

Planning Sub Committee

## **REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

### **1. APPLICATION DETAILS**

**Application:** HGY/2018/2351

**Ward:** Tottenham Hale

**Address:** Hale Wharf, Ferry Lane, London, N17 9NF

**Proposal:** Application for the approval of reserved matters for Buildings C, D, E, F, H, I and J of Hale Wharf to provide 245 homes, non-residential uses, public realm, private amenity space, play space, car parking and associated works pursuant to Conditions B4, B6, B7 and B15 of planning permission HGY/2016/1719, concerning appearance, landscaping, layout, scale and access (Haringey Planning Reference HGY/2018/2351)

**Applicant:** Michael Orr, Muse Developments Ltd.

**Ownership:** Private.

**Case Officer Contact:** Martin Cowie.

**Date received:** 01/08/2018 **Last Amended:** 01/10/18

**Plans and Drawing Numbers:** See Appendix 1.

**Documents:** See Appendix 1.

#### **1.1 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- A 'hybrid' planning application – part full, part outline (ref: HGY/2016/1719) was granted permission by the Mayor of London (following the signing of a Section 106 agreement) in June 2017. The outline element included a density of up to 256 residential units and 1,300 sqm of flexible retail or business uses, buildings of up to 10 storeys and pedestrian/cycle footbridges, access, landscaping and public realm works.
- The development of the site as proposed in this Reserved Matters application accords with the principles and parameters of the outline element of the hybrid planning permission. The Reserved Matters relating to the layout, scale, access, appearance and landscaping of the development proposed are considered acceptable.
- The form, scale, massing and appearance of the proposed buildings are appropriate to the site's changing urban context. The quality of the scheme is considered to be high.

- 1.2 Whilst this is an application for reserved matters, which with reference to the council's Scheme of delegation would not automatically be brought before committee, given the scale of the scheme officers consider that the proposal should be determined by the Planning sub-committee.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning is authorised to issue the planning permission and impose conditions and informatives as set out below.

**Conditions – Summary** (the full text of recommended conditions is contained in Section 10 of this report)

- 1) COMPLIANCE: Time limit for implementation (LBH Development Management)
- 2) Details of cycle storage
- 3) Details of signage

**Informatives – Summary** (the full text of recommended informatives is contained in Section 10 of this report)

- 1) Original Planning Permission
- 2) Working with the applicant (LBH Development Management)
- 3) Designing out crime – certified products (Metropolitan Police)
- 4) Naming of new development (LBH Transportation)

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## **3. PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **3.1. Proposed development**

3.1.1. The application seeks approval for the all Reserved Matters (layout, scale, access, appearance and landscaping) for the majority of the land within Phases 2/3 of the outline component approved by the hybrid planning permission last year (HGY2016/1719). It comprises 7 buildings – C, D, E, F, I and J along with areas of amenity, landscaping and public realm. Phase 1, including buildings A and B benefits from detailed consent granted by the hybrid consent.

3.1.2. The proposed buildings detailed in this submission comprise:

- 245 units (equating to 22,592 sqm) within blocks ranging from 4 to 10 storeys in height;
- 177 affordable units (34 affordable rent and 143 shared ownership) providing total affordable offer for development and representing 35%;
- Building C - 10 storey brick residential building, comprising 54 private sale market units and 111sqm of retail floorspace (Use Class A3–A5) at ground floor level, fronting on to the public square area forming part of Phase 1 to the south. The ground floor also comprises residential lobby, bin and cycle stores along with plant;
- Buildings D and E - 8 storey brick buildings, and Building F comprising 7 storey building, all for residential uses. All three buildings largely comprise shared ownership units, with a small number of private sale market units. Front doors to the two storey homes at ground and first floor level and located along the eastern boundaries, providing active frontages onto the central public realm space of the site. No bedroom accommodation is provided at ground level;
- Buildings H, I and J - four storey brick buildings, including all of the affordable rent homes within two storey family housing. These buildings also provide a number of front doors onto the central spine of the development;
- Areas of landscaping, public realm and play space;
- 58 parking spaces, comprising 50 blue badge spaces, 6 spaces for the business barges and 3 car club spaces;

3.1.3 The development's scale, quantum and mix are consistent with the parameters and design guidance approved in the outline element of the hybrid permission.

