by the proposed development on existing residents on the roads to the south east of the site.</p> <p>Reason: To ensure that any residual car parking demand generated by the development proposal will not have any adverse impact on the local highway network and the residential amenity of the existing local residents.</p> <p>6. Bus Route Contribution</p> <p>The applicant will be required to enhance the existing bus route contribution to £150,000 (one hundred and fifty thousand pounds) to secure the level of bus service required.</p> <p>Reason: To facilitate travel by sustainable modes of transport to and from the site.</p> <p>7. Section 278 Highway Act 1980</p> <p>The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. In addition, the cost estimate is based on current highways rates of the permanent highways scheme. The developer will be required to provide details of any temporary highways scheme required to enable construction or occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate. The cost of the S.278 works have been estimated at £402,000 (four hundred and two thousand pounds) and must be indexed linked and reviewed annually or before the implementation of each phase of the highway works.</p> <p>Reason: To implement the proposed highways works to facilitate future access to the development site.</p> <p>8. Parking Management Plan</p>	

Stakeholder	Question/Comment	Response
	<p>The applicant will be required to provide a Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including the wheel chair accessible car parking space for the commercial car parking spaces. The residential car parking spaces must be allocated in order of the following priorities regardless of tenure (Private/affordable):</p> <ol style="list-style-type: none"> 1. Parking for the disable residential units 10% of the total number of units proposed (14-14)-wheel chair accessible car parking spaces) 2. A minimum of 1-wheel chair accessible car parking space for the commercial element of the development. 3. Family sized units 3+ bed units 4. Two bed 4 four person units 5. Two bed units 6. one bed units and studios. <p>Reason: To ensure that the allocation of the off street car parking spaces is in line with the Council's development management DMPD Policy DM 32 which seeks to priorities parking to family sized units.</p> <p>9. Construction management and Logistics Plan. The applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Brook Road, Western Road, and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods, the plans must take into consideration other site that are being developed locally and were possible coordinate movements to and implement also measures to safeguard and maintain the operation of the local highway network. Give the sensitivity of this location the CMP will require monitoring the developer will be require to pay £3,000 (three thousand pounds) toward the monitoring of the CMP.</p> <p>Conditions:</p>	

Stakeholder	Question/Comment	Response
	<p>1. Cycle parking Design and Layout The applicant will be required to provide the correct number of cycle parking spaces in line with the 2016 London Plan in addition the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard. Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard.</p> <p>2. Electric Charging Points The applicant will be required to provide a total of 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion. 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. Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction.</p> <p>3. Delivery and Servicing Plan and Waste Management Plan. The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service 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.</p>	
Noise	<p>I have read the Environmental Noise Assessment (dated July 2017- ref: 6415727/4) produced by Satish Lakhiani of Bureau Veritas. There is no objections made in principle to this proposed mixed development, however the following conditions shall apply,</p> <p>Internal Noise Levels within Residential Units The Environmental Noise Assessment confirms that with the installation of appropriate double glazed insulating units together with the provision of forced ventilation, the internal noise levels</p>	Noted relevant conditions attached. –

Stakeholder	Question/Comment	Response												
	<p>within the proposed residential units (with the windows closed) will be in accordance with BS8233:2014 as detailed below;</p> <table border="1" data-bbox="459 342 1310 461"> <thead> <tr> <th data-bbox="466 342 743 363">Time</th> <th data-bbox="743 342 1024 363">Area</th> <th data-bbox="1024 342 1304 363">Maximum Noise level</th> </tr> </thead> <tbody> <tr> <td data-bbox="466 363 743 384">Daytime Noise 7am – 11pm</td> <td data-bbox="743 363 1024 384">Living rooms & Bedrooms</td> <td data-bbox="1024 363 1304 384">35dB(A)</td> </tr> <tr> <td data-bbox="466 384 743 406"></td> <td data-bbox="743 384 1024 406">Dining Room/Area</td> <td data-bbox="1024 384 1304 406">40dB(A)</td> </tr> <tr> <td data-bbox="466 406 743 461">Night Time Noise 11pm - 7am</td> <td data-bbox="743 406 1024 461">Bedrooms</td> <td data-bbox="1024 406 1304 461">30dB(A)</td> </tr> </tbody> </table> <p>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</p> <p>Plant Noise Condition 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. I am satisfied from sections 2.25 and 5.24 of the Environmental Noise Assessment that our plant noise design criteria will be met. 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</p> <p>Scheme of Sound Insulation (LBH Environmental Health – Noise) 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, including the music studio, and shall be maintained thereafter. REASON: to protect the amenity of the locality.</p>	Time	Area	Maximum Noise level	Daytime Noise 7am – 11pm	Living rooms & Bedrooms	35dB(A)		Dining Room/Area	40dB(A)	Night Time Noise 11pm - 7am	Bedrooms	30dB(A)	
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Stakeholder	Question/Comment	Response
	<p>Construction and Demolition</p> <p>With respect to this proposed development, I have read both the Construction Management Plan and the Pre Planning Draft Demolition Plan produced by Inn8V Development Solutions. To ensure that the best practical means to minimise noise is maintained, all works will be undertaken in accordance to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.</p> <p>All Noisy works shall be undertaken during permitted hours as stipulated by Haringey's Enforcement Response (Noise Team) as follows;</p> <p>Monday – Friday 08.00 – 18.00hrs Saturday 08.00 - 13.00hrs Sundays & Bank Holidays No Noisy Works</p> <p>(Major developments are encouraged to apply for prior consent under section 61 of the Control of Pollution Act 1974)</p>	
EXTERNAL		
Environment Agency	<p>We object to the application as submitted as the applicant has not undertaken a survey to establish the location of the Moselle Brook Culvert, designated main river, and it's proximity in relation to the development. The Flood Risk Assessment by EnviroSolution Limited recognises that the Moselle Brook is in close proximity and states that "its precise route in this area is not determined. It appears from our initial desk studies that it may flow west-east along the southern boundary of our site".</p> <p>Your Development Management Policy DM28 requires new development to be set back at a distance of 8m from a main river. Without a survey or drawing we are unable to determine the proximity of the culvert and the development. The policy also requires development to investigate and secure the implementation of measures to restore culverted sections of the river. Without a survey we are unable to establish whether the culvert is located within the site boundary.</p> <p>To overcome our objection the applicant should carry out a survey and map the exact location of the culvert overlaid with the proposed development drawings, detailing dimensions between any buildings or foundations and the edge of the culvert. The applicant should also produce</p>	<p>Objection noted and survey undertaken by applicant. Further comment is required from the EA to confirm that the</p>

Stakeholder	Question/Comment	Response
	<p>cross sections to show the depth and width of the culvert in relation to the proposed development.</p> <p>The location of the culvert needs to be determined so that we can make a proper assessment as to whether the development is likely to have an impact on in terms of flood risk, as well as whether there is an opportunity to open the culvert up and improve the biodiversity and habitat of the river. The site adjacent (Clarendon Road gasworks) is currently investigating the feasibility of deculverting in this location and the potential for an adjoining site may increase the feasibility of doing so over a longer stretch. We advise the applicant to contact the applicants and consultants working on the neighbouring site to explore this further.</p> <p>Should the culvert be located within the site boundary the applicant will need to investigate the condition of the culvert and commit to undertaking any repair works to ensure that the structural stability is commensurate with the lifetime of the development. We have recently undertaken condition surveys on the Moselle Brook, which may extend to cover this site. The applicant is advised to contact our customers and engagement team to obtain any relevant information we might hold on the culvert.</p> <p>I hope the above is clear. If there are any further queries please contact me on the details below. If you are minded to approve this application despite our objection I would be grateful if you could notify us so that we can make further representations.</p>	
<p>Supplementary Environment Agency comment:</p>	<p>Thanks for this. We would certainly want to be reconsulted on the designs and I would seek input from a number of my technical teams to confirm appropriateness of the design. Now the location of the culvert has been identified, we would look for a drawing that overlays the mapped culvert line with the proposed development drawings, detailing dimensions between any buildings or foundations and the edge of the culvert. My Asset Performance team are also going to request cross sections to show the depth and width of the culvert in relation to the culvert to ensure that the structure of the culvert will not be impacted and therefore have an impact on flood risk.</p>	<p>No comments have been received in response to the amended drawings being sent to EA. Update</p>

Stakeholder	Question/Comment	Response
	I trust this is helpful and I look forward to receiving the updated plans.	will be provided in an addendum to Committee.
Crossrail 2 safeguarding	<p>Transport for London administers the Crossrail 2 Safeguarding Direction made by the Secretary of State for Transport on 24 March 2015.</p> <p>Please note that Crossrail 2 was recently alerted that a planning application consultation relating to the above site was received by TfL's Borough Planning Team.</p> <p>The Crossrail 2 Safeguarding Project Team also wish to comment on the above application but has not to date been directly consulted as required by the Crossrail 2 Safeguarding Direction 2015.</p> <p>The Crossrail 2 Project Team confirms that the above application relates to land within the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction. If the Council, in its capacity as Local Planning Authority, is minded to grant planning permission, please apply the following conditions on the Notice of Permission:</p> <p>C1 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:-</p> <ul style="list-style-type: none"> (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. 	Noted – relevant condition applied.

