

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2018/0076

Ward: Tottenham Hale

Address: 168 Park View Road N17 9BL

Proposal: Demolition of existing car repair/servicing garage and construction of a part 3, part 4 and part 5 storey building to provide 15 residential units with 5 car parking spaces including 1 wheelchair car parking space, 24 cycle spaces and ancillary servicing accommodation.

Applicant: Stephen Davy Peter Smith Architects

Ownership: Private

Case Officer Contact: Tobias Finlayson

Date received: 09/01/2018

Drawing number of plans:

L 6723/1 Rev 1; L 6723/2 Rev 0; PVT-P011-S2-P0; PVT-P012-S2-P0; PVT-P013-S2-P0; PVT-P110-S2-P1; PVT-P111-S2-P0; PVT-P112-S2-P0; PVT-P113-S2-P0; PVT-P114-S2-P0; PVT-P115-S2-P0; PVT-P210-S2-P0; PVT-P211-S2-P0; PVT-P212-S2-P0; PVT-P213-S2-P1; PVT-P214-S2-P0; PVT-P215-S2-P0; PVT-P310-S2-P0; PVT-P610-S2-P0

Design and Access Statement Ref: PVT-DS-01-ZZ-RP-A-P611-S2-P0; Energy Statement dated 21st December 2017 by greenbuildconsult; Daylight, Sunlight & Overshadowing Assessment Rev: 2 dated November 2017 by XCO2; Flood Risk Assessment Rev: Final 1 dated November 2017 by EAS; Transport Assessment Addendum Ref: 30755/D002 dated October 2017 by Transport Planning Practice; Letter regarding viability position dated 12th August 2018 by Turner Morum

- 1.1 The application has been referred to the Planning Sub-committee for a decision as it is a major application, which is also subject a s106 agreement.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development is acceptable on this site and provides an appropriate mix and quality of accommodation;
- The proposal contributes to the housing needs of the borough and offers an acceptable financial contribution towards affordable housing;
- The loss of the non-designated employment space is acceptable and is subject to a financial contribution;
- The design and appearance of the proposal is acceptable and would not harm the surrounding area;
- The proposal would not materially harm the residential amenities of neighbouring occupants;
- The proposal would result in no significant impact on parking as well as providing sufficient disabled parking and secure cycle storage;
- The scheme would provide a number of planning obligations as set out in the Heads of Terms below; and
- The application is in accordance with the development plan.

2.0 RECOMMENDATION

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

Section 106 Heads of Terms:

1. An affordable housing contribution of £189,152 with review mechanisms
2. Early stage viability review (if the planning permission is not implemented within 2 years of being granted)
3. Pedestrian link/Public Realm Contribution and s278 works of £80,000
4. A carbon offsetting contribution of £21,078 (plus a possible further contribution following a sustainability review)
5. Construction Phase Skills and Training initiatives
6. A loss of Non-Designated Employment Floorspace contribution of £9,255.27
7. A Traffic Management Order (CPZ) contribution of £1,000
8. Resident Parking Permit restriction ('Car-capped' development)
9. Travel plan with car club membership (two years and £50 credit per membership) with monitoring fee (£3,000)
10. Child play space contribution of £1,567.50
11. Considerate Constructors Scheme

- 2.2 That delegated authority be granted to the Assistant Director Planning or Head of Development Management or the Assistant Director Planning to make any

alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-committee.

- 2.3 That the section 106 legal agreement referred to in resolution 2.1 above is to be completed no later than 28 September 2018 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.4 That following completion of the agreement(s) referred to in resolution 2.1 within the time period provided for in resolution 2.3 above, planning permission be granted in accordance with the Planning Application subject to the attachment of the following conditions.

Conditions summary (the full text of recommended conditions is contained in section 9 of this report):

- 1) COMPLIANCE: Time limit for implementation (LBH Development Management)
- 2) COMPLIANCE: Development in accordance with approved drawings and documents (LBH Development Management)
- 3) COMPLIANCE: Accessible and adaptable dwellings (LBH Development Management)
- 4) COMPLIANCE: Wheelchair accessible or easily adaptable for wheelchair use (LBH Development Management)
- 5) COMPLIANCE: Energy strategy (LBH Carbon Management)
- 6) COMPLIANCE: Satellite antenna restriction (LBH Development Management)
- 7) COMPLIANCE: Electric charging points (LBH Transportation)
- 8) PRE COMMENCEMENT: Demolition and Construction Management and Logistics Plan (LBH Transportation)
- 9) PRE COMMENCEMENT: Air Quality and Dust Management Plan (LBH Pollution)
- 10) PRE COMMENCEMENT: Piling method statement (Thames Water)
- 11) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Contaminated land risk assessment and method statement (LBH Pollution)
- 12) PRIOR TO FIRST OCCUPATION: Contaminated land remediation verification report (LBH Pollution)
- 13) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Sustainable Urban Drainage System (LBH Development Management)
- 14) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Materials (LBH Development Management)
- 15) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Green Roof (LBH Development Management)
- 16) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Hard and Soft Landscaping (LBH Development Management)

- 17) PRIOR TO INSTALLATION: Boiler details (LBH Pollution)
- 18) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Secured by Design – Demonstration (Metropolitan Police)
- 19) PRIOR TO FIRST OCCUPATION: Secured by Design – Certification (Metropolitan Police)
- 20) PRIOR TO FIRST OCCUPATION: Cycle parking (LBH Transportation)

Informatives summary (the full text of recommended informatives is contained in section 9 of this report):

- 1) Co-operation (LBH Development Management)
- 2) S106 (LBH Development Management)
- 3) CIL (LBH Development Management)
- 4) Party Wall Act (LBH Development Management)
- 5) Hours of construction (LBH Development Management)
- 6) Asbestos (LBH Environmental Services)
- 7) Surface water (Thames Water)
- 8) Groundwater permit (Thames Water)
- 9) Pressure (Thames Water)
- 10) Fire safety (London Fire Brigade)
- 11) Street numbering (LBH Transportation)

2.5 In the event that members choose to make a decision contrary to officers' recommendation, members will need to state their reasons.

2.6 That in the absence of the agreement referred to in resolution 2.1 being completed within the time period provided for in resolution 2.3, the planning permission be refused for the following reasons:

- (i) In the absence of a financial contribution towards affordable housing, the proposal would have an unacceptable impact on affordable housing provision within the borough. As such, the proposal would be contrary to Local Plan 2017 Strategic Policy SP2, Development Management DPD 2017 policy DM13 and London Plan 2016 policy 3.12.
- (ii) In the absence of a financial contribution towards the amendment of the Traffic Management Order, public realm and highways works and car club funding, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan Strategic Policies 2017 Policy SP7, Development Management DPD 2017 policies DM31, DM32 and DM33 and London Plan 2016 policies 6.9, 6.11 and 6.13.
- (iii) In the absence of a financial contribution towards carbon offsetting, the proposal would fail to deliver an acceptable level of carbon saving. As such, the proposal would be contrary to Local Plan 2017 Strategic Policy SP4 and London Plan 2016 policy 5.2.

- (iv) In the absence of a financial contribution towards construction training and local labour initiatives, the proposal would fail to deliver an acceptable level of support towards local residents accessing the new job opportunities in the construction phase of the scheme. As such, the proposal would be contrary to Haringey's Planning Obligations SPD 2018.
- (v) In the absence of a financial contribution towards child play space, the proposal would fail to deliver an acceptable level of play and informal recreation based on the expected child population generated by the scheme. As such, the proposal would be contrary to London Plan 2016 policy 3.6, the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG 2012 and Local Plan 2017 Strategic Policy SP13.

2.7 In the event that the planning application is refused for the reasons set out in resolution 2.6 above, the Head of Development Management or the Assistant Director Planning (in consultation with the Chair of the Planning Sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the planning application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations;
- (ii) The further application for planning permission is submitted to and approved by the Head of Development Management or the Assistant Director Planning within a period of not more than 12 months from the date of the said refusal; and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution 2.1 above to secure the obligations specified therein.

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Background

3.1.1 Planning permission (ref: HGY/2015/3398) with associated s106 agreement was granted in October 2016 for demolition of the existing car repair/servicing garage and construction of a part 2 and part 4 storey building to provide 12 residential units with 5 car parking spaces including 2 wheelchair car parking spaces and ancillary servicing accommodation

3.2 Proposed development

3.2.1. The current planning application is for demolition of existing car repair/servicing garage and construction of a part 3, part 4 and part 5 storey building to provide 15 residential units with 5 car parking spaces including 1 wheelchair car parking space, 24 cycle spaces and ancillary servicing accommodation.

3.2.2 Upon comparing the extant scheme and the proposed scheme, subject to this planning application, the primary differences are:

- an additional floor and extension at second floor resulting in a part 3 and part 5 storey building;
- an additional 3 flats totalling 15 units (as opposed to the 12 units under the extant planning consent and
- minor external alterations

3.3 Site and surroundings

3.3.1 The application site is irregularly shaped, measuring approximately 635m² metres in area (0.0635 hectares) and is located on the northern side of Park View Road adjacent to the north-south railway line from Tottenham Hale. The site currently comprises a two storey commercial building previously used for car repair/servicing garage however, has been vacant and dilapidated for a number of years. Access is gained directly from Park View Road.

3.3.2 Immediately north of the site is the Roseberry Industrial Park and to the northwest and west of the site are a number of 2 – 3 storey terraced residential properties. The site adjoins the railway line to the east and is situated at the end of the cul-de-sac with a pedestrian underpass running from the south edge of the site eastwards. To the south of the site and on the opposite side of the road is a large commercial yard and vehicle depot.

3.3.3 The site is neither statutorily or locally listed nor is it located within a Conservation Area, however is located in a Flood Zone 2 area. The site is also located within the Tottenham Hale Growth Area as identified on the Haringey Local Plan Strategic Policies map.