### **3.2. Site and Surroundings**

3.2.1. The application site at Hale Wharf is located off the A503 Ferry Road at Tottenham Hale and comprises land bound by the River Lee Navigation Channel to the west and the River Lee Flood Relief Channel to the east. It forms a long and narrow strip of land measuring approximately 2.28 hectares. Phase 1 forms the southern component of the site. Phases 2/3, which form the site for

this RMA, extends to 1.28ha in size. A plan of the site is attached in Appendix 4 at the end of this report.

- 3.2.2. The site has been cleared as part of the development preparatory works but formerly accommodated multiple light industrial units and a 5 storey office building and restaurant at its southern end.
- 3.2.3. The main access remains from the A503 Ferry Lane at the southern end of the application site and leads directly into Phase 1. Public transport links include Tottenham Hale Station, approximately 250-300m to the west and bus stops on Ferry Lane opposite the site.
- 3.2.4. The site is surrounded by the controlled waters of the River Lee Navigation Channel to the west including a lock and moorings and the River Lee Flood Relief Channel to the east, which form part of the Blue Ribbon network under the London Plan. In addition, the application site and its surrounding areas form part of the Lee Valley Regional Park. The Paddock, a Community Nature Park and area of Green Belt, is located to the east of the application site across the River Lee Flood Relief Channel.
- 3.2.5. The Paddock and the River Lee channels to the east and west of the application site form part of a large composite Metropolitan Site of Importance for Nature Conservation (SINC). The associated areas to the SINC also include Walthamstow Marshes and Reservoirs, located approximately 15m to the east of the application site across the Flood Relief Channel from its closest point. These form part of the Lee Valley Special Protection Area (SPA), Ramsar site, Important Bird Area and Walthamstow Reservoirs Site of Special Scientific Interest (SSSI).
- 3.2.6. To the south of the Site, either side of the River Lea and to the south of Ferry Lane, existing established residential communities are located comprising largely lower rise buildings between two and five storeys in height.
- 3.2.7. The site is within the Tottenham Housing Zone and the Upper Lee Valley Opportunity Area. The area around Tottenham Hale station is undergoing significant development and regeneration, and it is envisaged that the area to the west of the station will become a District Town Centre. Recent developments in the area include a mix of residential and commercial uses, student housing, small scale retail, hotel, and community buildings up to 10 storeys in height, at Hale Village.
- 3.2.8. The Tottenham Hale Strategic Development Partnership (SDP) with Argent Related, if granted permission, will secure the comprehensive delivery of the proposed new District Centre and a significant part of the first phase of the Tottenham Housing Zone. A planning application by Argent Related for this project was submitted in August 2018 and is currently under consideration.

## 4. PLANNING BACKGROUND

### 4.1 Hybrid planning permission

- 4.1.1 On the 12 June 2017 a 'hybrid' planning application, including a detailed submission for Phase 1 (ref: HGY/2016/1719) was granted planning permission for:

*Residential-led mixed use development comprising the demolition of existing buildings and structures and the construction of buildings to include residential (up to 505 units) and flexible retail or business uses (Use Classes A1-A5 or B1); pedestrian/cycle footbridges, modification works to the existing vehicular access and associated highway works; refurbishment of existing infrastructure (including provision of an on-site energy centre, if required), landscaping and public realm works; new servicing arrangements; car/cycle parking; and associated and facilitating works. All matters are reserved for the pedestrian footbridges and buildings and landscaping within Phases 2 and 3 and detailed permission is sought with no matters reserved for Phase 1 buildings and landscaping. The detailed component of the application (Phase 1 buildings only) comprises the demolition of existing buildings; the construction of two buildings ranging from 16 to 21 storeys to accommodate 249 residential units and 307sq.m. (GIA) of flexible retail or business uses (Use Classes A1-A5 or B1); modification works to the existing vehicular access and associated highway works; infrastructure (including provision of an on-site energy centre, if required), landscaping and public realm works; new servicing arrangements; car/cycle parking; and associated and facilitating works.*

- 4.1.1 The application was accompanied by an illustrative masterplan which outlined how the site could be redeveloped, including overall layout, density, building typology, orientation and public realm, having regard to its constraints, opportunities and relevant planning policy context.
- 4.1.2 In support of the hybrid planning application an Environmental Impact Assessment (EIA) was submitted, which described the likely effects of the proposed development (across all phases), the scope for reducing potential adverse effects through appropriate mitigation and opportunities for enhancement and improvement. As part of this EIA, a number of technical surveys and assessments were carried out, including transport assessment, energy and sustainability strategies, arboricultural assessments, flood risk assessment, below ground drainage strategy, air quality, noise and vibration, ecology, ground contamination, archaeology, townscape, daylight and sunlight assessments, microclimate assessments and lighting.
- 4.1.3 The permission is subject to a Section 106 Agreement and a number of planning conditions which control the form and implementation of the

redevelopment of the Hale Wharf Site, including the outline component under consideration.