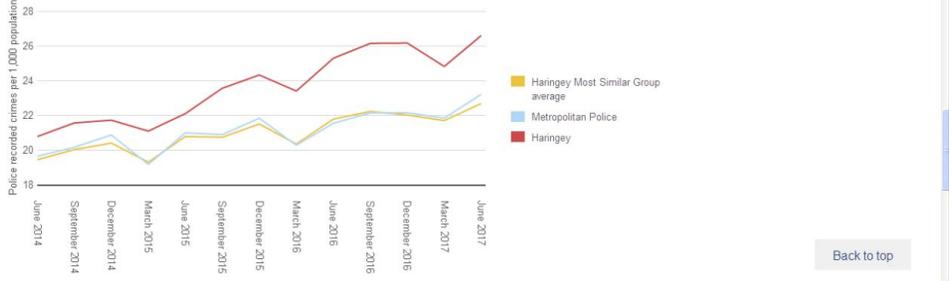
Stakeholder	Question/Comment	Response
	<p>The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs 1(i), 1 (ii) and 1 (iii) of this condition 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.</p> <p>Informative: 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.</p> <p>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</p>	
Designing out Crime	<p>With reference to the above application I have now had an opportunity to examine the details submitted on the local authority website under ref number HGY/2017/2886 and would like to offer the following comments, observations and recommendations.</p> <p>These are based on available information, including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>1.0 It is my professional opinion that crime prevention and community safety are material considerations for any developer, because of the proposed use, design, layout and location of the development proposed.</p> <p>2.0 I can confirm that at this point in time I have not met with the project architects or agents to</p>	<p>It is noted that the comments make reference to LB Barking & Dagenham but National standards are applicable and included</p>

Stakeholder	Question/Comment	Response
	<p>discuss their intentions around security or Secured by Design (SbD), however I will request a consultation via email and wait for their response.</p> <p>2.1 I have reviewed the planning application and due to the areas of concern we believe presently exist with the proposed development (As detailed in Appendix 3.2).</p> <p>As such the police would ask that a condition is added by the local authority, as laid out in section 3.2. The inclusion of any such condition would assist to reassure police concerns.</p> <p>Community Safety – Secured by Design Conditions:</p> <p>3.0 Crime prevention and community safety are material considerations of the borough and If the L.B. Barking & Dagenham are to consider granting consent, I would ask that the conditions detailed below (3.2) be attached. This is to mitigate the impact of the proposed development on local residents and deliver a safer school environment in line with the safe guarding of children policy.</p> <p>This is in line with the boroughs Local Development Framework policies CP3 and DC 7. I would also like to draw your attention to Section 17 CDA 1988 and the NPPF, (See appendix 1) in also supporting my recommendations.</p> <p>3.2 (1) I request that 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.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>(2) 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.</p> <p>(3) The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs).</p> <p>The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p>	<p>in relevant conditions, where applicable.</p>

Stakeholder	Question/Comment	Response
	<p>Crime Figures: 4.0 Crime and disorder is a factor for consideration with this application. Crime data affecting this application is highlighted in appendix 2 below.</p> <p>Legislation & SBD Guidance: 5.0 Policy CP3 High Quality Built Environment from the Planning for the future of Barking and Dagenham Core Strategy provides that the safety of occupants, visitors and passers-by should be considered in the design of all development, and all reasonable efforts taken in the design and planning process to prevent crime and minimise the fear of crime.</p> <p>Policy DC7: Crime Prevention from the Planning for the future of Barking and Dagenham Borough Wide Development Policies Development Plan Document provides that planning permission will only be granted for schemes where the developer can demonstrate to the Council's satisfaction that full account has been taken of the principles and practices of Secured by Design.</p> <p>5.1 Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards I would encourage the planning authority to note the experience gained by the UK police service over the past 26 years in this specific subject area.</p> <p>That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product.</p>	

Stakeholder	Question/Comment	Response
	<p>I would therefore request that the benefits of certified products be pointed out to applicants both for residential and non residential developments. For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website. www.securedbydesign.com.</p> <p>Conclusion: I would ask that my interest in this planning application is noted and that I am kept apprised of developments. Additionally, I would welcome the opportunity of sitting in on any meeting you might have concerning this proposal. Should the Planning Authority require clarification of any of the above comments please do not hesitate to contact me at the above office.</p> <p>Appendix 1: In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP 3 and DC7 of the LDF Core Strategy and Development Control Policies. Development Plan Document Community Safety –</p> <p>Informative: 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). Community Safety - Informative: 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.</p> <p>The National Planning Policy Framework (NPPF) states that “Planning policies and decisions should aim to ensure that developments create:</p> <ul style="list-style-type: none"> • Safe and accessible environments where crime and disorder, and the fear 	

Stakeholder	Question/Comment	Response																														
	<p>of crime, do not undermine quality of life or community cohesion</p> <p>Appendix 2: Crime Figures: The crime figures provided below are publicly available on the Internet at http://www.met.police.uk/crimefigures/. The figures can at best be considered as indicative as they do not include the wide variety of calls for police assistance which do not result in a crime report. Many of these calls involve incidents of anti-social behaviour and disorder both of which have a negative impact on quality of life issues.</p> <p>Haringey is one of 32 London Boroughs policed by the Metropolitan Police Service. It is promoted as one of the safer boroughs, but nonetheless crime and disorder are still a major issue for its residents.</p> <p>The following figures relate to recorded crime data from Police.uk</p> <div data-bbox="459 781 1409 1279" data-label="Figure"> <p>Comparison of crime types in this area between October 2016 and September 2017</p> <table border="1"> <thead> <tr> <th>Crime Type</th> <th>Number of crimes (approximate)</th> </tr> </thead> <tbody> <tr><td>Anti-social behaviour</td><td>650</td></tr> <tr><td>Bicycle theft</td><td>40</td></tr> <tr><td>Burglary</td><td>130</td></tr> <tr><td>Criminal damage and arson</td><td>160</td></tr> <tr><td>Drugs</td><td>180</td></tr> <tr><td>Other crime</td><td>30</td></tr> <tr><td>Other theft</td><td>20</td></tr> <tr><td>Possession of weapons</td><td>30</td></tr> <tr><td>Public order</td><td>180</td></tr> <tr><td>Robbery</td><td>90</td></tr> <tr><td>Shoplifting</td><td>380</td></tr> <tr><td>Theft from the person</td><td>360</td></tr> <tr><td>Vehicle crime</td><td>190</td></tr> <tr><td>Violence and sexual offences</td><td>630</td></tr> </tbody> </table> </div>	Crime Type	Number of crimes (approximate)	Anti-social behaviour	650	Bicycle theft	40	Burglary	130	Criminal damage and arson	160	Drugs	180	Other crime	30	Other theft	20	Possession of weapons	30	Public order	180	Robbery	90	Shoplifting	380	Theft from the person	360	Vehicle crime	190	Violence and sexual offences	630	
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Stakeholder	Question/Comment	Response
	<p data-bbox="491 245 1142 293">Crime changes over time in Haringey and in the Metropolitan Police force area</p> <p data-bbox="491 354 667 375">All crime</p> <p data-bbox="491 407 758 423">In the quarter ending June 2017, crime rates were:</p> <ul data-bbox="512 431 737 464" style="list-style-type: none"> • up in Haringey • up in the Metropolitan Police force area <p data-bbox="491 472 758 488">compared with the corresponding quarter in 2016.</p>  <p data-bbox="457 824 632 857">Appendix 3:</p> <p data-bbox="457 865 1814 967">In summary due to the limited information contained within the application documents available on the local authority website and the fact that there is no mention of security within the Design and Access statement, I have site specific concerns in relation to all the following items:</p> <p data-bbox="457 1008 621 1040">Residential</p> <p data-bbox="457 1049 1814 1081">All easily accessible windows and doors should be certificated to one of the following standards:</p> <ul data-bbox="457 1089 1108 1300" style="list-style-type: none"> • PAS 24:2012 • PAS 24:2016 • STS 204 Issue 4:2012 • LPS 1175 Issue 7.2 (2014) Security Rating 1 • STS 202 Issue 3 (2011) Burglary Rating 1 • LPS 2081 Issue 1 (2015) Security Rating A <p data-bbox="457 1341 1241 1373">Communal entrance door-sets should be certificated to:</p> <ul data-bbox="457 1382 1814 1406" style="list-style-type: none"> • LPS 1175 Issue 7.2 (2014) Security Rating 2 or higher and should be self closing self locking, 	

Stakeholder	Question/Comment	Response
	<p>single doors with minimum of two magnetic locks.</p> <p>Access control Stair core - Each stair core should incorporate an access control lobby with audio visual access control on the main entrance and audio access control on the secondary door. The stair core should be fob access onto each floor and push button to exit. Lifts must incorporate smart technology to prevent unauthorized access to each floor</p> <p>Communal entrance - All communal entrance doorsets should be certificated to either LPS 1175 Issue 7:2010 Security Rating 2 or STS 202 Issue 3:2011 Burglary Rating 2, to cater for a high usage level.</p> <p>Communal entrance access control - Communal entrance should have vandal resistant audio, visual access control panels, with electronic lock release on the inside. Tradesperson release buttons are not permitted. Electronic access control proximity keys/fobs and readers should be security encrypted to protect against unauthorised copying.</p> <p>Communal entrance lobby - Secondary door with key fob access and audio only access control for visitors.</p> <p>Mail delivery - Internal mailboxes preferred within the entrance lobby. All mailboxes to conform TS009:2012 accreditation.</p> <p>Lighting Exterior apartment lighting - Lighting conforms to British Standard 5489:2003, utilizing dusk till dawn photo electrical cell lighting with manual override. Exterior lighting - Lighting conforms to British Standard 5489:2003, utilizing dusk till dawn photo electrical cell lighting with manual override.</p> <p>Street Lighting Exterior lighting - All street lighting for both adopted highways and footpaths, private estate roads, footpaths and car parks, should comply with BS 5489-1:2013. Bollard lighting is not accepted.</p>	

Stakeholder	Question/Comment	Response
	<p>The overall uniformity of light is expected to achieve 40% and should never fall below 25%. The colour rendering qualities should achieve 60 (minimum) on the Colour Rendition Index - certification will be required.</p> <p>Lightweight Framed Walls</p> <p>The security of a development can be severely compromised if lightweight framed walls do not offer sufficient resilience to withstand a criminal attack; this is recognised within Approved Document Q.</p> <p>Lightweight framed walls installed either side of a secure door-set (600mm for the full height of the door-set to restrict access to door hardware) or walls providing a partition between two dwellings, or a dwelling and shared communal space, shall meet the requirements below.</p> <p>Wall systems proven to meet the requirements of the following standards are preferred:</p> <ul style="list-style-type: none"> • LPS 1175 Issue 7.2 (2014) Security Rating 1 • STS 202 Issue 3 (2011) Burglary Rating 1 • EN 1627: 2011 Resistance Class 2 <p>CCTV</p> <p>CCTV systems must 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.</p> <p>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</p> <p>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.</p> <p>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</p>	