3.4 Relevant planning history

- 3.4.1 August 2018: Approval of details (ref: HGY/2018/2026) granted pursuant to condition 6a (Demolition Dust Management Plan and Considerate Constructors Scheme) attached to planning permission HGY/2015/3398 (as amended by HGY/2017/2512).
- 3.4.2 August 2018: Approval of details (ref: HGY/2018/2026) granted pursuant to condition 3a (Demolition Management Plan and Demolition Logistics Plan) attached to planning permission HGY/2015/3398 (as amended by HGY/2017/2512).
- 3.4.3 September 2017: Non-material amendment (ref: HGY/2017/2512) granted following a grant of planning permission HGY/2015/3398 to reword planning conditions 3, 4, 6, 12, 14, 15 and 16 to allow a greater degree of flexibility in the timing of detail submission required by the condition.
- 3.4.4 May 2017: Non-material amendment (ref: HGY/2017/1314) granted following a grant of planning permission HGY/2015/3398 for the realignment of site boundary to the east of the site adjacent Network Rail land.
- 3.4.5 January 2017: Non-material amendment (ref: HGY/2017/0293) granted following a grant of planning permission HGY/2015/3398 to amend the wording of the proposal description from "7 car parking spaces including 2 wheelchair car parking spaces" to "5 car parking spaces including 1 wheelchair car parking space".
- 3.4.6 2016: Planning permission (ref: HGY/2015/3398) granted for demolition of the existing car repair/servicing garage and construction of a part 2 and part 4 storey building to provide 12 residential units with 5 car parking spaces including 2 wheelchair car parking spaces and ancillary servicing accommodation.

4.0 CONSULTATION

4.1 Pre-submission engagement/consultation

- 4.1.1 Following the granting of planning permission in late 2016 for the part 2 and part 4 storey building containing 12 flats, the current proposed scheme to add an additional floor / storey to accommodate 3 additional flats (12 flats currently has planning permission – the proposed development now seeks consent for 15 flats) has been discussed in detail with officers through the pre-application process and presented to the Haringey Quality Review Panel.
- 4.1.2 The report of the QRP meeting on 18 October 2017 is set out in Appendix 4 of this report. The issues raised and how they have been addressed by the

applicant are set out in the design and appearance section (6.3) of this report and a summary of the report is as follows:

At an earlier review, the panel offered warm support to the previous planning application for 168 Parkview Road. They support the view of the design team that the site can accommodate an additional floor of development, as now proposed. It highlights the need to consult neighbours, and test how daylight and sunlight in their gardens will be affected by the increase in height. The panel also suggested some refinements to the massing of the rear elevation, the design of balconies, and the top storey of the building. One of the important benefits of the development proposal is that it promises to increase passive surveillance of the entrance to the underpass. Further information on the landscape design of the southern part of the site is needed to ensure this potential is maximised.

- 4.1.3 No Development Management Forum or Pre-application committee briefing was held for the previous scheme. On this basis and given the difference between the two schemes is limited to an additional floor / storey to provide an increase in the number of units from 12 to 15 together with minor external alterations, the current application was also not required to be presented to a forum or a members briefing.

4.2 Formal consultation (post-submission)

- 4.2.1 The following were consulted regarding the application:

Internal:

- LBH Design
- LBH Head of Carbon Management
- LBH Housing Renewal
- LBH Tottenham (Regeneration) Team
- LBH Housing Design and Major Projects
- LBH Flood, Surface Water and Drainage
- LBH Cleansing Team – East
- LBH Emergency Planning and Business Continuity
- LBH EHS – Pollution, Air Quality, Contaminated Land
- LBH Transportation Group

External:

- Network Rail
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- Transport for London
- Thames Water Utilities
- Natural England
- Lee Valley Regional Park Authority

4.2.2 The full text of comments from internal and external consultees that responded to consultation is contained in Appendix 1. A summary of the consultation responses received is below:

Internal:

- Tottenham (Regeneration) Team: No objection subject to a financial contribution towards public realm improvements
- Waste Management: No objection.
- Head of Carbon Management: No objection subject to condition and s106 obligation.
- Pollution: No objection subject to conditions and informative.
- Transportation: No objection subject to conditions and s106 obligations.
- Design Officer: No objection subject to condition.

External:

- Thames Water: No objection subject to imposition of recommended informatives.
- Transport for London: No objection.
- Natural England: No objection.
- Metropolitan Police Designing Out Crime Officer: No objection subject to conditions and informative.
- Network Rail: No objection.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

88 neighbouring properties

1 resident association/amenity group (Friends of Down Lane Park)

2 site notices were erected close to the site

1 press notice

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

No of individual responses: 1

Objecting: 0

Supporting: 0

Neither: 1

5.3 The following Councillor made representations (full objection reproduced at Appendix 1):

- Councillor Gordon: Objects to the planning application on the basis that it provides no affordable housings units on site.

- 5.4 The issues raised in representations in response to neighbour consultation of the application are set out in Appendix 1 and summarised as follows:
- Crime Prevention
 - Parking
 - Design
 - Tenant's character
 - Affordable housing
 - Upkeep and maintenance

6.0 MATERIAL PLANNING CONSIDERATIONS

6.1 As noted at section 3.4 above, planning permission (ref: HGY/2015/3398) was granted in October 2016 for demolition of the existing car repair/servicing garage and construction of a part 2 and part 4 storey building to provide 12 residential units with 5 car parking spaces including 2 wheelchair car parking spaces and ancillary servicing accommodation.

- 6.2 The granting of the previous permission for the development established that:
- the principle of residential use is acceptable on this site;
 - it was of an acceptable design that would not harm the character and appearance of the surrounding area;
 - the proposed residential accommodation would be of an acceptable layout and standard;
 - it would not adversely affect the residential amenity of adjoining occupiers;
 - it would not harm parking or highway safety;
 - it would be acceptable in accessibility terms;
 - it would provide suitable waste management arrangements; and
 - it was in accordance with the development plan.

- 6.3 The extant permission is a material consideration, as a 'fallback' position. Given the above, officers have considered the differences between the previously approved (extant) development and the proposed scheme, which is the additional floor / storey and extension at second floor resulting in a part 3 and part 5 storey building and an additional 3 flats. In this context, the main planning considerations raised by the proposed development are:
- design and appearance;
 - impact on the amenity of neighbouring residential occupiers;
 - residential unit mix and quality of accommodation;
 - increased density;
 - parking and highway safety;
 - affordable housing; and
 - planning obligations

6.4 Design and appearance

6.4.1 Development Management DPD 2017 Policy DM1 states that development proposals should relate positively to their locality, having regard to, building heights, form, scale and massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan 2017 Policy SP11 states that all new development should enhance and enrich Haringey’s built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey’s sense of place and identity, which is supported by London Plan 2016 policies 7.4 and 7.6.

6.4.2 The Quality Review Panel (QRP) has been involved in the design evolution of the proposal. The report of the latest QRP is set out in full at Appendix 3 with more specific comments detailed below, along with the applicant’s response to these points:

QRP comment	Applicant’s response
<p><i>Massing and development density</i></p> <ul style="list-style-type: none"> • The panel supports the current proposals to increase the height of the proposed residential building to create a part three, part five storey block. • The railway line to the east provides ‘breathing space’ adjacent to the site, supporting the case for the additional height now proposed. • Existing two storey homes with a pitched roofs to the west, appear to relate well to the three storey element of the scheme. • However, the panel highlighted the importance of giving neighbouring residents an opportunity to comment on the revised proposals. • Daylight and sunlight analysis should also be carried out to test 	<p>A daylight and sunlight analysis was carried out and submitted as part of the planning submission.</p> <p>Parapet walls on the fourth floor to the north and western facades were adjusted to be at the same height – this helped to rationalise and reduce the appearance of stepping at different levels. However, importance has been given to respecting neighbouring amenity.</p>

<p>how the increased height will affect the amenity of neighbouring gardens.</p> <ul style="list-style-type: none"> • The panel would also encourage the architects to explore ways of rationalising the massing of the rear elevation, to reduce the number of set back elements – Although it recognises the need to maximise daylight to neighbours. 	
<p><i>Architecture</i></p> <ul style="list-style-type: none"> • The panel admire the calm simplicity of the architecture proposed, which is particularly appropriate given the stepped massing of the building. • The detailed design of the balconies will be important to the quality of the completed building, and information on this should be provided as part of the planning submission. The panel feels simplicity will be key to their success. • The panel also suggested that the potential to design the top floor as a more recessive element, slightly set back from the main façade, should be explored. If this approach is taken, a different façade material may be appropriate. 	<p>The architects have introduced a secondary façade material, which appears as part of the entrance area at ground, balconies on the southern façade that overlook the underpass and on the set back of the rear elevation. This is a fibre cement board.</p> <p>It is thought this gives variation and interest to the design, whilst maintaining overall simplicity.</p>
<p><i>Relationship with the underpass and landscape design</i></p> <ul style="list-style-type: none"> • One of the important benefits of the development proposal is that it will increase passive surveillance of the entrance to the underpass. 	<p>A gate has been included as part of the proposals for unit G01, providing an alternative escape route as well as opportunity to access the car park directly should this be desired by the occupant.</p> <p>Detailed Landscape design would be</p>

<ul style="list-style-type: none"> • More details of the landscape design to the southern edge of the site would be helpful to ensure the best possible relationship between the scheme, and access to the underpass. • Creating access to the ground floor unit G01 via a garden gate would also be a welcome move that would also provide an alternative fire escape route. 	<p>submitted as part of the planning conditions process.</p>
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6.4.3 The QRP concluded their report by stating “Subject to the detailed comments above, the panel is happy to offer its support to the revised proposals for 168 Parkview Road.”

6.4.4 Officers (including the Design Officer) consider that the site and its surroundings can, subject to appropriate materials (samples to be submitted and approved), accommodate the additional height and bulk and still result in a successful scheme in urban design term. This is particularly so when considered in the context of the previously permitted scheme, which needs to be recognised as the fall back position in design terms.

6.4.5 Overall, the proposed development is considered to be acceptable in design and appearance terms and in general accordance with London Plan 2016 Policies 3.5, 7.4 and 7.6, Local Plan 2017 Strategic Policy SP11 and Development Management DPD 2017 Policy DM1.