4.1.4 The Section 106 obligations agreed include:

- **Affordable housing** - A minimum of 177 units (35% of overall units) to be affordable, with 20% affordable rent and 80% shared ownership by habitable room. Details of affordability and review mechanisms secured up to 50% of the scheme or level of grant funding;
- **Open space contribution** - £500,000 towards improvements to The Paddock;
- **Local labour scheme management contribution** - £30,000;
- **Bus capacity contribution** - £50,000 to TfL;
- **Traffic management order amendment contribution** - £1,000;
- **Parking enforcement/management contribution** - £6,000;
- **Travel Plan monitoring** - £3,000;
- **S106 monitoring** costs (up to 5% of total contributions);
- **Private rental sector housing** - minimum 15 year covenant and clawback mechanism;
- **Phasing and Infrastructure Plan** – ensure delivery of bridges;
- **Employment Training Plan** – promote local labour and training during construction;
- **Transport** – Travel Plan, parking management plan, access improvements and pedestrian crossing on Ferry Lane;
- **Energy Strategy** – connection to Hale Village energy centre or on-site centre;
- **Block K** – marketing plan for commercial purposes.

4.1.5 The planning conditions cover a series of key documents, parameter plans and design guidance which together with the illustrative masterplan, define the quantum and scale of the development and associated facilities and assist in guiding its detailed siting, design and appearance.

4.1.6 More specifically, these parameter plans cover details such as levels, ground and upper floor development zones, building heights, access and public realm, car parking and phasing. The design guidance includes Design Codes, illustrative plans and elevations providing information in relation to uses, typology, roofs, gaps between buildings, appearance, parking, courtyard and waterside areas, refuse and servicing arrangements.

4.1.7 These parameter plans and design documents include:

- Development Specification
- Proposed Site Levels Parameter Plan;

- Development Zones at Ground Level Parameter Plan;
- Development Zones at Upper Levels Parameter Plan;
- Building Heights Parameter Plan;
- Access and Public Realm Parameter Plan;
- Car Parking Parameter Plan;
- Hale Wharf Bridge Parameter Plan;
- Design Codes (as contained in the Design and Access Statement – DAS).
- Design approach and Design principles for Bridges 1 and 2 (as contained in the DAS).

## **4.2 Masterplan approach**

- 4.2.1 The illustrative masterplan submitted with the hybrid consent breaks the site up into 3 development zones which progressively reduce in scale towards the north, and create a central landscaped access and courtyard through to the green open space to the north of the site.
- 4.2.2 A main vehicular and pedestrian access via Ferry Lane would lead into ‘urban zone’ comprising the tallest buildings (8-21 storeys) would be formed in the southern portion of the site responding to the urban context of Ferry Lane. This is where most public activity would be concentrated and would include a public square, the main pedestrian bridge landing area and commercial uses at ground floor level.
- 4.2.3 The ‘central connecting zone’ would provide medium rise buildings (4-10 storeys) arranged around a public access route and central courtyard with landscaping, formal doorstep playspace and parking.
- 4.2.4 A northern ‘park zone’ would accommodate buildings of lower height (4-6 storeys) and a green landscaped space in the northern tip of the site responding to the Green Belt edge and the need to safeguard the sensitive areas of ecological value. The Paddock bridge would provide a crossing over the River Lee Flood Relief Channel to east.
- 4.2.5 This indicative plan has formed the basis for the detailed approval of the first phase of the development as part of the hybrid consent and the consideration of the remaining phases to be approved as part of this current submission.

## **4.3 Matters already approved**

- 4.3.1 Full planning consent for Phase 1, comprising a total of 249 residential units in two buildings referred to as A and B was consented under the hybrid permission, and development is due to commence on this phase shortly.
- 4.3.2 Building A is part 8 and part 21 storeys in height, accommodating 141 market units and 170sq.m of ground floor retail space. Building B is part 11 and part 16

storeys high and accommodate 108 private sector rented units and 105sq.m of ground floor office space and a further 32sq.m for the estate office.