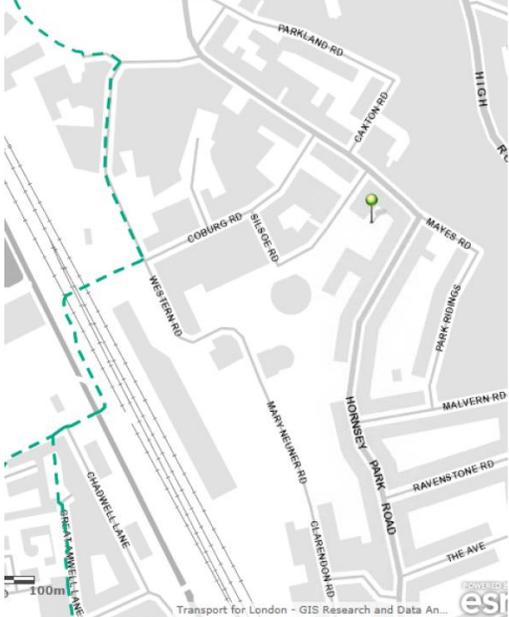
Stakeholder	Question/Comment	Response
	<p>Refuse/Cycle External Entrance Cycle stores Entrance door sets should be certified to LPS 1175 Issue 7.2 (2014) Security Rating 2 or higher and should be self closing self locking, single leaf doors with minimum of two magnetic locks.</p> <p>Access should be via fob control access only with push button to exit. Cycles stores should incorporate fixed stands with 2 points of locking.</p> <p>Site Specific Recommendations: Ground Floor – Front Perimeter Vehicular Access Access to the rear parking for the medical centre and disabled parking is via an undercroft on the front elevation. The parking is situated under the podium level semi public area and is hidden from view form the residents and the street. This area lends itself to various crimes including ASB/drug use/vehicle enabled crime and vandalism.</p> <p>Ground Floor parking In the DAS it states that this site is intended as a car free development and the car parking is only provided for the benefit of the medical centre and disabled users. The location of the car park under the podium may promote the fear of crime and discourage the user of the car park by legitimate users.</p> <p>Recommendation – Entrance to be gated and access given only to medical staff and limited number of residents who require car parking facilities as per recommendations above. Gates to be accredited to LPS 1175 SR2 and to be fob access entry and exit only.</p> <p>Ground Floor - Perimeter It is not known at this stage if there is an intended perimeter fencing treatment around the grounds at the rear elevation, thus preventing unauthorised access into the apartment blocks via the single door into each stair core. The inclusion of a perimeter would also limit the unauthorised access to the undercroft parking below the podium deck.</p> <p>Rear access to apartment blocks should be fob access only for residents and resident should</p>	

Stakeholder	Question/Comment	Response
	<p>have access to only their stair core and floor</p> <p>Ground Floor - Refuse access At present access is shown from each stair core into the rear of the refuse store. This is of concern as is often used as a secondary entrance point for illegitimate users. If this door is to remain, then door this should 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.</p> <p>Cycle Store access Should be 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.</p> <p>It has been noted on the plan that the cycle store from core one leads to cycle store within core two. This should be omitted as it creates excessive permeability through the cores and may lead to increase in bike theft. Note - if the additional door has been placed for fire strategy there are cycle stores on the development with single entrance and exit points.</p> <p>Podium level - Access control It has been noted that there are three entrances points from each stair core onto the podium deck. If access control is not managed, the area may become subject to abuse by residents or outside users and or residents will gain access to other stair cores.</p> <p>Recommendation - To ensure the enjoyment of the podium deck by all users' access door sets should be accredited to a minimum of PAS24:2016 accreditation with self closing, self-locking mechanism. Fob access onto and off the podium level with one stair core utilised as the designated fire escape to ground level.</p> <p>Each stair core must have fob access on all levels with pushbutton exit into the stair core to minimise excessive movement and restrict illegitimate access.</p> <p>Commercial</p>	

Stakeholder	Question/Comment	Response
	<p>At this stage it is not known if there is rear access to any of the commercial units or the medical centre, based on the plans provided.</p> <p>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.</p> <p>A particular concern should be the design of the medical centre, in particular the taking into consideration of the personal safety of the medical staff and handling/ distribution of drugs/ medication.</p> <p>Consideration must be given to an access control lobby and or sanctuary room staff.</p>	
<p>Transport for London</p>	<p>Car Parking Residential</p> <p>Car parking provision should be in accordance with London Plan Policy 6.13. The residential element of the development is to be car-free except for the provision of accessible spaces. This is welcome given the site's PTAL 4.</p> <p>A total of 17 accessible spaces are proposed, which equates to 10% of units having an accessible parking space. This satisfies the London Plan / London Plan Housing SPG recommendation for each accessible unit to have a parking space (assuming 10% accessible housing provision).</p> <p>Electric Vehicle Charging Points (EVCPs) are not proposed. This represents a shortcoming against the London Plan requirement for 20% of all residential car parking spaces to be fitted with Electric Vehicle Charging Points (EVCPs), with an additional 20% to have passive provision so that they can be easily adapted in the future. We request that this matter is addressed.</p> <p>Medical Centre</p>	<p>Further information was requested and relevant conditions attached.</p>

Stakeholder	Question/Comment	Response
	<p>There are 4 car parking spaces proposed for medical centre staff, which we find reasonable. However, given the nature of the facility, the following items need to be addressed:</p> <ul style="list-style-type: none"> • Staff accessible parking; • Visitor parking; • Visitor accessible parking; and • Visitor drop off / pick up. <p>Retail/commercial units</p> <p>There are no general car parking spaces proposed for the commercial element of the scheme. This is welcome given the site's PTAL 4. However, the London Plan requires non-residential elements of a development to provide at least one accessible parking space, on or off street, even if no general parking is provided. The Applicant should explore accessible car parking provision options.</p> <p>Trip generation</p> <p>The trip generation methodology is not in accordance with our guidance. This represents a shortcoming against London Plan policy 6.3 "Assessing effects of development on transport capacity". In line with TfL TA Best Practice Guidance, we request that the trip generation is revisited and the following points are addressed:</p> <ul style="list-style-type: none"> • When using TRICS, surveys more than five years old must be excluded unless otherwise agreed with TfL. • Person trip generation and mode splits should be provided for the non-residential elements of the development and for the development as a whole. <p>Walking</p> <p>A PERS audit has been submitted as part of the application, in line with London Plan policy 6.10 "Walking". The audit gives a good overall indication of what the walking environment is like near this development. We recommend that the Council use the PERS audit to inform improvements to the local walking environment. Mayes Road forms a particularly important pedestrian route to transport links and the high street so improvements here (in line with Graph 3.4 in the PERS audit) would provide a useful starting point. Furthermore, the Wood Green AAP proposes a new East-West link which will improve connections from the site to the High Road. The development</p>	

Stakeholder	Question/Comment	Response
	<p>should respond to the proposed link by ensuring that good quality pedestrian and cycle connections are provided to it.</p> <p>We encourage the Applicant to consider pedestrian wayfinding in the site vicinity. We recommend that Legible London signage is used for pedestrian wayfinding in the local area and to / from the site. For example, key decision making points along, and at each end, of Mayes Road would particularly benefit from new wayfinding signage and help link up with existing signage. In addition, the Applicant may wish to fund a map refresh of Legible London signs on the High Street and around Wood Green Underground Station so as to put the new site layout on the Legible London map. The Council should ensure that wayfinding schemes are coordinated with other new / forthcoming developments in the area.</p> <p>Cycling Analysis of local cycling conditions The applicant has provided a Cycling Level of Service (CLOs) assessment and has identified the cycle catchment of the new development and key destinations in the local area. The applicant should be aware that TfL and Haringey have planned a Quietway Route in close vicinity to the site, along Western Road (Figure 1).</p> <p>Whilst the information provided is welcome, we do not agree with the conclusion that the existing level of provision may be acceptable to all types of users and that no improvements to the network are required. We therefore recommend that the Applicant use the results from the CLOs assessment (particularly links that have a 'red' score) to suggest improvements to the local cycling environment, in line with London Plan policy 6.9 "Cycling". This is particularly important for Brook Road, Silsoe Road and Coburg Road, all of which link the site to the proposed Quietway and all of which received a 'red' score in the CLOs assessment.</p> <p>Figure 1 – Proposed Quietway 10 (Farringdon to Palmers Green, via Finsbury Park)</p>	

Stakeholder	Question/Comment	Response
	 <p data-bbox="457 860 787 889">Access to/from the site</p> <p data-bbox="457 896 1816 966">In line with the London Cycle Design Standards (LCDS) Chapter 8, the applicant should clarify which accesses to the site are available for cycling.</p> <p data-bbox="457 1006 1039 1036">Cycle parking quantity provision and type</p> <p data-bbox="457 1042 1816 1144">A total of 192 cycle parking spaces are proposed for the residential element of the development. No information is provided on cycle parking for the retail/commercial use and the medical centre.</p> <p data-bbox="457 1185 1816 1404">For the residential element, 268 long-stay and 4 short-stay spaces are required. It is not possible to calculate the required number of spaces for the retail/commercial use without further disaggregation of land use, or the medical centre requirements without information on the number of staff. However based on a worst case scenario of the retail/commercial use being classed as A2-A5, 6 long-stay and 28 short-stay spaces would be required. Based on a scenario of up to 8 GPs at the medical centre (page 8 of the Planning Statement), 2 long-stay</p>	

Stakeholder	Question/Comment								Response																																																						
	<p>and 3 short-stay spaces would be required. This gives a total of 311 spaces required for the site. The proposed provision of 192 cycle parking spaces therefore represents a significant shortage in spaces compared to London Plan standards.</p>																																																														
	<p>Table 1: Cycle parking quantity check against London Plan standards</p>																																																														
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	<p>The Applicant should increase the number of cycle parking spaces for all land uses in line with London Plan standards. It appears that the applicant does not propose the use of two-tier racks as long-stay cycle parking. We suggest that the Applicant explores the use of these, as they</p>																																																														