6.5 Impact on the amenity of neighbouring residential occupiers

6.5.1 London Plan 2016 Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Development Management DPD 2017 policy DM1 states that development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land 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 the residents of the development and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

Daylight, sunlight and overshadowing

- 6.5.2 It is important to note that the potential impacts in terms of daylight, sunlight and overshadowing on neighbouring residential properties of a part 2 and part 4 storey building have been considered acceptable with the granting of the extant permission and that this is a fall back position.
- 6.5.3 Notwithstanding, the application includes a daylight, sunlight and overshadowing report prepared in accordance with 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". The analysis contained in the report indicates that there will not be a significant impact on surrounding properties arising from the proposed development.
- 6.5.4 In terms of daylight, 44 windows from buildings surrounding the site were highlighted as being in close proximity to and facing the proposed development. Daylighting levels for potentially affected windows of surrounding developments by the proposed development at 168 Park View Road were found to be acceptable. In summary, 41 out of the 44 windows achieved VSCs (Vertical Sky Component) greater than 27% and the remaining 3 windows achieved relative VSCs over 0.8 of their former values. Overall, the development is not anticipated to have any notable impact on the daylight received by neighbouring properties.
- 6.5.5 In terms of sunlight, 40 windows from buildings surrounding the site were assessed for sunlight access. In summary, all 40 windows satisfied the BRE criteria for annual probable sunlight hours (APSH) and winter probable sunlight hours (WPSH). Overall, the proposed development at 168 Park View Road is not considered to have any notable impact on sunlight access to windows of surrounding developments.
- 6.5.6 In terms of overshadowing, a solar access analysis was undertaken for a total of 4 open spaces for the full 24 hours on 21st of March. The proposed development is not considered to have any significant impact on sunlight access to neighbouring open spaces

Privacy and overlooking

- 6.5.7 It is acknowledged that the proposed development will result in additional openings in the western elevations facing towards 156-161 Park View Road and obliquely 162-167 Park View Road. However, the openings maintain acceptable separation distances (circa 20m and 10m respectively) and are no closer to those adjoining residential properties than the openings already considered acceptable and approved under the extant permission.

- 6.5.8 For the reasons given above, the proposed development would not result in any material levels of overlooking or loss of privacy for the occupants of neighbouring residential properties particularly when considered against the fall back position of the extant permission.

Conclusion

- 6.5.9 Overall, the proposed development would not harm the residential amenities of neighbours and is in general accordance with London Plan 2016 policies 7.6 and 7.15 and Development Management DPD 2017 Policy DM1.

6.6 Residential unit mix and quality of accommodation

- 6.6.1 The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan 2016 Policy 3.8 seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. The Mayors 'Housing' SPD also sets out standards and mix of housing and Local Plan 2017 Strategic Policy SP2 states that high quality new residential development in Haringey will be provided by ensuring that new development provides a range dwelling types and sizes to meet local housing requirements.
- 6.6.2 Haringey's Housing Strategy 2017-2022 does not set out a target dwelling mix for market housing however, policy DM11 of the Development Management DPD 2017 states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units overall unless they are part of larger development or located within neighbourhoods where such provision would deliver a better mix of unit sizes in general.
- 6.6.3 London Plan 2016 policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Local Plan 2017 Strategic Policy SP2 and Policy DM12 of the Development Management DPD 2017 reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.6.4 The extant planning permission granted a housing mix of 6 x 1-bed flats (50%), 4 x 2-bed flats (33%) and 2 x 3-bed flats (17%). The current proposal would add 3 units to the development resulting in a mix of 6 x 1 bed units (40%), 6 x 2 bed units (40%) and 3 x 3 bed units (20%). The percentage mix is generally in keeping with that previously approved and remains acceptable given the constraints of the site, the number of units provided and the quality of accommodation on offer.

- 6.6.5 The housing quality of the proposed residential development has previously been considered acceptable with the granting of extant planning permission HGY/2015/3398. The proposed additional 3 units are all at least dual aspect, have sufficient dedicated outdoor amenity space and meet minimum unit size requirement and therefore are considered to provide an acceptable standard of accommodation. The increase in density is not considered to detrimentally affect the quality of development.
- 6.6.6 Overall, the proposed residential mix is considered acceptable and the proposed development will provide an appropriate quality of residential accommodation in accordance with the above relevant policies.

6.7 Parking and highway safety

- 6.7.1 Local Plan 2017 Strategic Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by Development Management DPD 2017 policy DM31.
- 6.7.2 In comparison to the extant permission, the current proposal seeks to increase unit density. Therefore, what parking uplift may result from the additional units needs to be assessed.
- 6.7.3 Firstly, it is noted that the site's accessibility is predicated on a PTAL value of 4, which includes the use of the footpath towards Watermead Way and Tottenham Hale Station. As per the extant permission, the applicant should make a s106 contribution towards a scheme to improve the footway lighting to bring it to a standard to provide a safe environment outside of daylight hours and therefore a justifiable PTAL4 value.
- 6.7.4 Secondly, from the provision perspective, the 2011 census recorded average car ownership per household at 0.51 cars per household, which would infer that potential demand arising from the site with 15 units would be approximately 7 or 8 cars. The submitted Transport Assessment has considered a finer grain assessment of the Census figures relating to flats only and not houses and this presented a figure of 0.37 cars per household, which translates to a demand for 6 spaces from this development proposal. This would suggest a demand for one space on street.
- 6.7.5 The Transport Assessment includes a parking stress survey for the area surrounding the development site and this recorded parking stresses of 88% and 86% on the two survey nights, with 7 and 8 spaces spare out of the 56 spaces in the survey area. This would indicate that parking stresses in the locality are quite high, however the applicant suggests likely on street demand to be for only one vehicle in line with Census figures as noted above.

- 6.7.6 Finally, as per the extant permission, in order to reduce the dependence on cars at the development, the applicant should, via the s106 agreement, fund two years car club membership and a £50 driving credit for each residential unit and a Construction Logistics Plan be required to ensure impacts during the construction phase are minimised.
- 6.7.7 Subject to the appropriate contributions towards car club provision and improvements to the footway lighting, Council's Transportation Planner does not object to the application.
- 6.7.8 Given the above, the proposed development is considered acceptable and in accordance with London Plan 2016 Policy 6.9, Local Plan 2017 Strategic Policy SP7 and Development Management DPD 2017 policies DM31, DM32 and DM33.

6.8 Affordable housing

- 6.8.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site. London Plan 2016 Policy 3.11 indicates that boroughs should set an overall target in LDFs for the amount of affordable housing provision needed over the plan period. London Plan 2016 Policy 3.12 states that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes.
- 6.8.2 Local Plan 2017 Strategic Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 40%. This approach is reflected in Development Management DPD 2017 Policy DM13, which also sets out the preferred affordable housing size mix as set out in the Council's Housing Strategy 2017-2022.
- 6.8.3 The Mayor's Affordable Housing and Viability SPG provides guidance to ensure that existing affordable housing policy is as effective as possible. The SPG focuses on affordable housing and viability and includes guidance on the threshold approach to viability appraisals and on viability assessments.
- 6.8.4 As noted above, there is an extant permission on this site for a scheme providing 12 flats. However, the permission did not require provision of on site affordable housing rather a contribution of £80,000 towards public realm improvement works (supported by a viability assessment). The public realm, especially the footpath at the front of the site is in severe need of improving for security and aesthetic reasons. Members previously resolved to grant planning permission subject to the financial contribution being used to either fund or part fund the improvement works.

- 6.8.5 With regards to the current planning application, the applicant has submitted a revised viability assessment demonstrating the current situation and proposed development. This concludes that the proposed development scheme is unable to support a policy-target affordable housing contribution and deliver (i) a residual value output that exceeds an existing use value-based benchmark land value and (ii) a suitable risk-adjusted target profit margin for the developer. This assessment has been independently reviewed by the Council's consultants (BNP Paribas) who essentially agree and conclude that the proposed development is able to viably provide a commuted sum payment of £269,152.
- 6.8.6 Officers still consider the previously required contribution for public realm improvement works important to assist with regeneration of the immediate area and upgrade the security and appearance of the surrounding area. Therefore, officers have recommended that this sum (£80,000) be taken out of the commuted sum thereby resulting in a total affordable housing contribution of £189,152. The applicant has agreed to pay this amount along with the other contributions listed in the section 106 heads of terms at section 2.1 of this report.
- 6.8.7 The applicant has also accepted that a review mechanism is included in the s106 agreement should the development not commence within 2 years of permission being granted.
- 6.8.8 In conclusion, it is acknowledged that the proposed development does not provide any on-site affordable housing. However, the proposed development will provide a commuted sum towards affordable housing provision offsite, which has been independently verified as being the maximum viable amount that can be paid. Therefore, when compared to the fall back position of the extant permission that provided no affordable housing contributions, it is considered acceptable and in accordance with relevant policies as it would allow the development to come forward.

6.9 Planning obligations

- 6.9.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority to seek planning obligations to mitigate the impacts of a development. In this regard, the s106 Heads of Terms are listed in section 2 of this report and are all considered necessary, directly related to the development and reasonably related in scale and kind.

6.10 Conclusion

- 6.10.1 The proposed development, subject to appropriate conditions and s106 obligations, is in accordance with national, regional and local planning policies as:

- The principle of residential development is acceptable on this site and provides an appropriate mix and quality of accommodation;
- The proposal contributes to the housing needs of the borough and offers an acceptable financial contribution towards affordable housing;
- The loss of the non-designated employment space is acceptable and is subject to a financial contribution;
- The design and appearance of the proposal is acceptable and would not harm the surrounding area;
- The proposal would not materially harm the residential amenities of neighbouring occupants;
- The proposal would result in no significant impact on parking as well as providing sufficient disabled parking and secure cycle storage;
- The scheme would provide a number of planning obligations as set out in the Heads of Terms below; and
- The application is in accordance with the development plan.