4.3.3 Phase 1 also includes a new public square at the main entrance to the site, adjacent to the lock and providing a landing area for the proposed new main pedestrian bridge (Bridge 1) over the River Lee Navigation.

4.3.4 On the 20 April 2018 a Reserved Matters application for this bridge and a smaller bridge (Bridge 2) over the Pymmes Brook was granted consent (ref: HGY/2018/0606). Bridge 1 links Hale Wharf with the neighbouring development at Hale Village, providing an improved route through the site, whilst also carrying the heat network pipes to connect the two sites. Bridge 2 provides a pedestrian and cycle link from the Lea Valley Walk to the towpath along the River Lee Navigation to further enhance local connectivity and amenity.

#### **4.4 Matters to be approved**

4.4.1 Outline planning consent was granted for Phase 2/3 comprising buildings referred to as C, D, E, F, H, I, J and K for the remaining residential units (up to 256 units), including 100% of the affordable housing provision, and up to 200sqm of retail floorspace (within Building C). The Hybrid permission consented a flexible use for Building K, which can either deliver 1,100sqm of B1 office floorspace *or* residential floorspace. Before the final use for Building K can be established the building is required to be marketed as office for a minimum of 6 months. This exercise is currently being carried out, and once completed, a separate Reserved Matters application will be submitted for detailed planning consent for the confirmed use and detailed design of this building.

4.4.2 The outline component consents a bridge landing point for a further pedestrian bridge (Bridge 3), which will link the Hale Wharf site to The Paddock over the Flood Relief Channel. Bridge 3 is not consented under the hybrid permission, and a separate full planning application is currently under consideration for the detailed design of this bridge.

#### **4.5 Pre-application consultation/engagement**

4.5.1 The proposals were subject to a Development Management Forum on 18 July 2018, a Pre-Planning Sub-Committee briefing on and extensive pre-application discussions which have informed the scheme's development.

4.5.2 In addition, the initial proposals were considered by the Quality Review Panel (QRP) on two occasions. The QRP reports are included in Appendix 3.

4.5.3 The applicant had also undertaken pre-application public consultation prior to the submission including newsletters and a drop-in exhibition on 19 July 2018.

## 5. CONSULTATION RESPONSE

5.1 The following were consulted regarding the application:

### Internal:

- LBH Transportation Group – no objections.
- LBH Pollution – no objections. No additional impacts arising further to hybrid application in respect to air quality and land contamination;
- LBH Waste Management – no further comments. RAG rating of green for waste storage and collection.
- LBH Nature Conservation and Landscaping – proposals are satisfactory.
- LBH Sustainable Urban Drainage – no objections.
- LBH Regeneration – no objections.

### External:

- London Fire Brigade – satisfied with the proposals.
- Transport for London (London Underground) – no comments.
- Environment Agency – no objections.
- Transport for London (Crossrail 2) – no comments.
- Natural England – no objection.
- Transport for London (Spatial Planning) – support the proposals.
- Thames Water Utilities – no objections.
- Historic England - Greater London Archaeology Advisory Service – no comment.
- Canal and River Trust – no comments.
- Lea Valley Regional Park Authority – no further comments.
- Metropolitan Police Service (Designing Out Crime) – no objections.
- London Borough of Hackney – no objections.
- London Borough of Enfield – no comments received.

5.2 A summary of the comments from internal and external consultees that responded to consultation is contained in Appendix 2.

## 6. LOCAL REPRESENTATIONS

6.1 The following were consulted:

- Approx. 2800 neighbouring properties consulted by letter.
- Resident's Association consulted by letter.
- 6 planning site notices were erected in the vicinity of the site.

6.1. 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: 21
- Objecting: 8
- Supporting: 12
- Other: 1

6.2. A summary of representations from neighbouring residents and local amenity groups (and the officer response) is set out at Appendix 2.

6.4 The main issues raised in representations from adjoining occupiers are highlighted below:

**Objections -**

- Scale and height of development contrary to Council guidelines and will spoil the character, appearance and use of the surrounding area;
- Development will exacerbate existing traffic congestion and affect road safety;
- Architecture inappropriate;
- New buildings will cause loss of light and privacy locally;
- Local amenities including Tottenham Hale Station currently overcrowded;
- Construction work and traffic will be noisy and environmentally damaging;
- Social housing not proposed, only affordable housing. This is a form of social cleansing and will not benefit local residents in need;
- Adjoining waterways do not have adequate protection against children falling in;
- Play areas small and next to access road and parking;
- Facilities should be provided for cruising boaters;
- Development encroaching onto local open space and green belt;
- New buildings and glazing in particular will adversely affect local wildlife including bat and bird flight patterns causing injury and make it more difficult when hunting for food;
- Proposals may set a precedent for other development which would increase the danger to wildlife.