Stakeholder	Question/Comment	Response
	<p>would provide a straightforward way of increasing the quantity of cycle parking. Please note that Chapter 8 of the LCDS provides design guidance on two-tier racks which must be followed. In line with the LCDS, the applicant should ensure that 5% of spaces are able to accommodate larger or adapted cycles. We ask that the Applicant provide an estimate of the number of staff in the medical centre to allow us to check the cycle parking provision against London Plan standards.</p> <p>Cycle parking location and access The location of the long-stay cycle parking in internal storage facilities at ground floor level is welcome. The proposal to have visitor cycle parking in the form of ‘Sheffield’ stands in the public realm at the front of the site is also welcome. In line with the LCDS Chapter 8, the Applicant should clarify the access points to the cycle storage facilities.</p> <p>Public Transport Further information on person trip generation and mode splits for the whole site is required before we can assess the impact on London Underground and bus capacity. In line with the Wood Green AAP’s proposed East-West link, the development should ensure better links to the high frequency bus corridor along the High Road and Wood Green station.</p> <p>Crossrail 2 The site is located above the Crossrail 2 safeguarding alignment to Alexandra Palace. TfL request that the following condition is imposed by the Council: 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.</p>	

Stakeholder	Question/Comment	Response
	<p>Informative: 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 Crossrail 2 Safeguarding Engineer in the course of preparing detailed design and method statements. Please note that Crossrail 2 will also respond separately to this application.</p> <p>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.</p> <p>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</p> <p>Travel planning 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</p>	

Stakeholder	Question/Comment	Response
	<p>targets for mode shift to walking and cycling, with measures that link to the targets. A Full Travel Plan with updated targets and measures should be secured and monitored through the Section 106 agreement.</p> <p>I trust that the above provides you with a better understanding of TfL's current position on the document. Please do not hesitate to contact me if you have any questions or need clarification on any of the points raised.</p>	
<p>Supplementary TfL comments</p>	<p>Comments on updated Technical Note</p> <ul style="list-style-type: none"> • The updated trip generation is acceptable. Having reviewed this we do not seek an contributions towards public transport services. • Arrangements for visitors/disabled parking for the GP surgery has been identified and is acceptable. • EVCPs are now provided in line with the London Plan, which is welcomed. These should be secured by condition. • Accessible parking is now provided at the front of the site in line with the London Plan, which is welcomed. It would be useful if information about the management of all accessible spaces (e.g. how they are allocated, if they are available to members of the public etc) is provided. For this I would recommend that a Car Park Design and Management Plan is secured by condition. • It is welcomed that long-stay cycle parking exceeds London Plan standards. From my calculations short-stay cycle parking should be increased by 2 spaces (1 Sheffield stand). The provision of dedicated shower and changing facilities is also welcome. • The access to the cycle parking facilities is acceptable, although it is disappointing that cyclist will have to dismount as the LCDS guidelines state that they should be able to cycle up to the entrance of the facilities. • The applicant should ensure that 5% of spaces are enlarged, to accommodate larger or adapted cycles. If necessary details on the cycle parking facilities to demonstrate conformity with the LCDS can be secured by condition. I require a response on this. • The applicant should confirm which cycle facilities are for which land-uses. It would be preferable for residential spaces to have secure access and be separate to the facilities for the non-residential land-uses. I require a response on this. 	<p>Noted – these comments have been incorporated into the relevant conditions and legal agreements.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • It is disappointing that no improvements have been identified to the local cycling network, as there were some red scores in the CLoS audit and this development would provide an opportunity to improve the cycling environment. We prefer for improvements to be committed to up front at this stage. As per the initial comments and stage 1 comments, we would encourage Haringey to secure improvements to the walking/cycling environment as deemed necessary. • It is disappointing that a CLP and DSP have not been provided at this stage as these are required by TfL guidance. Given that most of the impacts would be on Borough roads I will leave Haringey Council to decide if further information should be provided at this stage. However a CLP and DSP must be secured by condition which TfL should be consulted on. <p>To be secured by Haringey Council</p> <ul style="list-style-type: none"> • EVCPs (in line with London Plan) • Cycle parking facilities (if deemed necessary by Haringey Council) • DSP • CLP • Travel Plan (secured and monitored through section 106 agreement) • Permit free obligation preventing residents from securing CPZ parking permits (section 106 agreement) • Car Park Design and Management Plan (if deemed necessary by Haringey Council). • Crossrail 2 safeguarding (as per the initial comments letter) 	
GLA	<p>Principle of development: Residential-led mixed use redevelopment of the site within the town centre and an emerging Opportunity Area, providing 169 residential units, medical centre, and flexible and affordable commercial floorspace is strongly supported (paragraphs 13-14).</p> <p>Affordable housing: 21% by habitable rooms is wholly unacceptable. GLA officers will work with the Council to robustly scrutinise the viability to ensure that the maximum level of affordable housing is provided. The tenure must also be diversified in accordance with Policy H7 of the draft London Plan. If after interrogation affordable provision remains below 35%, both an early and a near end review mechanism will be required in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. An early review mechanism will be required if the 35% threshold is met (paragraphs 16-19).</p>	<p>Noted – conditions attached where required.</p>

Stakeholder	Question/Comment	Response
	<p>Climate change: A revised energy strategy prepared in accordance with GLA guidance must be submitted in accordance with Policy 5.2 of the London Plan and Policy SI2 of the draft London Plan, to include further information on DER/TER and BRUKL, cooling demand, the site-wide network and energy centre, CHP and layout of the photo voltaic panels (paragraphs 30-32).</p> <p>Transport: The trip generation should be revised following the TfL guidance. Cycle parking and electric vehicle charging points should be provided in line with London Plan and draft London Plan policy, and conditions or legal obligations secured relating to safeguarding Crossrail 2, changing rooms and lockers for staff and a travel plan, construction and logistics plan and framework and delivery plan (paragraphs 33-42).</p> <p>Recommendation That Haringey Council be advised that the application does not yet comply with the London Plan and draft London Plan for the reasons set out in paragraph 46 of this report. However, the resolution of these issues could lead to the application becoming compliant with the London Plan and draft London</p> <p>Principle of development 13 The site is within Wood Green Town Centre, which forms part of the Haringey Heartlands/Wood Green Area of Intensification identified in the London Plan; in the draft London Plan, the Haringey Heartlands/Wood Green Area of Intensification is reclassified as an Opportunity Area having the potential for 4,500 new homes and 2,500 new jobs. London Plan Policy 2.15 and draft London Plan Policy SD6 seek to ensure that centres within the town centre network remain the focus for commercial development and intensification, including residential development and social infrastructure, outside the Central Activities Zone. Both the current London Plan and draft London Plan underscore the importance of Opportunity Areas to achieving growth in London through their capacity to accommodate large scale developments that provide jobs, housing and enhance placemaking. Locally, Wood Green is identified as a Growth Area in Haringey's Local Plan and the emerging Wood Green Area Action Plan sets objectives of 4,000 jobs and 7,700 new homes. 14 The proposed scheme will deliver 169 new homes, 1,180 sq.m. of flexible and affordable</p>	

Stakeholder	Question/Comment	Response																								
	<p>commercial floorspace, and 1,027 sq.m. for use as a medical centre. The proposal is therefore strongly supported in strategic planning terms and optimises the use of the site in full accordance with Policy GG2 and Policy H1 of the draft London Plan. Notwithstanding the above, the applicant must demonstrate that the proposed affordable commercial space will be genuinely affordable in terms of rates, and would provide the necessary tenancy agreements that are known to support the businesses being targeted. A marketing strategy setting out how these businesses will be targeted should also be provided and secured through the section 106 agreement.</p> <p>Housing</p> <p>15 London Plan Policy 3.3 in seeking to increase the supply of housing in London, sets borough housing targets, and in Table 3.1 puts the minimum annual monitoring target for the Borough of Haringey at 1,502 additional homes per year between 2015 and 2025. The draft London Plan sets a higher target of 1,958 per year for the period 2019 to 2028. The provision of 169 new homes at this site is therefore strongly supported. The table below sets out the proposed residential schedule:</p> <table border="1" data-bbox="457 850 1816 1089"> <thead> <tr> <th data-bbox="457 850 753 907">tenure</th> <th data-bbox="753 850 947 907">studio</th> <th data-bbox="947 850 1115 907">1-Bed</th> <th data-bbox="1115 850 1283 907">2-Bed</th> <th data-bbox="1283 850 1539 907">total no. units</th> <th data-bbox="1539 850 1816 907">total no. hr by %</th> </tr> </thead> <tbody> <tr> <td data-bbox="457 907 753 967">private</td> <td data-bbox="753 907 947 967">15</td> <td data-bbox="947 907 1115 967">36</td> <td data-bbox="1115 907 1283 967">84</td> <td data-bbox="1283 907 1539 967">135</td> <td data-bbox="1539 907 1816 967">79%</td> </tr> <tr> <td data-bbox="457 967 753 1027">shared ownership</td> <td data-bbox="753 967 947 1027">-</td> <td data-bbox="947 967 1115 1027">13</td> <td data-bbox="1115 967 1283 1027">21</td> <td data-bbox="1283 967 1539 1027">34</td> <td data-bbox="1539 967 1816 1027">21%</td> </tr> <tr> <td data-bbox="457 1027 753 1089">total</td> <td data-bbox="753 1027 947 1089">15</td> <td data-bbox="947 1027 1115 1089">49</td> <td data-bbox="1115 1027 1283 1089">105</td> <td data-bbox="1283 1027 1539 1089">169</td> <td data-bbox="1539 1027 1816 1089">100%</td> </tr> </tbody> </table> <p>Affordable housing</p> <p>16 London Plan Policy 3.12 seeks the maximum reasonable amount of affordable housing and at the local level the Haringey Local Plan sets a borough-wide strategic target of 40% by habitable rooms, with a tenure mix of 60% social/affordable rent and 40% intermediate. Policy H5 of the draft London Plan sets a strategic target of 50%, and Policy H7 establishes a tenure mix of 30% social rent/London Affordable Rent; 30% intermediate products; and, 40% to be determined by the relevant borough based on identified need and consistency with the definition of affordable housing.</p>	tenure	studio	1-Bed	2-Bed	total no. units	total no. hr by %	private	15	36	84	135	79%	shared ownership	-	13	21	34	21%	total	15	49	105	169	100%	
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Stakeholder	Question/Comment	Response
	<p>17 Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG introduce a 'threshold approach', whereby schemes, not on public land, meeting or exceeding 35% affordable housing by habitable room without public subsidy and that meet other criteria, including tenure, are not required to submit viability information to the GLA. Such applications are also exempted from a late stage review mechanism.</p> <p>18 The scheme will deliver 34 shared ownership units, which equates to 21% affordable housing by habitable rooms. This provision, on an underused town centre site within an emerging Opportunity Area, is wholly unacceptable and must be significantly increased. The provision of a solely intermediate scheme has also not been justified. The applicant has submitted a Financial Viability Assessment (FVA), which indicates that the proposed scheme is unviable by £1.16M. Haringey Council has commissioned an independent review of the applicant's FVA. GLA officers will robustly scrutinise both assessments and work with the Council to ensure that the maximum level of affordable housing is provided. The applicant must also diversify the proposed tenure in accordance with Policy H7 of the draft London Plan. The applicant will be required to engage with a Registered Provider to explore the use of grant, and proposed rent levels and eligibility criteria for all affordable housing must be submitted. The applicant should note that the Mayor's Affordable Housing and Viability SPG and the draft London Plan make clear that the default rents for social/affordable rent and intermediate products are the London Affordable Rent and London Living Rent respectively, and an appropriate range of affordability must be secured in discussion with the Council and GLA officers.</p> <p>19 If after interrogation the maximum level of affordable provision remains below 35%, both an early and a near end review mechanism will be required as set out in the Mayor's Affordable Housing and Viability SPG and draft London Plan. An early review mechanism will be required if the 35% threshold is met. The Council has confirmed that it will publish the financial viability assessment in accordance with the Mayor's Affordable Housing and Viability SPG and draft London Plan Policy H6.</p>	