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

7.0 CIL

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £45,847.62 (933sqm x £35 x 1.404) and the Haringey CIL charge will be £16,849.98 (933sqm x £15 x 1.204). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATION

8.1 GRANT PERMISSION subject to conditions and subject to section 106 Legal Agreement.

9.0 CONDITIONS AND INFORMATIVES

Conditions:

COMPLIANCE: Time limit for implementation (LBH Development Management)

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

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

COMPLIANCE: Development in accordance with approved drawings and documents (LBH Development Management)

2. The approved plans comprise drawing numbers and documents:

Drawings:

L 6723/1 Rev 1; L 6723/2 Rev 0; PVT-P011-S2-P0; PVT-P012-S2-P0; PVT-P013-S2-P0; PVT-P110-S2-P1; PVT-P111-S2-P0; PVT-P112-S2-P0; PVT-P113-S2-P0; PVT-P114-S2-P0; PVT-P115-S2-P0; PVT-P210-S2-P0; PVT-P211-S2-P0; PVT-P212-S2-P0; PVT-P213-S2-P1; PVT-P214-S2-P0; PVT-P215-S2-P0; PVT-P310-S2-P0; PVT-P610-S2-P0

Documents:

Design and Access Statement Ref: PVT-DS-01-ZZ-RP-A-P611-S2-P0; Energy Statement dated 21st December 2017 by greenbuildconsult; Daylight, Sunlight & Overshadowing Assessment Rev: 2 dated November 2017 by XCO2; Flood Risk Assessment Rev: Final 1 dated November 2017 by EAS; Transport Assessment Addendum Ref: 30755/D002 dated October 2017 by Transport Planning Practice; Letter regarding viability position dated 12th August 2018 by Turner Morum

The development shall be completed in accordance with the approved plans and documents except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

COMPLIANCE: Accessible and adaptable dwellings (LBH Development Management)

3. All residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes and to comply with Haringey Local Plan 2017 Policy SP2 and London Plan 2016 Policy 3.8.

COMPLIANCE: Wheelchair accessible or easily adaptable for wheelchair use (LBH Development Management)

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

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

COMPLIANCE: Energy strategy (LBH Carbon Management)

5. The development shall be constructed in strict accordance with the approved "Energy Statement for 168 Park View Road" dated 21st December 2017 by Green Build Consult and shall achieve the agreed carbon reduction of 35.8% beyond Building Regulations 2013. Specifically, the development shall meet the energy efficiency standards set out in section 5.4 of the submitted energy statement reference above and deliver a 10.5kWp photovoltaic array covering approximately 67m² of south facing roofslope prior to first occupation. The equipment and materials shall be maintained as such thereafter.

Following completion of works, a final Energy Performance Certificate with accompanying Building Regulations compliance report shall be submitted to an approved in writing by the Local Planning Authority and shall reflect the carbon reduction targets agreed.

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

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with London Plan Policy 5.2 and local plan Policy SP04.

COMPLIANCE: Satellite antenna restriction (LBH Development Management)

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

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

COMPLIANCE: Electric charging points (LBH Transportation)

7. The proposed car parking spaces must include provision for electric charging facility in line with the London Plan 2016, 20% of the residential car parking spaces must have active provision and 20% passive provision for future conversion for the residential aspect of the development and 10% commercial car parking spaces must have active provision and 10% passive provision for future conversion for the commercial aspect of the development.

Reason: To promote travel by sustainable modes of transport to and from the site and comply with the London Plan.

PRE COMMENCEMENT: Demolition and Construction Management and Logistics Plan (LBH Transportation)

8. (a) No demolition works shall be carried out on the site until a Demolition Management Plan (DMP) and Demolition Logistics Plan (DLP) have been submitted for the local authority's approval 1 month (one month) prior to demolition work commencing on site. The plans should provide details on how demolition work would be undertaken in a manner that disruption to traffic and pedestrians on Park View Road and the roads surrounding the site is minimised. The demolition management plan must include details on the demolition of the existing building and how it will be undertaken in a way such that the Council depot to the south of the site will always have unrestricted access. It is also requested that demolition vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

(b) No construction works shall be carried out on the site until a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) have been submitted for the local authority's approval 1 months (one month) prior to construction work commencing on site. The plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on Park View Road and the roads surrounding the site is minimised. The construction management plan must include details on the construction of the development and how it will be undertaken in a way such that the Councils depot will always have unrestricted access. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

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

PRE COMMENCEMENT: Air Quality and Dust Management Plan (LBH Pollution)

9. (a) No demolition works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition, either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof

of registration must be sent to the LPA prior to any demolition works being carried out on the site.

(b) No construction works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of construction dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition, either the site or the Construction Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any construction works being carried out on the site.

Reason: To comply with Policy 7.14 of the London Plan and to safeguard the amenities of the area.

PRE COMMENCEMENT: Piling method statement (Thames Water)

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

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

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Contaminated land risk assessment and method statement (LBH Pollution)

11. Before development commences other than demolition of above ground structures (excluding the ground floor slabs/hard standing):

(a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

(b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,

- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

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

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

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

PRIOR TO OCCUPATION: Contaminated land remediation verification report (LBH Pollution)

12. Where remediation of contamination on the site is required, completion of the remediation detailed in the approved method statement as required by condition 11 shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

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

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Sustainable Urban Drainage System (LBH Development Management)

13. No development (excluding demolition) shall take place until a detailed surface water drainage scheme for site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 30% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion.

The development shall not be occupied until the sustainable drainage scheme for the site has been completed in accordance with the approved details and shall be managed and maintained thereafter in accordance with the approved details including the management and maintenance plan.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and maintained thereafter.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Materials (LBH Development Management)

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

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

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Green Roof (LBH Development Management)

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

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan 2016 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Hard and Soft Landscaping (LBH Development Management)

16. No development shall take place until full details of both hard and soft landscape works (including boundary treatments) have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed

numbers/densities where appropriate; implementation programme]. The soft landscaping scheme shall include detailed drawings of:

- a. those existing trees to be retained
- b. those existing trees to be removed
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent
- d. those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development

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

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

PRIOR TO INSTALLATION: Boiler details (LBH Pollution)

17. Prior to installation, details of the gas boilers to be provided for space heating and domestic hot water shall be submitted to, approved in writing by the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NO_x emissions not exceeding 40 mg/kWh. The boiler details hereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

Reason: As required by London Plan Policy 7.14.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Secured by Design – Demonstration (Metropolitan Police)

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

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

PRIOR TO FIRST OCCUPATION: Secured by Design – Certification (Metropolitan Police)

19. 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 and shall be submitted to and approved in writing by the local planning authority.

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

20. **PRIOR TO FIRST OCCUPATION: Cycle parking (LBH Transportation)**
Prior to first occupation of the development, details of the type of cycle parking, the layout and method of access/security to accommodate a minimum of 24 cycles shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage details thereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

Reason: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interest of relieving congestion in surrounding streets and improving highway conditions in general and to comply with the London Cycle Design Standard.

Informatives:

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

2. **S106 agreement (LBH Development Management)**
INFORMATIVE: This permission is governed by a legal agreement pursuant to Section 106 of Town and Country Planning Act 1990 (as amended). The agreement relates to affordable housing financial contribution, highways works, travel plan, car-capped development.

3. **CIL (LBH Development Management)**
INFORMATIVE: The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £45,847.62 (933sqm x £35 x 1.404) and the Haringey CIL charge will be £16,849.98 (933sqm x £15 x 1.204). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

Party Wall Act (LBH Development Management)

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

Hours of construction (LBH Development Management)

5. **INFORMATIVE:** The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:
8.00am - 6.00pm Monday to Friday
8.00am - 1.00pm Saturday
and not at all on Sundays and Bank Holidays

Asbestos (LBH Environmental Services)

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

Surface Water (Thames Water)

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

Groundwater Risk Permit (Thames Water)

8. **INFORMATIVE:** A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

Pressure (Thames Water)

9. **INFORMATIVE:** Thames Water will aim to provide customers with a minimum pressure of 10m head (approximately 1 bar) and a flow rate of 9 litres/minute at

the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Fire safety (London Fire Brigade)

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

Street numbering (LBH Transportation)

11. INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied to arrange for the allocation of a suitable address.

Appendix 1: Consultation responses from internal and external agencies and neighbouring properties

Stakeholder	Question/comment	Response
INTERNAL		
Tottenham (Regeneration) Team	<p>Concerns around ground floor arrangement and dominance of cars/ bin store and cycle parking. No active frontages (apart from flat entrance).</p> <p>Balconies overlooking underpass are welcomed to improve natural surveillance of this area, street lighting has already been improved in this area and works to the underpass will contribute to improve the safety of the area.</p> <p>The preferred intervention in this area is to pull back the wall between development and the underpass and open up the entrance to the underpass which would significantly improve the amenity of the underpass and make the route feel safer and more inviting.</p> <p>A financial contribution to improving the underpass would be expected from this development.</p>	<p>Noted – the proposal is for a residential scheme and therefore it is not possible to have an active frontage. As per the previous permission, a financial contribution of £80,000 is recommended for inclusion in the s106 agreement.</p>
Waste Management	<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 this property. The information indicated above and below provides some detail about accessibility, design and space requirements.</p> <p>3 x 1100L bin for refuse 2 x 1100L bin for recycling 15 x food waste kitchen caddy 1 x 240L food waste exterior box</p> <p>Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway. The managing agent will also be required to have a pest control plan in place.</p> <p>The current application shows the use of 720L Euro receptacles and 360L wheelie bins</p>	<p>Noted – officers confirm that there is an existing dropped curb and that the refuse storage area is within 10 metres pulling distance of the footway/kerb.</p>

Stakeholder	Question/comment	Response
	<p>for food waste that are no longer used in Haringey, however the calculations above have accounted for this.</p> <p>It is unclear if waste receptacles will be within the 10 metre pulling distance as highlighted above and also it is unclear if there is a dropped kerb or gradient in line with the above guidance.</p> <p>The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection because it is unclear if arrangements have been made for the storage of all waste receptacles as stated above.</p>	
Head of Carbon Management	<p>The submitted Energy Strategy shows that overall this scheme will deliver a 35.8% carbon reduction on site.</p> <p>The development achieves a 1.84 tCO₂/year carbon reduction through energy efficiency measures has been predicted, equivalent to a 10.09% reduction from the notional baseline.</p> <p>It worth noting that there are proposals to develop a Decentralised Energy Network in Tottenham Hale, which will connect to the site just south of this scheme (100m away). But due to the nature of the development it is not feasible to require future connection at this stage.</p> <p>In the final stage of the energy hierarchy (Be Green), the applicant has agreed to install a photovoltaic array of 10.5kWp (located on the roof), will achieve a further carbon reduction of 4.71 tCO₂/year equivalent to 25.78%. This will be installed on the roof and cover approx. 67m².</p> <p>The developer has agreed to offset the remaining carbon emissions through offsetting. Therefore, a offsetting of 64.13% reduction in CO₂ emissions will be needed to achieve compliance with The London Plan, which equates to 11.71 tonnes per annum. The Haring cost of offsetting is valued at £90 per tonne of carbon. Therefore the scheme will</p>	Noted -- condition and s106 obligation included as recommended.