**Support –**

- Welcome investment into area bringing much needed new homes, businesses and jobs;
- New commercial uses supported as there is a lack of cafes and restaurants locally;
- Percentage of affordable housing justified given existing provision in area;
- Social housing brings more crime and anti-social behaviour.

**Other –**

- Important that the improvements at Tottenham Hale Station, which is already congested will handle the additional demand.

## 7 MATERIAL PLANNING CONSIDERATIONS

### 7.1. Key planning policy context

**7.1.1** London Plan 2016 Policy 3.4 (Optimising Housing Potential) and emerging policies in the new draft London Plan (2018) indicate that a rigorous appreciation of housing density is crucial to realising the optimum potential of site but it is only the start of planning housing development, not the end. The Mayor's SPG - Housing encourages higher density mixed use development in Opportunity Areas. This approach to density is reflected in the Tottenham AAP and other adopted and local policy documents.

**7.1.2** The new NPPF should be considered alongside London Plan 2016 policies 3.5 (Quality and Design of Housing), 7.4 (Local Character), 7.5 (Public Realm), and 7.6 (Architecture), Local Plan 2017 policies SP11 (Design) and DM1 (Delivering High Quality Design). Policy DM1 of the Development Management DPD states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Furthermore, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. 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.

**7.1.3** London Plan 2016 policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Local Plan Policy DM1 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

**7.1.4** The revised NPPF adds further emphasis on the need to manage 'value engineering' and the erosion of design qualities at the delivery stage, stating in Chapter 12:

*"Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme."*  
(Para 130, NPPF, 2018).

**7.1.5** Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Strategic Policy SP11 requires all new development to 'enhance and enrich Haringey's built environment and create places and buildings of high quality'.

**7.1.6** The Draft New London Plan (Policy D2) reinforces the importance of maintaining design quality throughout the development process from the granting of planning permission to completion of a development. It states that

what happens to a design after planning consent can consent can be instrumental to the success of a project and subsequent quality of a place.

**7.1.7** London Plan Policy 5.13 (Sustainable drainage) and Local Plan Strategic Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy. The new draft London Plan (2018) reinforces this approach and also promotes the use of blue roofs for rainwater harvesting.

## **7.2. Environmental Impact Assessment**

**7.2.1** A reserved matters application is a 'subsequent application' where the outline was accompanied by an Environmental statement (ES) in accordance with the Town and Country Planning (EIA) Regulations 2017. In the preparation of the application, consideration must be given to whether the environmental information already provided to the Council in the form of the ES (as updated) remains adequate to identify the significant effects of the development.

**7.2.2** Officers agree with the conclusions of the Environmental Compliance Report that the information is adequate and that, pursuant to Regulation 9(2), that the Council can take into account the Environment Statement (as updated) in making a decision on the Reserved Matters application. The Environmental Compliance Statement is supported by the following additional technical assessments:

- Design and Access Statement.
- Internal Daylight Assessment Report.
- Sustainability Statement.
- Energy Statement.
- Overheating Analysis.
- Wind Conditions Note.

**7.2.3** The National Planning Practice Guidance makes clear that reserved matters are those aspects of a proposed development which an applicant can choose not to submit details of with an outline planning application, (i.e. they can be 'reserved' for later determination). These are defined in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 as 'Access', 'Appearance', 'Landscaping', 'Layout' and 'Scale'.

**7.2.4** Hybrid planning permission (ref: HGY/2016/1719) was granted with all matters reserved in respect to the Outline element. It did however establish the principle of development, including the number of residential units; the quantum of non-residential floorspace; a series of parameters concerning height and scale; design codes and safeguarding conditions.

7.2.5 It is also important to note, as highlighted in the previous section that the hybrid consent and associated s.106 agreement secured the quantum and tenure mix of affordable housing provision (minimum 35% affordable housing up to 50% subject to viability reviews) in addition to overall housing mix, rent levels, mitigation measures and obligations relating to employment, transport, open space and sustainability.