Stakeholder	Question/Comment	Response
	<p>Children's play space</p> <p>20 In accordance with London Plan Policy 3.6 and draft London Plan Policy S4, development proposals that include housing should provide playspace for children based on the short and longterm needs of the expected child population generated by the scheme. Further detail in the Mayor's supplementary planning guidance 'Shaping Neighbourhoods: Play and Informal Recreation' sets a benchmark of 10 sq.m. of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum. No details relating to children's play space have been provided. The scheme should aim to deliver play space for Under 5s as a minimum, and details of the quantum and types of play elements should be clarified so that the proposals may be assessed against the requirements of the Mayor's Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance SPG. If the needs of older children are being met off-site, details of this should be set out, as well as routes to the spaces and any requirements for contributions by the local planning authority.</p> <p>Urban and inclusive design</p> <p>Density</p> <p>21 London Plan Policy 3.4 and draft London Plan Policy D6 seek to optimise the potential of sites, having regard to local context, design principles, public transport accessibility, and capacity of existing and future transport services. The higher the density of a development, the greater the level of design scrutiny that is required, particularly qualitative aspects of the development design, as described in draft London Plan Policies D4 and D2.</p> <p>22 The residential density for the proposed development is 536 units rooms per hectare, which exceeds the guidance ranges in Table 3.2 of the London Plan and the thresholds for increased scrutiny of design quality set out in the draft London Plan. The proposal would deliver good design and residential standards generally, and is appropriate given the context of the emerging Wood Green Area Action Plan and current, and potential, local transport facilities, and the proposal ensures development is optimised on this currently under-utilised town centre site; however, this intensification must be accompanied by a higher level of affordable housing, with a policy compliant tenure mix as set out under paragraphs 16-19. In line with Policy D6, the</p>	

Stakeholder	Question/Comment	Response
	<p>applicant must submit a management plan detailing day-to-day servicing and delivery arrangements and longterm maintenance implications, as detailed in paragraph 3.6.8 of the draft London Plan. The agreed maintenance plan should be secured by condition as part of any permission.</p> <p>Site layout</p> <p>23 The scheme is generally well designed and implements a simple layout that makes effective use of the linear site. Both street facing edges are flanked with high levels of active frontage and residential cores are positioned to create welcoming lobby entrances and efficient core to unit ratios at upper levels. This is welcomed.</p> <p>24 Locating the car and cycle parking to the rear of the site and containing it underneath a shared amenity deck is supported in principle; however, consideration should be given to how the rear building line meets the southern site boundary, avoiding areas of under-utilised space that could create security issues. The edges of the under-croft parking should also be screened to provide a more sympathetic and integrated appearance in views from the neighbouring green space and residential properties to the south.</p> <p>Residential quality</p> <p>25 The residential quality is high with units clustered around cores, creating a mansion block typology and the inclusion of through units optimising the proportion of dual aspect overall. Provision to the amenity deck should be made to allow direct access from all cores. Options for including rooftop amenity to the western block above the health centre should also be considered to maximise opportunities for on-site communal amenity space. In accordance with draft London Plan Policy D4, all units should achieve a minimum of 2.5 metres floor to ceiling heights to optimise daylight penetration; and compliance with draft Policy D4 standards for private internal and external space standards should be demonstrated.</p> <p>Form and massing</p> <p>26 The form and massing approach is supported and is consistent with the predominant scale and character of the emerging context. Positioning the taller element at the eastern end of the site defines the Mayes Road corner and allows the scale to fall away towards the residential character of the emerging Gas Works site to the west.</p>	

Stakeholder	Question/Comment	Response
	<p>Architecture</p> <p>27 The simple articulation and use of high quality materials is welcomed; however, the commercial, heavily glazed plinth currently appears dominant at street level and the residential element appears to float above it. The applicant is encouraged to draw from the characteristics and proportions of traditional mansion blocks and bring the brick piers down to meet the ground to improve the definition of the four mansion blocks and help frame the residential entrances.</p> <p>28 In accordance with Policy D11 of the draft London Plan, the Council should include an informative prescribing the submission of a fire statement, produced by a third party suitable qualified assessor, in consultation with the London Fire Brigade.</p> <p>Inclusive design</p> <p>29 Compliance with London Plan Policy 3.8 and draft London Plan Policy D5, which require 90% of new housing to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and 10% Building Regulation requirement M4(3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users, should be demonstrated and secured by the Council.</p> <p>Climate change</p> <p>Energy strategy</p> <p>30 The energy strategy submitted with the application does not follow GLA guidance. GLA officers are therefore unable to confirm the on-site reductions in regulated emissions for the domestic and non-domestic elements. As such, the applicant must provide the carbon emissions as per the guidance, as well as DER/TER and BRUKL sheets and further information on cooling demand, the site-wide network, energy centre CHP and photo voltaic roof layout to allow for a full assessment against London Plan Policy 5.2 and draft London Plan Policy S12. Full details of the outstanding issues relating to energy have been provided directly to the applicant and Council.</p> <p>Flood risk and sustainable drainage</p> <p>31 The site is located within Environment Agency's (EA) Flood Zone 1 and has a low level of surface water flood risk. Whilst the site itself is at a low risk of surface water flooding, other</p>	

Stakeholder	Question/Comment	Response
	<p>areas in the local vicinity are at significant risk of surface water flooding. A Drainage Strategy has been prepared, which demonstrates that the development will be limited to a discharge rate of 4.9l/s using a basement level attenuation tank of 130 cubic metres. The tank will discharge by gravity to the Moselle Brook culvert, which is situated along or close to the southern boundary of the site. In addition, the proposal will include 600 sq.m. This proposed approach meets the requirements of London Plan Policy 5.13 and draft London Plan Policy SI13, and is supported.</p> <p>Blue Ribbon Network 32 London Plan Policy 7.28 and draft London Plan Policy SI17 require culverted rivers to be opened. The Moselle Brook runs in a culvert at or along the southern boundary of the site. The Drainage Strategy states that the brook cannot be opened due to its depth below ground level. However, the location, routing and depth of the culvert do not appear to have been determined precisely. The main justification for not opening the culvert appears to be that this proposal was, on balance, not considered viable in a planning application for the Haringey Heartlands site in 2011. The applicant must review the proposals to de-culvert the Moselle Brook, including a full assessment of its location and depth, and the projected costs of the works.</p> <p>Transport Trip generation 33 The trip generation should be revised following TfL guidance, so that the transport impact of the development may be assessed in line with London Plan Policy 6.3 and draft London Plan Policy T4. A bus capacity contribution may be required to mitigate development impact, depending on the results of the reassessment of the trip generation forecasts.</p> <p>Parking and walking 34 A total of 17 residential spaces, all Blue Badge, are proposed. This provision accords with the London Plan and draft London Plan, and is supported. The s106, however, must include a permit free obligation preventing residents from securing CPZ parking permits. For the GP surgery, four car parking spaces are proposed, which is adequate; however, the following</p>	

Stakeholder	Question/Comment	Response
	<p>arrangements need to be identified: accessible parking for staff and visitors and visitor drop off/pick up arrangements for those with less mobility.</p> <p>35 No electric vehicle charging points (EVCPs) have been proposed. In accordance with London Plan and draft London Plan transport policies, 20% of all residential car parking spaces must be fitted with EVCPs, with an additional 20% having passive provision so they can be easily adapted in the future. No general parking is proposed for the commercial element of the scheme, which is appropriate given the site's public transport accessibility level. However, the London Plan and draft London Plan require non-residential developments to provide at least one accessible parking space, on or off street; opportunities for this provision should therefore be explored.</p> <p>36 There is an under provision of cycle parking spaces against London Plan and draft London Plan standards. A total of 192 cycle parking spaces are proposed; a minimum of 311 are required for London Plan compliance. Residential cycle parking should be increased to at least 268 long term spaces and 4 for visitors. There is currently no provision of either type proposed for the health centre and retail units, which should be rectified to accord with London Plan and draft London Plan policy.</p> <p>37 The proposals for long-stay cycle parking in internal storage facilities at ground floor level are welcomed, as are the proposals for visitor cycle parking in the public realm at the front of the site. In line with the London Cycle Design Standards, the access points to the cycle storage facilities should be clarified. In addition, changing facilities, showers and lockers should be secured for staff who cycle to the non-residential parts of the development.</p> <p>38 A Cycling Level of Service assessment has been submitted with the transport assessment, which is welcomed. However, there are concerns regarding the assessment's conclusion that no improvements are required to the cycle network. In line with London Plan Policy 6.9 and draft London Plan Policy T5, possible improvements to the local cycling environment should be identified. Cycle access points to the site should also be clarified.</p> <p>39 A Pedestrian Environment Review System (PERS) audit has been submitted as part of the application, which gives a good overall assessment of local walking conditions. The Council is encouraged to use this audit to inform enhancements to the local walking environment; and, given the nature of the uses, should consider pedestrian wayfinding such as Legible London signage in the site vicinity.</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="457 269 615 298">Crossrail 2</p> <p data-bbox="457 306 1814 412">40 The site is above the Crossrail 2 safeguarded alignment to Alexandra Palace, and as such a Crossrail 2 safeguarding condition will be required. The applicant is encouraged to engage with Crossrail 2 throughout the design process.</p> <p data-bbox="457 453 680 482">Travel planning</p> <p data-bbox="457 490 1787 667">41 A framework delivery and servicing plan (DSP) and an outline construction logistics plan (CLP) should be submitted in accordance with London Plan Policy 6.14 and draft London Plan Policy T7. The Travel Plan targets should be amended to reflect an ambition for more sustainable and active travel. A full travel plan with updated targets and measures should be secured and monitored through the Section 106 agreement.</p> <p data-bbox="457 708 1016 737">Mayoral Community Infrastructure Levy</p> <p data-bbox="457 745 1698 813">42 In accordance with London Plan Policy 8.3 and draft London Plan Policy T9, Mayoral Community Infrastructure Levy (CIL) must be secured.</p> <p data-bbox="457 821 940 850">Local planning authority's position</p> <p data-bbox="457 859 1755 959">43 Haringey Council planning officers have engaged in pre-application discussions with the applicant. It is understood that officers support the principle of development, but have raised concerns regarding the level of affordable housing.</p> <p data-bbox="457 967 753 997">Legal considerations</p> <p data-bbox="457 1005 1818 1398">44 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.</p>	