Stakeholder	Question/comment	Response
	<p>be required to offset at the total value of £31,617.00. With all these measures and payments this will make the scheme policy compliant.</p> <p>Action: to secure the Energy Strategy by condition and the Carbon Offsetting through legal Agreement.</p> <p>Suggested condition:</p> <p>You must deliver the Energy measures as set out in “Energy Statement for 168 Park View Road”, by Green Build Consult, dated 21st December 2017.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 35.8% beyond BR 2013.</p> <p>Specifically:</p> <ul style="list-style-type: none"> - The energy efficiency standards set out in section 5.4 of the submitted strategy referenced above - Deliver a 10.5kWp photovoltaic array covering approximately 67m2 of south facing roof space. <p>The equipment and materials shall be maintained as such thereafter. Confirmation of achieving this standard must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.</p> <p>The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p>	

Stakeholder	Question/comment	Response
	<p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04.</p> <p>Suggested legal agreement:</p> <p>The Owner agrees to pay the Carbon Offset Contribution of £31,617.00 to the Council upon commencement on site. This contribution will be used to deliver carbon reduction projects and programmes across the borough in line with Policy 5.2 of the London Plan.</p>	
Pollution Officer	<p>Air quality:</p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. <p>As the application is for a major development an air quality neutral assessment should be included.</p> <p>The proposals for the development include High efficiency, low NOx gas fired boilers for space heating & hot water.</p> <p>The transport statement refers 'a residential development containing 12 units with five car parking spaces' this is not consistent with the application description.</p>	Noted – conditions and informative included as recommended.

Stakeholder	Question/comment	Response
	<p>Recommends the following conditions:</p> <p>Contaminated land: No Desktop study has been included with the application.</p> <p>Air Quality Assessment:</p> <ul style="list-style-type: none"> • An Air Quality Neutral Assessment, taking into account emissions from boilers and combustion plant and road transport sources must be undertaken and submitted for approval. <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p>Combustion and Energy Plant:</p> <ul style="list-style-type: none"> • Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh. <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction</p> <p>Contaminated land: CON1:</p> <p>Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those 	

Stakeholder	Question/comment	Response
	<p>uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> - a risk assessment to be undertaken, - refinement of the Conceptual Model, and - the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>CON2:</p> <p>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</p>	

Stakeholder	Question/comment	Response
	<p>approved in writing by the Local Planning Authority before the development is occupied.</p> <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> <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 Dust and Emissions Control 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>NRMM</p> <p>No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p>	

Stakeholder	Question/comment	Response
	<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:</p> <p>Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
Transportation	<p>This application seeks to redevelop the existing vehicle servicing/workshop site at 168 Park View Road in Tottenham.</p> <p>A similar application was granted consent in 2015 (2015/3398) for redevelopment of the site, however this application was for 12 residential units not 15. The proposed breakdown of units with this application is for 6 No. 1 bedroom, 6 No. 2 bedroom, and 3 No. 3 bedroom flats. The site is located to the north side of Park View Road, right at the eastern end of it. It is a dead-end road and immediately west of/adjacent to the Network Rail permanent way for the London to Cambridge line out of Liverpool Street.</p> <p>It is located within the THFC Event day CPZ, where there are restrictions in place on match days. However, it is likely in the longer run once THFC return to White Hart Lane and the bigger stadium, that day time controls will be brought in.</p> <p>The PTAL value for the site according to the TfL WEBCAT website is 2 which is</p>	Noted -- conditions and s106 obligations included as recommended.

Stakeholder	Question/comment	Response
	<p>considered 'poor' access to public transport services. Within the TfL PTAL walk distance criteria there is 1 bus service accessible (within a 5-minute walk) and Bruce Grove Station is a 12-minute walk away.</p> <p>However, as with the earlier application from 2015, the applicant proposes the PTAL value is actually 4 based on a manual calculation, based on the footpath connection towards Tottenham Hale Station that heads south and passes parallel to Watermead Way not being included in the TfL WEBCAT calculation.</p> <p>The transportation considerations relating to this application are as follows;</p> <p>PTAL and Access:</p> <p>Transportation are in agreement with regards to the appropriate PTAL level for the site being 4. However, as with the earlier application from 2015/2016, this is only on the basis of an upgrade to the footpath lighting along the footpath connecting from the site towards Watermead Way as the existing lighting is not currently fit for the purposes of providing the safe level of 24 hour access required to serve the prospective residents of this development.</p> <p>Therefore, as with the earlier application from 2015/16, Transportation and Highways will require that the applicant makes the appropriate contribution towards the enhancement of this pedestrian link. The amount agreed back in 2015/16 was £80,000, this does need to be reconsidered by Highways to ensure the appropriate amount is covered in the Section 106 agreement.</p> <p>Car Parking Arrangements:</p> <p>As with the earlier application, 5 no. spaces are proposed (including 1 No. blue badge space).</p> <p>From the provision perspective, the 2011 census recorded average car ownership per</p>	

Stakeholder	Question/comment	Response
	<p>household at 0.51 cars per household, which would infer that potential demand arising from the site with 15 units would be approximately 7 or 8 cars. The TA submitted by the applicant has considered a finer grain assessment of the Census figures relating to flats only and not houses, and this presented a figure of 0.37 cars per household, which translates to a demand for 6 spaces from this development proposal. This would suggest a demand for one space on street.</p> <p>The TA includes a parking stress survey for the area surrounding the development site, and this recorded parking stresses of 88% and 86% on the two survey nights, with 7 and 8 spaces spare out of the 56 spaces in the survey area. This would indicate that parking stresses in the locality are quite high, however the applicant suggests likely on street demand to be for only one vehicle.</p> <p>The parking layout proposed with the application does raise two queries.</p> <ol style="list-style-type: none"> 1. It is not clear which space is earmarked for the blue badge space 2. Spaces 02 and 03 (particularly 02) do not appear to have the normal 6m space behind them for manoeuvring. Swept paths should be provided to demonstrate that these spaces will effectively be able to be used. <p>Drawings showing the above detail need to be provided, to demonstrate 5 useable spaces can be provided at this development. These should be provided before any decision given that if any cannot be provided, it affects the level of parking provision at the site.</p> <p>Cycle Parking Arrangements:</p> <p>It is proposed to provide 24 spaces within a cycle parking store room. This meets the numbers required under the London Plan.</p> <p>It appears from the drawing that a two level/stacking type system is proposed. The applicant needs to submit full details, to include the following;</p> <ol style="list-style-type: none"> 1. System intending to be used, and manufacturer's details/specification 	

Stakeholder	Question/comment	Response
	<p>2. Dimensioned drawing showing the spacing, layout, manoeuvring room and headroom to demonstrate there will be sufficient space to accommodate the cycle parking as per the manufacturer's specification.</p> <p>This information should be provided before decision to confirm London Plan parking standards can be provided at the site.</p> <p>Car Club provision:</p> <p>The application should provide car club memberships and an initial driving credit for each residential unit to promote the uptake and use of car clubs and reduce private car ownership and usage by residents in the development. This will also act as part mitigation towards reducing on street parking demands from the site.</p> <p>Transportation suggest the applicant fund three year's membership and a £50 driving credit per residential unit to be covered by the S106 agreement.</p> <p>Refuse and recycling collection arrangements/deliveries and servicing arrangements:</p> <p>The applicant proposes that any trips associated with the above operate from the public highway. It is assumed existing arrangements use Park View Road. The Waste collection team within the Council will need to comment on the acceptability of the proposed arrangements for this development.</p> <p>Construction Logistics Plan:</p> <p>A detailed draft of a CLP for the site will be required at application stage, outlining the construction period and programme, and the numbers and types of construction vehicles attending the site. All arrangements to minimise the impact on both the Public Highway and adjacent neighbours will need to be included in this document. The details and measures required here include how movements will be managed to prevent vehicles waiting on the highway, the arrangements for materials storage, and how movements will</p>	

Stakeholder	Question/comment	Response
	<p>be managed to avoid the AM and PM peaks. This document can be submitted for approval prior to commencement of the works.</p> <p>Conclusion:</p> <p>This application is for redevelopment of the existing vehicle servicing/workshop site at 168 Park View Road for residential development, to comprise 15 residential units, along with 5 car parking spaces and associated cycle parking.</p> <p>Firstly, the site's accessibility is predicated on the PTAL value of 4, which includes the use of the footpath towards Watermead Way and Tottenham Hale Station. The applicant should make a S106 contribution towards a scheme to improve the footway lighting to bring it to a standard to provide a safe environment outside of daylight hours. Our colleagues in Highways can advise to the appropriate figure.</p> <p>Secondly, 5 parking spaces are proposed, however further information is required to confirm the ability to provide two of the proposed spaces. In addition to this, full details of the cycle parking arrangements need to be provided.</p> <p>Finally, in order to reduce the dependence on cars at the development, it is suggested the applicant via the s106 agreement fund three years car club membership and a £50 driving credit for each residential unit, and a Construction Logistics Plan be required to ensure impacts during the construction phase are minimised.</p> <p>Subject to satisfactory receipt of the above information, and the appropriate contributions towards car club provision and improvements to the footway lighting, Transportation do not object to the application.</p> <p>Additional comments received subsequent to further information submitted:</p> <p>Blue badge/swept paths for two spaces – these details have now been provided and have clarified where the blue badge space will be close to the front of the development</p>	