### **7.3 Reserved Matters**

7.3.1 A reserved matters application deals with some or all of the outstanding details of an outline application, including:

- *appearance* - aspects of a building or place which affect the way it looks, including the exterior of the development
- *means of access* - covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site
- *landscaping* - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen
- *layout* - includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development
- *scale* - includes information on the size of the development, including the height, width and length of each proposed building

7.3.2 A Reserved Matters submission must be in line with the outline approval, including any indicative masterplan, parameter plans, design guidance and conditions and s.106 obligations attached to the original permission.

7.3.3 The Reserved Matters under consideration (layout, scale, access, appearance and landscaping) have been prepared taking full account of the hybrid consent and related provisions, planning policy and consultation responses.

### **7.4 Layout**

7.4.1 *Hybrid planning consent requirements*

7.4.2 The Development Zones (DZ) at Ground Level and Development Zones at Upper Level Parameter Plans confirm the locations of the Development Zones (DZ) at ground level and upper levels, comprising DZ 1 (Buildings C, D, E and F), DZ 2 (Building H and I) and DZ 3 (Buildings J and K). These Plans also confirm the maximum extent of the buildings lines.

7.4.3 A number of the Parameter Plans confirm the location of the gaps required between the buildings and the minimum distances between the buildings within

these gaps. They confirm that the minimum distances between Buildings C, D, E and F should be 10m between building faces; 6m between H and I and J and K, and 12m between I and J (at the Bridge 3 landing point). The Design Codes also provide further guidance on the gaps between buildings and confirm they must provide views through; park-side gaps must not be used for parking; and must adhere to rules provided within the key diagrams shown.

7.4.4 The Access and Public Realm Parameter Plan identifies the locations of the boaters bin storage to the north of Block H.

7.4.5 The Design Codes set the uses of the buildings as being residential on the ground and upper floors, with some commercial use. Further design codes define ground floor arrangements.

#### 7.4.6 *Proposals*

7.4.7 The siting of the buildings accord with the DZs and maximum extent of the building lines, and gaps between buildings offering appropriate views across the development.

7.4.8 Residential accommodation is proposed across all buildings at ground and upper floor, excluding Building C which will include some retail floorspace at ground floor level, in accordance with the Design Codes.

7.4.9 It should be noted that the boaters bin store is proposed to be located to the north of Building F, as opposed to Building H. This is a small deviation from the approved plan, however it is not a significant deviation and has no material implications.

### 7.5 **Scale**

#### 7.5.1 *Hybrid planning consent requirements*

7.5.2 The Building Heights Parameter Plan confirms the maximum extent of the buildings, varying between +46.41m AOD at the south-east of the outline element (where Building C lies), to +37.05 where Buildings D, E and F are locating, finally stepping down to +33.90 to the north where part of Building F lies. For Buildings H, I and J, the Plan confirms maximum heights of +23.5m AOD, which steps up to +28m AOD either side of the building landing point for Bridge 3.

7.5.3 The hybrid consent permits up to 505 homes, with 256 homes remaining to be delivered within the outline element; along with up to 200 sq.m of non-residential floorspace (Use Classes A1-A5 and B1) within Building C. Consent is granted for either residential or commercial (B1) uses within Building K, however this building does not form part of this Reserved Matters application.

7.5.4 *Proposals*

7.5.5 The heights of the proposed buildings meet the maximum height parameters set by the parameter plans. The table below confirms the maximum heights of each of the buildings:

<b>Building</b>	<b>Maximum Height (AOD)</b>	<b>Proposed Height (AOD)</b>
C	+46.41m	+45.87m
D	+37.05m	+36.62m
E	+37.05m	+36.62m
F	+33.90m/+37.05m	+33.47m
H	+23.50m	+23.2m
I	+23.50m/+28m	+23.45
J	+23.50m/+28m	+23.45

Consented and proposed heights

7.5.6 The proposed development complies with the maximum total amount of homes and total amount of non-residential floorspace within Building C, comprising 245 homes and 111sqm of retail floorspace.

**7.6 Appearance**

7.6.1 *Hybrid planning consent requirements*

7.6.2 The Design Codes in relation to typology describe the characteristics that should be achieved for the park-side family homes (Buildings H, I and J) and waterside apartment blocks (Buildings C, D, E and F).

7.6.3 The Design Codes provide further guidance on roofs for the two park-side family homes and waterside apartment blocks, which should be articulated to appropriately address adjacent spaces, with further guidance provided within the diagrams.