Stakeholder	Question/Comment	Response
	<p>Financial considerations 45 There are no financial considerations at this stage.</p> <p>Conclusion 46 London Plan and draft London Plan policies on town centres, housing, affordable housing, urban and inclusive design, climate change and transport are relevant to this application. The application does not comply with the London Plan and draft London Plan. The following changes might, however, lead to the application becoming compliant with the London Plan and draft London Plan:</p> <ul style="list-style-type: none"> ○ Principle of development: Residential-led mixed use redevelopment of the site within the town centre and an emerging Opportunity Area, providing 169 residential units, medical centre, and flexible and affordable commercial floorspace is strongly supported. ○ Affordable housing: 21% by habitable rooms is wholly unacceptable. GLA officers will work with the Council to robustly scrutinise the viability to ensure that the maximum level of affordable housing is provided. The tenure must also be diversified in accordance with Policy H7 of the draft London Plan. If after interrogation affordable provision remains below 35%, both an early and a near end review mechanism will be required in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. An early review mechanism will be required if the 35% threshold is met. ○ Climate change: A revised energy strategy prepared in accordance with GLA guidance must be submitted in accordance with Policy 5.2 of the London Plan and Policy S12 of the draft London Plan, to include further information on DER/TER and BRUKL, cooling demand, the site-wide network and energy centre, CHP and layout of the photo voltaic panels. ○ Transport: The trip generation should be revised following the TfL guidance. Cycle parking and electric vehicle charging points should be provided in line with London Plan and draft London Plan policy, and conditions or legal obligations secured relating to safeguarding Crossrail 2, changing rooms and lockers for staff and a travel plan, construction and logistics plan and framework and delivery plan. 	

Stakeholder	Question/Comment	Response
Thames Water	<p>Waste Comments</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>‘We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:“ A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.”</p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Water Comments</p> <p>The existing water supply infrastructure has insufficient capacity to meet the additional demands</p>	<p>Noted – conditions attached.</p>

Stakeholder	Question/Comment	Response
	<p>for the proposed development. Thames Water therefore recommend the following condition be imposed: Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>Thames Water recommend the following informative be attached to any planning permission: There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.</p>	

Neighbour consultation	Height – not been amended since the exhibition; General design concerns;	The design has since been amended.
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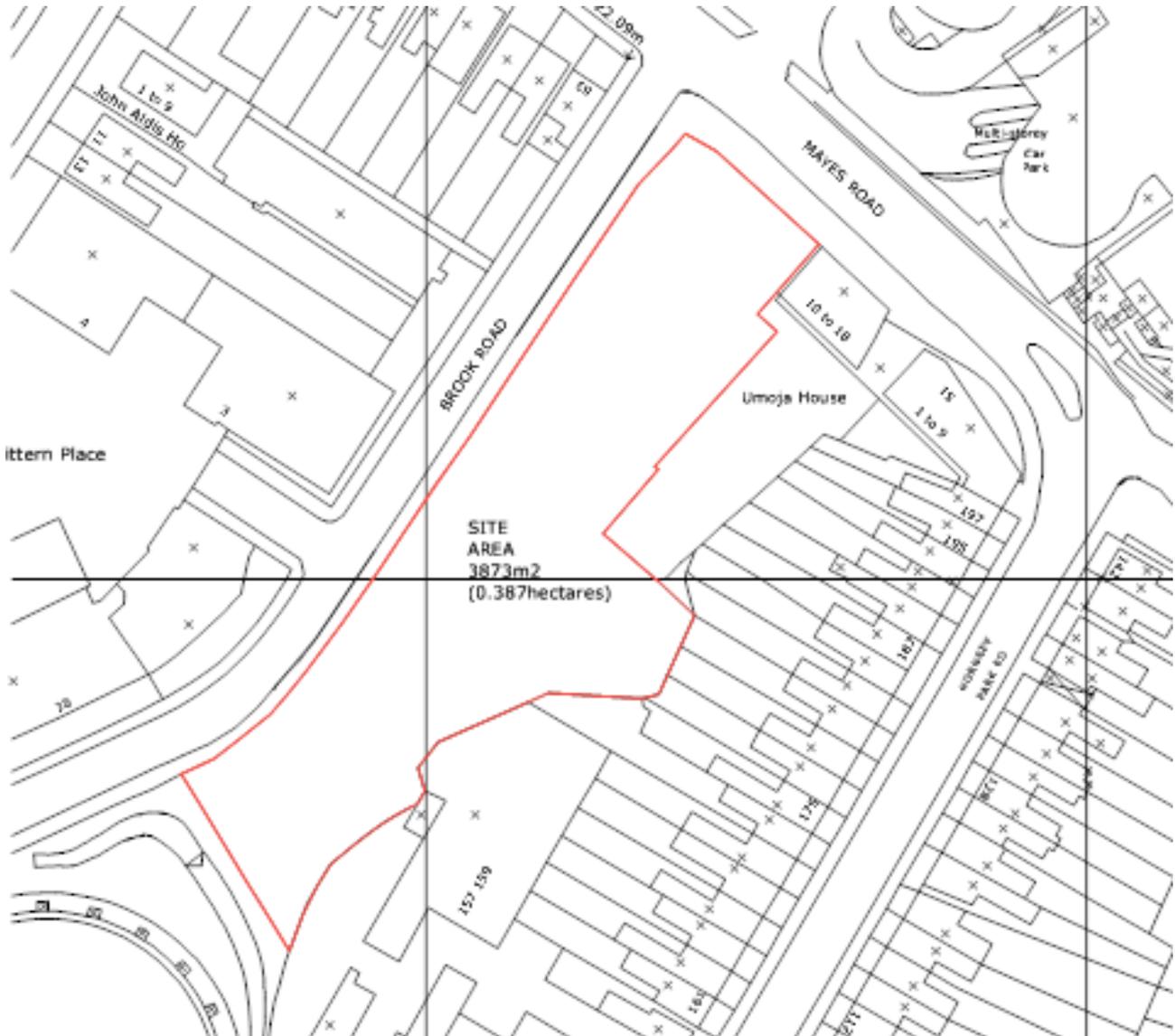
	<p>Out of character;</p> <p>No culverting / futureproofing of Moselle Brook;</p> <p>Lack of consideration for public open space / Master Plan commitment;</p> <p>Stymying effect on other parts of the site allocation, especially given the single aspect units proposed;</p> <p>Should be clear plan for pedestrian / cycle route;</p> <p>Loss of amenity – light, privacy, etc;</p> <p>Impact on infrastructure;</p> <p>Traffic / parking impact;</p> <p>Lack of waste / servicing management plan;</p> <p>No amenity / open space provided;</p> <p>Podium – poor use as residential amenity;</p>	<p>This is a Growth Area and changing character, as detailed in adopted and emerging policy.</p> <p>A survey has been undertaken and application will only be approved subject to EA approval.</p> <p>Residential gardens are provided. There are two other parts of the site allocation, where public space may be more appropriate.</p> <p>Masterplan has been submitted and internal daylight levels for the proposed development are sufficient.</p> <p>Walking improvements would include safer cycle routes and a financial contribution for this has been agreed.</p> <p>Amenity tests show an acceptable relationship with neighbouring residential properties</p> <p>Medical centre will form part of an improved service. S106 and CIL contributions will also aid infrastructure improvements.</p> <p>The traffic impact assessment indicates an improved traffic condition.</p> <p>This has been conditioned</p> <p>Private and communal amenity space provided</p>
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	<p>Pressure on Alexandra Park / general open space – open space deficiency;</p> <p>Impact on trees;</p> <p>Loss of employment;</p> <p>Unacceptable housing mix;</p> <p>Density provision is higher than that of the WGAAP;</p> <p>Lack of affordable housing;</p> <p>“Affordable housing” should be legitimately affordable;</p> <p>Refuse / waste storage;</p> <p>Air quality assessment shortcomings;</p> <p>Lack of drainage;</p> <p>Tunnelling effect from height;</p>	<p>Details of this will be provided. Other communal spaces also provided. As above.</p> <p>The loss of some trees is regrettable but suitable native species are proposed to replace any trees removed and on balance is acceptable.</p> <p>Employment will rise as a result of the increase and diversification of employment offered on the site.</p> <p>The area is less suitable for housing as detailed in DPD SA21 and emerging WGSA11 policy. Some family units have been provided.</p> <p>The density and quantum are higher than those given for certain uses, but overall are considered to be acceptable.</p> <p>Officers have pushed for greater affordable housing and improved tenure. The affordable housing provision is maximum achievable as per the viability.</p> <p>The improved tenure and 2 year time limit will ensure swift affordable housing.</p> <p>Conditioned.</p> <p>Further Air Quality is required and conditioned.</p> <p>Drainage is conditioned and acceptable.</p>
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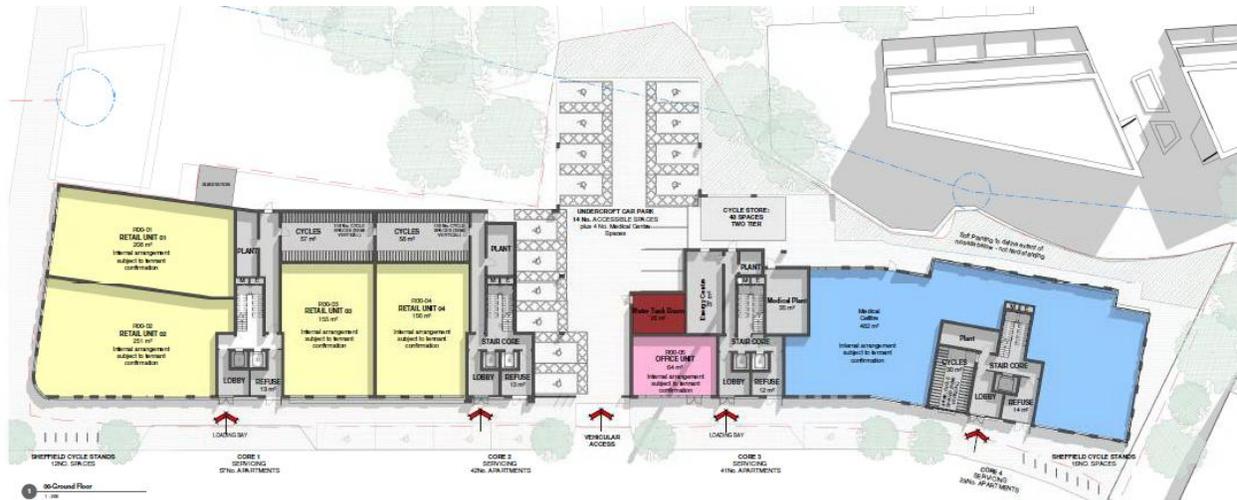
	<p>Issues with NHS requirement for the site / funding of the medical centre / number of GPs;</p> <p>Historic issue of New River Village – issue with S106 obligation to provide NHS Health Care Centre.</p> <p>Welcome the improved route through to Alexandra Palace.</p> <p>Site is within protected viewing corridor.</p> <p>EA requirement for 8m buffer for the Moselle.</p> <p>S106 / S278 requirements to improve area.</p> <p>Height in relationship to Hornsey Park Road.</p> <p>Applicant should be able to daylight the river when it is cleaned.</p> <p>S.278 / S106 to improve highway</p>	<p>This is considered to be acceptable and no specific wind studies are required.</p> <p>CCG are satisfied with the provision and siting of medical floorspace provided.</p> <p>S106 ensures this will be a medical use or re-assessed in the unlikely event that it is not used as such.</p> <p>Noted.</p> <p>The height and siting is acceptable within these viewing corridors.</p> <p>The survey has been undertaken and EA will make further comment on the acceptability of the modest development or form with that buffer.</p> <p>Noted and attached to the recommendation.</p> <p>The height is considered to be acceptable in the context of the relative sites.</p> <p>The recommendation is subject to EA approval and any relevant conditions would be applied.</p> <p>Contributions are outlined in S106.</p>
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Appendix 2 Plans and Images