Stakeholder	Question/comment	Response
	<p>footprint, and the swept paths show it is physically possible (just) to access and egress the two parking spaces (it is acknowledged that a 'large car' path has been provided).</p> <p>Cycle parking – as detailed the applicant intends to use the 'Bikedock solutions' stacking parking system and the manufacturer's specification has been provided. The cycle store dimensions have been provided as a range from a minimum 4.9m to 3.5m in area up to a larger footprint, with a 2.5m headroom and this would enable accommodation of the 20 cycle parking spaces whilst meeting the manufacturer's space requirements.</p> <p>Therefore these details as submitted are fine for Transportation.</p>	
Design Officer	<p>Thank you for forwarding me these proposed changes. Would have no problem with the changes proposed - Additional comments subsequent to receipt of proposed changes that involved:</p> <ul style="list-style-type: none"> - Removing the previously proposed full height, hit and miss, glass cladding at second floor walkway. - Propose the use of PPC aluminium as the balustrade treatment, instead of previously proposed glass channel system. - Proposed aluminium balustrades are imperforate at 2nd and 3rd floors. - Full height, perforated panels are proposed for the first floor walkway. 	Noted – condition as recommended included.
EXTERNAL		
Thames Water	<p>Waste comments:</p> <p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.</p>	Noted - informatives included as recommended

Stakeholder	Question/comment	Response
	<p>Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>We would expect the developer to demonstrate what measures they 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. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:</p> <p>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>On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommend the following informative be attached to this planning</p>	

Stakeholder	Question/comment	Response
	<p>permission:</p> <p>Thames Water will aim to provide customers with a minimum pressure of 10m head (approximately 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
Transport for London	<p>Thank you for consulting TfL on this application.</p> <p>Having assessed the proposals, can confirm that TfL has no comments to make on this planning application. Please contact me if you consider that there are any strategic as opposed to local transport issues raised by this case.</p> <p>Additional comments received: TfL notes that Network Rail have been consulted on this application. Given the proximity to Network Rail tracks, TfL requests that Haringey Council do not make a decision on this application until Network Rail have responded. Given the scale, nature and location of the application TfL have no further comments.</p>	<p>Noted – makes no comment and officers also consider that no strategic transport issues raised by the application.</p> <p>Noted – Network Rail have raised no objection.</p>
Natural England	<p>The Wildlife and Countryside Act 1981 (as amended) The Conservation of Habitats and Species Regulations 2017 Natural England’s comments in relation to this application are provided in the following sections.</p> <p>Statutory nature conservation sites – no objection Natural England has assessed this application using the Impact Risk Zones data (IRZs). Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which Lee Valley SPA has been classified. Natural England therefore advises that your Authority is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site’s conservation objectives.</p> <p>In addition, Natural England is satisfied that the proposed development being carried out</p>	<p>Noted – no objection and no further action required</p>

Stakeholder	Question/comment	Response
	<p>in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the Walthamstow Reservoirs SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application.</p> <p>Should the details of this application change, Natural England draws your attention to Section 28(l) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.</p> <p>Protected species We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species.</p> <p>You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.</p> <p>The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.</p> <p>If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at consultations@naturalengland.org.uk.</p> <p>Local sites If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.</p>	

Stakeholder	Question/comment	Response
	<p>Green Infrastructure The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. Natural England would encourage the incorporation of GI into this development.</p> <p>Sites of Special Scientific Interest Impact Risk Zones The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on “Development in or likely to affect a Site of Special Scientific Interest” (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website.</p>	
Metropolitan Police - Designing Out Crime Officer	<p>Section 1 - Introduction:</p> <p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference the above application we have now had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Section 2).</p>	Noted – conditions and informative included as recommended

Stakeholder	Question/comment	Response
	<p>We have not met with the project Architects or Agents to discuss Crime Prevention or Secured by Design (SBD). The Architects have made mention in the Design and Access Statement regarding natural surveillance and ownership, but have not specified exactly what features of the design will reduce crime. They have also stated that “should it be required, consultation will take place [with a DOCO]...during the detailed design stage”. At this point it can be difficult to design out any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily mitigated early if the Architects or Managing Agency was to discuss this project prior to commencement, throughout its build and by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 3). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Design Comments:</p> <p>In summary we have site specific comments in relation to the following items. This list is not exhaustive and acts as initial observations from the Plans. Site specific advice may change depending on further information or site limitations as the project develops:</p> <p>Undercroft – The car park area on the ground floor and properties above this has created an undercroft. If left open these areas are prone to misuse through drug dealing, graffiti, rough sleeping and as a potential access point to commit theft (burglary or motor vehicle). It is currently noted that gates are planned for the entrance to the car park which can limit access up to a point, although this could be still be easily tailgated.</p> <p>The current design does not allow for this undercroft to be fully secured and controlled (due to a balcony overhang and Car Parking Space 2) which makes it vulnerable on its West Elevation. The supporting pillars also restrict sightlines for access to the Duplex</p>	

Stakeholder	Question/comment	Response
	<p>Apartment and may provide hiding spots.</p> <p>If this design must remain in its current format then it would require mitigation via suitable lighting and CCTV inside and high boundary treatment around the site to discourage access and misuse.</p> <p>Boundary Treatment – At present the site has a potential access point available to the West boundary via 156 to 161 Park View Road. Due to the layout of the neighbouring properties, a person could reach this boundary via the green open area that forms part of the mentioned property. This area is without good sightlines and hidden from neighbouring properties, so could be an attractive point for attempted access. If this was accessed, this would lead directly into the Ground Floor Duplex or car park.</p> <p>It is also noted from the Ground Floor Plans that there is a gap in the building line between the South and Eastern boundary. If this is left open it would allow a pedestrian to bypass the car park gates and have free access to the car park. However, on the East Elevations the drawings suggest that this may have fencing (possibly with a gate) covering this gap. This would need clarification as to what is planned for this space. It should also be noted that the planned front metal railings on the East Elevation may provide a climbing point over the boundary fencing in its current design.</p> <p>It would be recommended that the building line on the Southern/Eastern boundary be designed flush with the perimeter fencing to remove this gap, or that secure consistent height fencing/gating to the same height as the perimeter is used to limit access. If this is not being used as a pedestrian route out of the car park (and just fencing), then defensible planting should be considered behind the boundary to deter climbing over.</p> <p>The perimeter around the site should be to a consistent height of 2.4 metres fencing (including a trellis or unfinished topping) to prevent unauthorised access. This boundary treatment should also apply to the border around the Ground Floor Duplex to stop access from the car park into the private property.</p>	

Stakeholder	Question/comment	Response
	<p>The metal railings at the front of the property should be ideally to a maximum height of 1 metre to improve natural surveillance. It should ideally have an unfinished topping to discourage it being used as a congregation point and make using it as a climbing aid harder.</p> <p>Car Parking – It is unclear how the 5 spaces will be allocated for the site, which will require a Management plan to ensure that there are not disputes over use of the space. In the current design parking space 1 is close to the car park entrance and clearly visible from the road. This makes it more likely to be targeted by opportunistic thieves.</p> <p>All the parking spaces are currently sited very close to the building lines without any barriers. It would be advisable to protect the buildings from accidental damage by introducing a raised curb or bollards to ensure a clear stopping point for vehicles.</p> <p>It is unclear about how access into the car park is controlled. Ideally this would be via data logged fob access control provided only to those with registered cars. Push to exit or emergency exit buttons should also be on a timer reset and should be sited so that they cannot be pushed from the outside (including with an implement) or shrouded. The current design shown for the gates appear to not reach the ceiling above which could allow it to be climbed over. The gating should fill the whole of the gap either by being full height or with a suitable infill panel above it.</p> <p>There should also be separate pedestrian fob controlled access gate. The gates should be robust in their design with anti-tamper fixings and screws, self-closing and fit for purpose.</p> <p>The design is unusual in that those parking cars need to leave the car park and go out to the front in order to enter the communal residential entrance. The main entrance for the Ground floor Duplex (G-01) is also through this method, although this property does have a side entrance in the car park itself. This will realistically become the favoured method of entry to that property if it is given a parking space and will therefore require secure gating to protect this property. Another consideration is the fact that this does allow the</p>	

Stakeholder	Question/comment	Response
	<p>resident(s) of G-01 full access at all times to the car park.</p> <p>Door/Window Specifications – It is unclear what level of security the vulnerable windows and doors provide for residents and if they are suitable for their intended use for this specific site.</p> <p>For the Main Communal Entrance we recommend the instillation of a data log-in fob access control via a vandal resistant door entry panel with an integrated camera that can record colour images of people entering the premises and allow remote release from the dwellings. These images should be stored for a minimum of 30 days on a hard drive system and stored in a secure locked cabinet or securely located on a remote 'cloud'.</p> <p>For all external accessible doors we recommend that the door is of a robust construction, LPS 1175SR2 or STS202 BR2 with self-closing hinges and two magnetic locks placed 1/3 from the top and 1/3 from the bottom, able to individually withstand 1200lb/500kg pressure.</p> <p>For the residential properties we would recommend a minimum standard of PAS 24:2016. Vulnerable or easily accessible windows should be a minimum standard of PAS 24:2016 with P2A Laminated glazing on the attack face. In addition, windows/glazing located within 400m of a door set should be fitted with laminated glass meeting the requirements BS EN 356:2000 on the outer pane.</p> <p>Balconies/Climbing Aids – Balconies should be designed so that they have flush fitting glazed balconies or a flush fitting trim around the base of the balconies so as to not create a climbing aid. Any external drainpipes should be of square design and fitted flush to the wall to reduce the opportunity to climb. The design should not provide opportunities to climb. If such examples cannot be designed out and climbing may be possible then vulnerable properties must have PAS 24:2016 doors and glazing.</p> <p>An example is Flat 01-02's balcony. Depending on boundary treatments for the perimeter fencing and G-01's boundary treatment (to separate it from the car park) this could allow a climbing point to Flat 01-02's balcony.</p>	