7.6.4 The Design Codes also set a number of codes in relation to appearance of the buildings. A summary of these are set out below (amongst others):

- Each building should relate to their building typology, of relevant to this RMA are the 'park side' family home character (Buildings H, I and J), and waterside apartments character (Buildings C, D, E and F);
- Building materials should be kept to a limited type of material; the brick colour should be of the same type and family, with no more than 5 different brick types and should complement the detailed component buildings etc;
- In terms of windows, these should be provided within circulation spaces where possible; should be orthogonal; and have window reveals to be flush, or projecting when there is a clear design strategy;
- Where roofs are pitched it should complement the roofing materials in the detailed element; or when flat should predominantly comprise green or brown roofs;
- In terms of balconies, these should be integrated with the architecture of the building; meeting the relevant design guidance from the GLA; should not be irregular in shape or plan; vary in materiality etc;
- Prominent building corners are proposed for the south of Buildings C, K and I, and to the north of Building J, the building corners should have differentiated architectural features, however a number of features should be avoided;
- Refuse bins should not be located in the public realm or within front gardens unless screened; should be easily accessible; and located within the ground floor of buildings;
- A number of codes are set for building services, including satellite dishes, meter boxes, ventilated, roof top plant etc.

#### 7.6.5 *Proposals*

7.6.6 The submitted application drawings demonstrate the detailed designs and external appearance of the buildings, whilst the DAS sets out a detailed analysis of the proposed appearance of the buildings, and how this has evolved from the requirements and guidance set out in the Design Codes and parameter plans, approved in support of the hybrid consent.

7.6.7 The DAS and drawings demonstrate Building C, being one of the most important buildings, provide a distinctive and prominent building corner and roof facing on to the square to the south (included as part of the detailed element),

and includes a number of different architectural features than the surrounding buildings.

- 7.6.8 The DAS provides further information on the proposed materials for the buildings. The buildings will comprise brick buildings, the colours within the same family of colours throughout Buildings A and B and through to the remaining blocks on site. Samples of the proposed materials will be submitted to officers for approval prior to their implementation on site.
- 7.6.9 All balconies are in accordance with the private amenity space standards and design requirements of the GLA's Housing SPG; and all homes are in accordance with the minimum internal space standards as required by the SPG.
- 7.6.10 The buildings proposed are in accordance with the requirements and guidance set out in the Design Codes.

## **7.7 Access**

### *7.7.1 Hybrid planning consent requirements*

7.7.2 The Access and Public Realm Parameter Plan consents a primary vehicular access route, together with a primary pedestrian and cycle route, through the site following on from Phase 1 and linking to the boater's access to the north. The plan also identifies a bridge interface point of access where at the bridge landing point for Bridge 3 will meet the Hale Wharf site, between Buildings I and J. Biodiverse areas of no public access fronting on to the Flood Relief Channel and the River Lee Navigation are also located on the plan

7.7.3 As noted above, the Car Parking Parameter Plan sets the locations of the car parking courts, as well as parking in front of Buildings H, I, J and K running along the eastern side of the central spine. Cycle parking is provided within the ground floor of the waterside apartment blocks, ground floor level of the park side apartment blocks and within the public realm.

### *7.7.4 Proposals*

7.7.5 The application drawings demonstrate the location of the primary vehicular and pedestrian route through the centre spine of the site, continuing the route from Ferry Lane within the detailed element. As set out within the approved Transport Assessment (submitted as part of the hybrid consent) a very low level of vehicular movements are anticipated. For example, the TA indicates that from the 50 units with car parking spaces it was anticipated 8 vehicles movements would be generated in the AM peak and 6 vehicles movements in the PM peak.

7.7.6 The transport consultants have carried out further tracking based on the proposed designs and arrangements, to ensure sufficient space is available for

all vehicles to enter, turn, and leave the site, particularly refuse and service vehicles.

- 7.7.7 Bridge 3 is proposed linking the development to The Paddock, with the bridge landing between Buildings I and J. The proposals in this submission include details of the landscaping surrounding the bridge landing point and correspond to the plans in the full application being considered separately.
- 7.7.8 Car parking courts are proposed between the buildings, as well as car parking spaces along the east of the central courtyard. As noted previously, there is a small deviation whereby one car parking court is proposed to be located to the north of Building H, instead of to the north of Building F. This has essentially swapped places with the boaters bin store and is considered to be a minor deviation from the parameter plan. This allows for a better arrangement of this area, and to accommodate all the required car parking spaces
- 7.7.9 Finally, as required by the Access and Public Realm Parameter Plan, no public access is provided within the biodiverse zones.