Location Plan



Proposed site plan



Proposed first floor plan



Proposed front elevation



Proposed rear elevation



Site in context





Masterplan sketch



Proposed site plan in Masterplan context



Appendix 3 QRP Note

○ Appendix 3A: QRP Meeting 8 March 2017:

Panel

Peter Studdert (chair)

Stephen Davy

Andrew Matthews

Hugo Nowell

Chris Twinn

Attendees

John McRory London Borough of Haringey

Adam Flynn London Borough of Haringey

Richard Truscott London Borough of Haringey

Deborah Denner Frame Projects

Adrian Harvey Frame Projects

1. Project name and site address

Land off Brook Road, Wood Green, N22 6TR

Part of Site Allocation SA21 (Clarendon Square Gateway)

2. Presenting team

Neil Dermott Cassidy and Ashton

Abigail Owen Cassidy and Ashton

Bryony Jennings Austringer Capital Limited

David Morris DP9

Louise Overton DP9

3. Aims of the Quality Review Panel meeting

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

4. Planning authority's views

The proposal is for redevelopment of a site currently occupied by an Iceland store and its carpark, to create a mixed use development comprising 166 private rental residential units, together with a health centre and commercial floor space at ground floor level. The site is bordered by Brook Road, Mayes Road, and the Clarendon Gas Works site, and a mixture of residential properties and a light industrial unit to the south east. The development is expected to create a new link between Wood Green and Clarendon Square. The site is not located within a conservation area, and no buildings are listed.

The applicant has engaged in pre-application discussions with Haringey Council and the redevelopment is acceptable in principle, and in accordance with the site

allocation for the site. While the general principle of the layout of the development and the block position is considered acceptable, however the overall bulk, massing and height is still being developed. Careful treatment of the elevational design is essential.

5. Quality Review Panel's views

Summary

The panel are generally content with the overall massing of the proposal, while there is some divergence of view about height and stepping. Prior to planning submission, however, the design will need considerable refinement: there is still some way to go in addressing points of detail raised in the discussion. In addition, the panel want to see far greater consideration given to how the building will be composed as a piece of streetscape, as well as further development of the treatment of the roof-scape.

Massing and development density

- Overall the panel feel that the 6 to 8 storey development is broadly appropriate, although there is some divergence of view about the maximum building height that would be appropriate.
- Some panel members felt that a consistent building height of 6 or 7 storeys, would be more successful than the current stepped massing.
- However, other panel members felt a case could be made for a taller element on Mayes Road.
- Other aspects of the massing are more clearly problematic: for example, the panel feel that the transition to the building's neighbour on Mayes Road is currently very abrupt.
- Continuing design development should be informed by testing the townscape quality in views from around the site, including both existing and proposed buildings.
- As part of this process the panel would encourage further exploration of the roof-scape, and suggests that single storey set back elements, delinked to relate to pavilion elements of the façade below, could be successful.

Place-making, character and quality

- The panel feel that, given the proposed building runs along a long narrow site, it risks taking on a wall-like appearance. In its current treatment, is too undifferentiated, with no indication of the different uses of the development, from retail to residential and especially the health centre.
- The panel are also concerned by the lack of warmth and domesticity of the current proposal, which produces quite an aggressively commercial façade.
- In terms of the overall form, they feel that there is an opportunity to reference the architectural language of the traditional mansion blocks that are a distinctive feature of the borough. These often successfully combine commercial uses at street level with residential above.

Relationship to surroundings: access and integration

- There are a number of mature trees to the rear of the site and the panel were pleased that the applicant intended to retain these and they would provide some screening for the houses on Hornsey Park Road.
- However, these trees only extend along half the length of the proposed

building so do not offer sufficient solution to overlooking and visual intrusion to the backs of houses on Hornsey Park Road.

- In addition, the panel feel that, while a welcome element, the proposed amenity space, sitting on a raised platform, risks overlooking private gardens on Hornsey Park Road.

Scheme layout

- The heavy glazing of the facade constrains the opportunities for more effective internal layouts. The current layout of the apartments creates spaces that are more cramped than their total floor space would suggest, and the panel would like to see these revisited.
- In particular, the attempt to control the amount of corridor space in the lift lobby has simply transferred dead space into the apartments.
- There are a number of technical omissions in the proposal, not least in relation to the absence of service risers into the apartments and means of ventilation in the glazing, and the panel feel these need to be addressed before internal layouts can be properly resolved.
- The panel welcomes the inclusion of an element of communal amenity space, in addition to the private balconies, but feel more thinking is required about how to make it truly functional and therefore well-used.
- Not least, access to the amenity space is currently limited to only one of the four building cores, and poses significant overlooking issues for the flats at first floor level.
- There is no provision indicated for children's play, which the panel feel should be included in a residential development of this scale.

Architectural expression

- The panel feel that the starkly commercial appearance of the proposed building, emphasised in the heavy glazing and undifferentiated façade, is a cause for concern.
 - Greater differentiation in the façade would help to soften the look of the building, as well as signalling different uses, such as the health centre, which are currently lost in the proposed exterior, and to distinguish between the commercial and residential uses.
 - In particular, designing the façade so that first floor apartments appear to be part of the podium is unsuccessful. The panel feel that the applicant should reconsider the opportunities to extending commercial use to the first floor, at least at the corner of Mayes Road, where this commercial appearance is most appropriate.

Inclusive and sustainable design

- The building's wall-like form risks creating a wind tunnel effect along Brook Road. The panel recommends that the team explore the potential of a new articulation of the façade to address the likelihood of downdrafts and other wind effects.
- The panel also have concerns about the very real likelihood of over-heating, given the east-west orientation, the heavily glazed façade, and the effectively single-aspect nature of the apartments.
- Considering whether the building can be designed to provide exposed thermal

mass could be one means of moderating internal temperatures. This would mean avoiding the use of drop-ceilings and light-weight construction.

Next Steps

- The panel feel that the proposal is still at an early stage of development, with a significant number of technical and design issues still to be resolved.
- Collectively these issues will require considerable work and the panel therefore look forward to seeing a further iteration of the design in due course, before a planning application is submitted.

Appendix 3B: QRP Meeting 30 January 2018:

Panel

Peter Studdert (chair)
Andrew Matthews
Chris Twinn
Esther Everett
Esther Kurland

Attendees

John McRory London Borough of Haringey
Richard Truscott London Borough of Haringey
Sam Uff London Borough of Haringey
Dean Hermitage London Borough of Haringey
Tessa Kordeczka Frame Projects
Rebecca Ferguson Frame Projects

Apologies / report copied to

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

1. Project name and site address

Land off Brook Road, Wood Green, London N22 6TR
Planning application reference: HGY/2017/2886

2. Presenting team

Bryony Jennings Austringer Capital Limited
Alban Cassidy Cassidy + Ashton
Neil Dermott Cassidy + Ashton
Matthew Atkinson Cassidy + Ashton
Louise Overton DP9

3. Aims of the Quality Review Panel meeting

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

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

4. Planning authority's views

This is a significant site, located on the southern corner of Brook Road and Mayes Road, which forms part of SA21 in the Site Allocations DPD and the Wood Green AAP. The Site Allocation states: 'creation of a new link between Wood Green and Clarendon Square. Mixed use redevelopment of existing buildings to create a legible streetscape along this link with employment led mixed use development with residential.'