Stakeholder	Question/comment	Response
	<p>Airlock – Depending on the security for the lift and the stair core doors, there appears to be no airlock created within the build which could allow complete access to the build if a person tailgates in via the communal entrance. It is recommended that a secondary SBD approved secure door (ideally LPS 1175 SR2) is put in the hallway to provide this extra security. If this is not possible then it would be advised to make the stair core doors secure doorsets (with 2 maglocks) and the lifts accessed controlled.</p> <p>CCTV – It is advised that CCTV is installed covering the main entrance, the hallway/airlock/postboxes and overlooking the car park to provide an extra level of security through the site. This should be installed to BS EN 50132-7:2012+A1:2013 standard, co-ordinate with the planned lighting system, contained within vandal resistant housing, to record images of evidential quality (including at night time) that are stored for a minimum of 30 days on a locked and secure hard drive or a remote cloud system. Appropriate signage should also be included highlighting its use.</p> <p>Postal strategy – It would be advised that all post is delivered into an airlock or through the wall to reduce the likelihood of tailgating and postal theft. From the design plans it appears that post may be delivered through the wall. Through the wall letter plates should incorporate a sloping chute and anti-fishing attributes to mitigate against mail theft and meet TS008 standard. If it was decided that post would be delivered into an airlock then these should be securely surface mounted and meet TS009 standard.</p> <p>Bike Storage – It is noted that the cycle storage is behind a communal front door and therefore a layer of security is provided making it harder for this to be accessed via opportunistic thieves. It is recommended that this should have a PAS 24:2016 data logged fob controlled door with 2 maglocks sited 1/3 from the top and bottom and able to withstand 1200lbs/500kg of pressure individually.</p> <p>We recommend that there should be 3 points of locking for the bikes and signage for residents advising to lock their bikes appropriately. The bike store should not be</p>	

Stakeholder	Question/comment	Response
	<p>advertised from the outside to further deter opportunistic crime and access should only be provided to those who register with the Managing Agency.</p> <p>Bin Storage – It is good to see that the bins are shown to only have 1 door and do not allow access into the building. The door should be to LPS 1175 SR2 standard incorporating self-closing hinges, a thumb turn on the inside of the door, PIR lighting and 358 close weld mesh reinforcement on the internal face of louvers if they incorporate a slatted ventilation design. This should be data logged and fob controlled with 2 maglocks sited 1/3 from the top and bottom and able to withstand 1200lbs/500kg of pressure individually.</p> <p>Lighting – It is unclear what levels of illumination are provided for the external pathway, the communal entrance and also the car park. A lux plan should be provided to encourage overall uniformity of lighting and reduce the likelihood of hiding places or dark spots. It is advised that this reaches a level of 40% uniformity and is to BS 5489:2013. Dusk till dawn photoelectric cells with ambient white lighting is advised for best lighting practice. Bollard lighting as a primary light source is not recommended as it does not provide suitable illumination and creates an “up lighting effect” making it difficult to recognise facial features and thus increase the fear of crime.</p> <p>Section 3 - Secured by Design Conditions and Informative:</p> <p>In light of the comments made, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>(1) Prior to carrying out above grade works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve full Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.</p>	

Stakeholder	Question/comment	Response
	<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>Informative:</p> <p>The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs). 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>Section 4 - Conclusion:</p> <p>We would ask that my interest in this planning application is noted and that we are kept appraised of developments. Should the Planning Authority require clarification of any of the above comments please do not hesitate to contact us at the above office.</p>	
NEIGHBOURING PROPERTIES		
	<p>Crime Prevention:</p> <p>Comments stated by the police should be considered to ensure that we are promoting a safer community and not encouraging crime and anti-social behaviour.</p> <p>Parking:</p> <p>There should be more parking spaces available for the amount of accommodation being built. The road already is congested and residents are finding it difficult to park already, however we do not want the existing parking to change.</p> <p>Design:</p> <p>The building should also be built to suit the surrounding buildings and also the external decor.</p>	<p>The Metropolitan Police recommended conditions and informative are included in the recommendation.</p> <p>On site parking is provided and the parking survey shows the 1 space shortfall can be accommodated on street.</p> <p>The building has been designed in consultation with both council officers and the Quality Review Panel to ensure it is of appropriate appearance.</p>

Stakeholder	Question/comment	Response
	<p>Tenant's character Hope that tenants will be people of the community that have good character.</p> <p>Affordable housing: People who are on the housing register are also able to access some of these flats.</p> <p>Upkeep and maintenance: The building should be kept in good condition as over the years wear and tear will occur. For example, there should be a caretaker to maintain the premises just as there is one for park view estate to oversee the day to day maintenance of the premises.</p>	<p>Samples of materials will be required to be submitted for approval prior to construction.</p> <p>Noted however, this is not a planning consideration.</p> <p>Given the constraints of the site, a sum in lieu of affordable housing will be secured towards affordable housing provision by the Council elsewhere in the borough.</p> <p>This not a council owned property and therefore how it is maintained and or managed cannot be controlled.</p>

COUNCILLOR

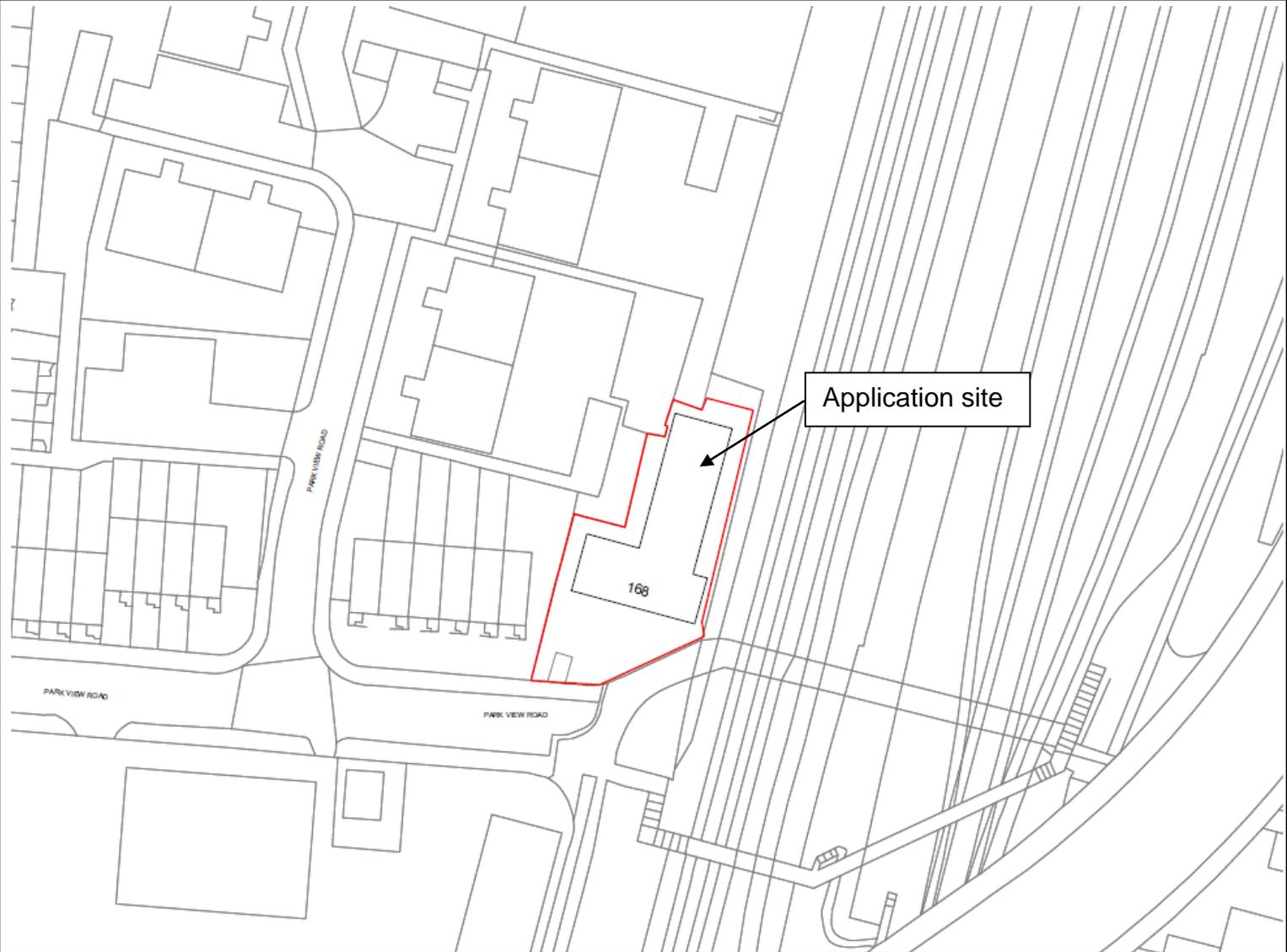
Councillor Gordon	<p>Would like to register objection to this planning application on the basis that all 15 flats in the development are for market sale and that this contravenes the existing Council Housing Strategy on the provision of affordable accommodation within developments greater than 10 units. The plan provides for 0% social rented, 0% intermediate rented and 0% keyworker within the build. The Strategic Housing Market Assessment (SHMA) conducted for Haringey in 2014 is a key evidence base for Haringey's housing strategy. In Haringey's Housing Strategy 2017-2022 it states that: 'The SHMA identified an affordable housing requirement of 11,757 homes over the period 2011- 2026, which equates to 59% of the total housing requirement of 20,172 homes of all tenures over the same period.'</p> <p>Clearly planning regulations needs to reflect the strategic direction of the council in trying</p>	<p>The applicant has agreed, in line with relevant planning policy, to provide payment in lieu of on-site affordable housing of £189,152. This amount, in addition to the public realm contribution of £80,000, is the maximum amount the development can viable provide and has been tested by Council's independent viability</p>
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Stakeholder	Question/comment	Response
	<p>to meet the housing needs of its population.</p> <p>The strategy document further states: ‘The planning process is one of the most important tools that the council has in making sure that new homes in the borough are the homes we need: affordable for the borough’s current and future residents, in an appropriate mixture of different tenures, and designed in a way that meets people’s actual needs.’</p> <p>The current Housing Strategy 2017-2022 specifically states that the Local Plan includes a target of 40% affordable housing (in the proportion of 60% affordable rent and 40% intermediate/low cost home ownership). Paragraph 5.2 states ‘On a site by site basis we will seek the maximum reasonable proportion of affordable housing on all sites with a capacity of ten or more homes.¿ Clearly this development falls within this category. The document goes on to state that the Council will: ‘Require developers..... to provide 40% on-site affordable housing on schemes of ten units or more.’</p> <p>The median household income in Tottenham Hale is the third lowest of all Haringey wards at £27,340; this compares to the median average for the borough at £37,696 and the London average of £39,264. (Source GLA Household Income for Small Areas 2012/2013).</p> <p>Appendix C of the report serves as the Council’s guidance on affordable provision. It states specifically that ¿development sites with capacity to provide 10 or more units will be required to provide the maximum amount of affordable housing reasonable, contributing to a borough-wide provision of 40% (split 40% intermediate and 60% rented for Tottenham).</p> <p>Would therefore, request that planning permission is refused on the basis that this development does not meet the affordability criteria as set out by Haringey’s Housing Strategy 2017-2022.</p>	<p>assessors. Affordable housing is assessed in detail at section 6.8 of the report.</p>
Network Rail	<p>Are in consultation with the client regarding this project. There is a Basic Asset Protection Agreement in place and the technical approvals will follow during the course of the project.</p>	<p>Noted – no further action required.</p>

Stakeholder	Question/comment	Response

Appendix 2: Plans and images

Site location plan:



Site photographs:

Aerial:



Site photographs:

Surroundings:



View 1. Approach from Park View Road (Google Street View image)



View 2. Approach from the pedestrian path to the subway



View 3. Rear view of the site from the neighbouring communal back garden



View 4. Footpath in front of the site along-side the Council Depot in the direction of Tottenham Hale Station



View 5. Rear view from the neighbouring communal back garden

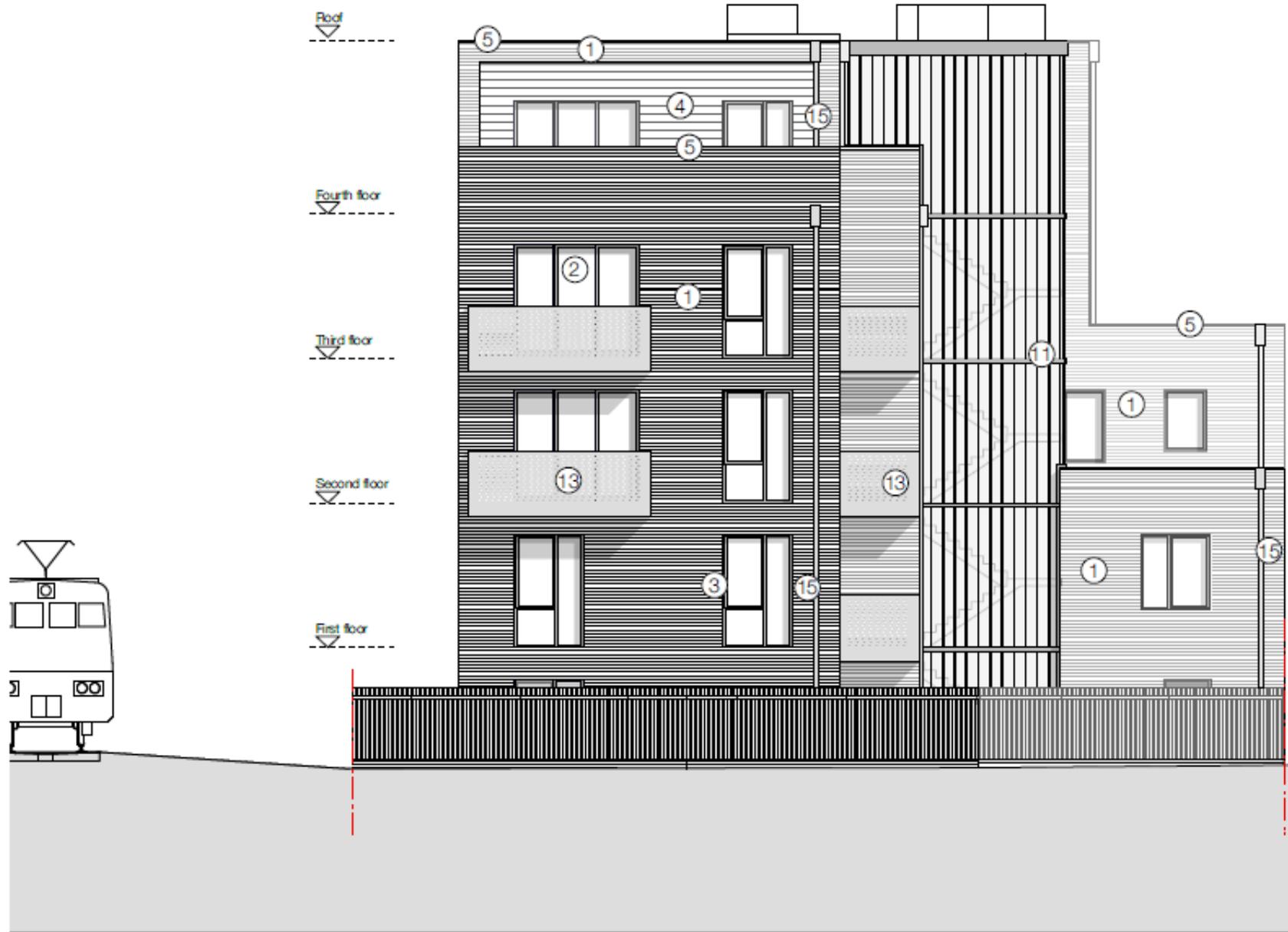
Proposed site plan:



Proposed front (facing south) elevation:



Proposed rear (facing north) elevation:



Proposed side (facing west) elevation:



Proposed side (facing east) elevation:



Visuals:



Visuals continued:



Street View



Rear View

Previously approved scheme (extant permission):

Front



Rear and side



Appendix 3: Quality Review Panel report

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Report of Chair's Review Meeting: 168 Park View Road

Wednesday 18 October 2017
River Park House, 225 High Road, London, N22 8HQ

Panel

Hari Phillips (chair)
Wen Quek

Attendees

Tobias Finlayson	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Rebecca Ferguson	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
John McRory	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
Deborah Denner	Frame Projects

Declarations of interest

Stephen Davy is Director of Davy Smith Architects, and a member of the Haringey Design Panel, but did not attend this meeting.

Confidentiality

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

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1. Project name and site address

168 Park View Road, Tottenham, N17 9BL

2. Presenting team

Lucy Newman Stephen Davy Peter Smith Architects

3. Planning authority's views

The site is of a modest size and is not located within a conservation area, nor subject to any other designation. However the area itself is on the threshold of a significant amount of change due to upcoming regeneration projects. The building currently occupying the site is vacant and neither statutorily nor locally listed.

Planning permission was granted in October 2016, for demolition of the existing car repair / servicing garage and construction of a part two and part four storey building to provide 12 residential units, with five car parking spaces, including one wheelchair car parking space and ancillary servicing accommodation.

The current proposal seeks to amend the extant permission with an additional residential floor. This would provide three additional dwellings, comprising of one 1-bed and two 2-bed units, as well as adapting a consented 1-bed unit into a 3-bed unit.

5. Quality Review Panel's views

Summary

At an earlier review, the panel offered warm support to the previous planning application for 168 Parkview Road. They support the view of the design team that the site can accommodate an additional floor of development, as now proposed. It highlights the need to consult neighbours, and test how daylight and sunlight in their gardens will be affected by the increase in height. The panel also suggested some refinements to the massing of the rear elevation, the design of balconies, and the top storey of the building. One of the important benefits of the development proposal is that it promises to increase passive surveillance of the entrance to the underpass. Further information on the landscape design of the southern part of the site is needed to ensure this potential is maximised. These comments are expanded below.

Massing and development density

- The panel supports the current proposals to increase the height of the proposed residential building to create a part three, part five storey block.
- The railway line to the east provides 'breathing space' adjacent to the site, supporting the case for the additional height now proposed.
- Existing two storey homes with a pitched roofs to the west, appear to relate well to the three storey element of the scheme.

Report of Chair's Review Meeting
18 October 2017
HQR22_168 Parkview Road



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- However, the panel highlighted the importance of giving neighbouring residents an opportunity to comment on the revised proposals.
- Daylight and sunlight analysis should also be carried out to test how the increased height will affect the amenity of neighbouring gardens.
- The panel would also encourage the architects to explore ways of rationalising the massing of the rear elevation, to reduce the number of set back elements – although it recognises the need to maximise daylight to neighbours.

Architecture

- The panel admire the calm simplicity of the architecture proposed, which is particularly appropriate given the stepped massing of the building.
- The detailed design of the balconies will be important to the quality of the completed building, and information on this should be provided as part of the planning submission. The panel feels simplicity will be key to their success.
- The panel also suggested that the potential to design the top floor as a more recessive element, slightly set back from the main façade, should be explored. If this approach is taken, a different façade material may be appropriate.

Relationship with the underpass and landscape design

- One of the important benefits of the development proposal is that it will increase passive surveillance of the entrance to the underpass.
- More details of the landscape design to the southern edge of the site would be helpful to ensure the best possible relationship between the scheme, and access to the underpass.
- Creating access to the ground floor unit G01 via a garden gate would also be a welcome move that would also provide an alternative fire escape route.

Next Steps

Subject to the detailed comments above, the panel is happy to offer its support to the revised proposals for 168 Parkview Road.