The planning authority stresses the importance of creating a strong route between Wood Green Metropolitan Town Centre and the Haringey Heartlands.

A planning application was submitted in October 2017.

5. Quality Review Panel's views

Summary

The Quality Review Panel is unable to support approval of the current planning application for development of the Iceland site. Concerns raised at its previous review have yet to be effectively addressed. The panel recommends a fundamental rethinking of the scheme. The quantum of development proposed for this site is excessive and the panel is not convinced that the number of apartments proposed could in practice be achieved. The panel thinks that a height of six to seven storeys is more appropriate than the seven to nine proposed. The building's lengthy wall like elevation along Brook Road will do little to contribute to a successful streetscape along what is intended to become a key route. The panel recommends reconsidering the massing of the building and also accentuating its different uses – commercial / retail, residential and medical centre – through its architectural expression. A less corporate, more domestic architectural language should be sought. Further thought should also be given to the quality of residential accommodation, including entrances, floor space, dual aspect, and amenity space. Further information on the energy strategy and microclimatic conditions would be helpful.

These comments are expanded below and those made at the previous review that remain relevant are repeated for clarity.

Review process

- At its previous review, the panel had highlighted a significant number of design and technical issues that remained to be resolved. It suggested a further review of the proposal before submission of a planning application. The panel therefore regrets that it did not have an opportunity to comment on a revised proposal before the application was submitted.

Scale and massing

- At its previous review the panel had broadly supported the scheme's scale and massing – proposed at six to eight storeys. This is now increased to seven to nine storeys. The panel thinks that it is difficult to justify this increase and recommends

reverting to the original proposal by reducing heights by one storey. Six to seven storeys – including the roof – would seem to be more appropriate for this location.

- The current design appears to be driven by maximising the amount of accommodation to be included on the site – which has resulted in a lengthy, unrelieved elevation along Brook Road.

- Earlier sketches exploring elevational options show a pavilion like arrangement – with separate blocks linked by a podium level. The panel thinks that this, or two / three distinct buildings, could be more successful options. • In this context, the panel had previously referred to the precedent of the traditional mansion block – a distinctive feature of the London Borough of Haringey – where commercial uses at street level are often successfully combined with residential accommodation above. • At its previous review, the panel had suggested further exploration of options for the roofscape – including, for example, single storey set back elements, not linked to each other but corresponding to a pavilion arrangement of the building. The continuous sloping roof shown in the current proposal merely serves to accentuate the overbearing scale of the development.

Placemaking

- The panel feels strongly that the design of the building as presented is unlikely to result in a successful streetscape – which is a priority for establishing and reinforcing what will be a crucial link between Wood Green town centre and the approved Clarendon Square development.

- Both the Iceland site and the proposed development – combining commercial / retail, residential and a medical centre – offer huge potential to create a strong, engaging streetscape. Opportunities to give the street a distinctive character have yet to be exploited.

Plan and layout

- The panel considers that the proposed number of residential units could not in practice be achieved.

- Among other issues, insufficient space for servicing, including, for example service risers, and a tank room with pumps for sprinklers, has been allowed. Not enough evidence that the scheme as shown could in fact be built has been presented.

- The panel would have expected the integration of more technical details with a detailed planning application. Technical omissions such as these need to be adequately addressed before internal layouts can be successfully resolved.

- • A minimum size is already proposed for apartments. Incorporating necessary services would reduce this still further and result in even more cramped living spaces.
- • The panel strongly recommends that, in developing further iterations of the scheme, the 'liveability' of the development be constantly interrogated.
- • The panel remains to be convinced about the arrangement of the undercroft car park – exclusively for disabled parking and for medical centre staff – at the rear of the development. Further clarity of the use of the land to either side of the car park would be helpful in better understanding the proposed plan and layout of the scheme.
- The entrance to the car park from Brook Road appears rather narrow and the panel recommends that this be reconsidered.
 - Questions also remain about the functionality of the residents' amenity space above the undercroft car park, both from the point of view of its usefulness for residents and its potential impact on neighbouring properties.

Architectural expression

The panel had previously expressed concern about the starkly commercial appearance of the proposed building. The Brook Road elevation as currently shown is unduly monolithic and would benefit significantly from greater articulation.

- The panel had previously suggested greater differentiation in the elevation to better express the building's different uses: commercial / retail, residential and medical centre. This could also help to soften its appearance. Differentiation should also apply to the entrances to the building's different components.
- While differentiation in the architectural treatment of the commercial / retail and residential accommodation is appropriate, the current double height expression of the ground floor commercial / retail units could exacerbate the more corporate – rather than domestic – perception of the building.
- The panel recommends rethinking the approach to the building's architecture to bring a warmer, more humane quality to the scheme. This might be achieved with adopting a lighter touch – where the elevation is interrupted and more varied, with possibly less heavy masonry.

Residential accommodation

- The panel repeats its concerns about the amount of floor space allocated to individual apartments – already constrained and likely to be reduced still further with incorporation of services, including dry risers (see above).
- The panel recommends that a rethinking of the scheme start with considering the internal layouts of apartments to ensure that they provide liveable spaces.

- It also recommends further interrogation of the definition of dual aspect as applied to the apartments. Although all apartments are described as being dual aspect, the panel questions whether this is an accurate interpretation.

It recommends that dual aspect be tested not only against light levels but also natural cross ventilation, capacity to address overheating, access to a quiet side of the building, greater flexibility in the use of rooms, and future adaptability – all benefits of a dual aspect dwelling that are identified in the draft London Plan.

- Entrances to residential accommodation appear restricted – with narrow corridors leading to lifts, stairs and cycle storage.
- Since this is to be a car free scheme – other than disabled parking and provision for medical centre staff – cycle use is to be encouraged. The cycle stores should be more conveniently located, and materials and finishes to residential lobbies sufficiently robust and durable to withstand scuffs and scratches.

Sustainable design

- The panel would have welcomed a detailed energy strategy in order to assess anticipated energy performance. It points in particular to a risk of overheating, given an east / west orientation, and the extensively glazed elevation.

Public realm and landscape design strategy

- The panel suggests that additional tree planting at the corner of Brook Road and Mayes Road would improve the quality of the public realm.

Microclimatic conditions

- The wall like form of the building risks creating a wind funnel along Brook Road. The panel therefore recommends wind modelling – and, if necessary, mitigating features incorporated into the building's architecture.

Next Steps

- The Quality Review Panel is unable to support approval of the planning application for development at the Iceland site, on land off Brook Road, for the reasons set out in the comments above.
- It recommends a fundamental rethinking of the scheme, reducing its mass and being more realistic and generous in its internal planning.
- It would welcome the opportunity to review a revised proposal, before a planning application is resubmitted.

Appendix 3C QRP 28 February 2018

Panel

Peter Studdert (chair)

David Ubaka

Dieter Kleiner

Wen Quek

Craig Robertson

Attendees

Dean Hermitage London Borough of Haringey

Richard Truscott London Borough of Haringey

Samuel Uff London Borough of Haringey

Deborah Denner Frame Projects

Sarah Carmona Frame Projects

Rebecca Ferguson Frame Projects

1. Site address

Iceland, Mayes Road, Wood Green, London N22 6TN

HGY/2017/2886

2. Presenting team

Bryony Jennings Austringer Capital

Matt Atkinson Cassidy & Ashton

Neil Dermott Cassidy & Ashton

Louise Overton DP9

Andrew Keeling Project 23

3. Aims of the Quality Review Panel meeting

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

4. Planning authority's views

This is a yet undetermined planning application, which was submitted in October 2017. The proposal is similar to that considered in the QRP meeting of 30 January 2018, however design amendments have been made and the level of detail improved in this submission.

The site is located on the southern corner of Brook Road and Mayes Road and is occupied by an existing 'Iceland Foods' supermarket and an associated car parking area. The site is not located within a conservation area, and no buildings on or around the site are statutorily or locally listed.

The site forms part of Site SA21 in the Site Allocations DPD and forms part of the Wood Green AAP. The proposed Site Allocation states: 'Creation of a new link between Wood Green and Clarendon Square. Mixed use redevelopment of existing buildings to create a legible streetscape along this link with employment-led mixed use development with residential'.

The applicant has engaged in discussions with officers prior to submission and throughout this process and the general principle of development and the massing has broadly responded to these discussions. In general, officers find that the level of submission has been improved through the additional information.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the detailed and helpful presentation, and feels that the design team has responded very well to the comments from the previous review. It supports the scale and form of the proposals; however, it considers that the development density of the scheme is at the absolute limit of what can be reasonably achieved in this location.

Scope remains to refine the scheme layout (both internal and external), in addition to the architectural expression of the scheme. Subject to a final iteration of the design as outlined below, the panel offers its support for the planning application.

Massing and development density

- The panel welcomes the amendments to the roofline and form of the proposals, and feels that these successfully introduce variety into the bulk and skyline of the scheme.
- Whilst it feels that the development density of the current proposals is at the limit of what is acceptable in this location, the panel considers that its previous concerns in this regard have been successfully addressed.

Scheme layout and landscape design

- 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.
- It notes that 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.
- 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.
- The panel would also like to see adjustments to the layout in order to achieve natural light and ventilation within the circulation cores.
- 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.
- 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.
- 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.

- 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.
- In addition, the potential for providing additional amenity space at roof level should also be explored.
- 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 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.

Architectural expression and sustainable design

- The move to visually break up the primary façade onto Brook Road using 'mansion block' scaled bays seems to work well.
- 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.
- 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.
- 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.
- As a detailed comment, the panel suggests further consideration of the location of the service risers serving the front of the building.
- 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.

Next Steps

The panel supports the planning application, subject to their comments on refining the architectural expression, and internal and external layout of the scheme. These comments are expanded above, for consideration by the design team in consultation with Haringey officers.