## **7.8 Landscaping**

### *7.8.1 Hybrid planning consent requirements*

- 7.8.2 The Access and Public Realm Parameter Plan identifies the location of biodiverse areas of no public access fronting on to the Flood Relief Channel and the River Lee Navigation are also highlighted. The Plan also identifies the location of play space towards the northern part of the site between Buildings E and I.
- 7.8.3 The Design Codes provide guidance on the landscaping and public realm of the outline element. It sets a number of character areas of the external spaces, comprising the courtyard streetscape, the waterside biodiverse edge, and the park side biodiverse edge. The Codes prescribe a number of minimum distances for the spaces and entrances and front garden.
- 7.8.4 The Car Parking Parameter Plan sets the locations of the car parking courts between Buildings C and D, D and E, E and F, and to the north of F. Car parking is also consented to be located in front of Buildings H, I, J and K running along the eastern side of the central spine.
- 7.8.5 The Design Codes provide some further guidance on the appearance of the car parking spaces, such as requiring these to be within the public realm and not in building under crofts; integrated within the streetscape; and visually connected to the central courtyard.

### *7.8.6 Proposals*

- 7.8.7 The proposals incorporate areas of public realm throughout the outline component, forming some key character areas, including the central courtyard, wharf side, park side shared surface to the north, the car courts and the waterside amenity spaces. As required by the parameter plans, no public access is provided along the eastern and western boundaries, providing areas of biodiverse zones. The landscaping proposals so however allow for views out to the water's edge.
- 7.8.8 310 sq.m of play space is proposed to the east of Building E, providing informal doorstep type of play. The total amount of play space is in accordance with the proposed child yield for Hale Wharf.
- 7.8.9 Car parking is located within the car parking courts between the buildings, through the courtyard. The designs of the car parking spaces follow the requirements set out within the Design Codes. The location, amount and design of the car parking therefore accords with the parameter plans and Design Codes.

## **7.9 Daylight, sunlight and overshadowing**

- 7.9.1 In support of the development and to assist in demonstrating its quality, the applicants have undertaken a daylight and sunlight study to demonstrate that the proposed accommodation will receive good levels of light. The study has been prepared broadly in accordance with Council policy following the methods explained in the Building Research Establishment's (BRE) publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2011) , known as "The BRE Guide". It should be noted however that the BRE Guide is based on a lower density, outer suburban housing model.
- 7.9.2 The Mayor's Housing SPG indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly within built up urban areas without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.
- 7.9.3 The report assesses daylight and sunlight levels to the habitable rooms in Phase 2 of this development (Blocks C-F & H-J). Daylight and sunlight impact of the proposals on neighbours, on Blocks A & B and on amenity spaces within the development were assessed for the original hybrid application, which granted planning approval in detail for Blocks A & B and the public realm, and in outline for the rest. The volume and envelope of the proposal is unchanged

from that previous permission, so there is no need to assess those other potential impacts. Block G is no longer proposed and Block K will form a future Phase 3; daylight and sunlight on its habitable rooms will be assessed when reserved matters approval for that is submitted.

- 7.9.4 The assessment for this application finds that 92% of habitable rooms in the proposed development would receive sufficient daylight and 95% of applicable rooms receive sufficient sunlight. This performance compares well to the previously approved Blocks A & B (where 80% achieved the daylight standard), and much better than other typical large higher density developments (for instance Clarendon Square St William development 84% & 34% day & sunlight).
- 7.9.5 It should also be noted that Council officers requested amendments to the applicants original proposals during the development of this reserved matters application, that amongst other things, additional windows and increased the sizes of several windows, resulting in further improvements to day and sunlight levels compared to their original designs. The applicants note that the small number of windows that do not meet the BRE Guide daylight or sunlight recommendations are all lower floor windows.
- 7.9.6 The application site has the benefit of a superb natural location, with all flats close to and with views onto waterways, amenity spaces and/or the natural and parkland landscapes of the Lee Valley. Of greater mitigation, the overwhelming majority of those windows where daylight or sunlight does not meet the BRE Guide recommendations are in two storey maisonettes with at least dual (often triple) aspects, with at least one outlook onto natural landscape or waterways and in all likelihood with at least one aspect with excellent day and/or sunlight. Only Block C contains single aspect (east and west facing) flats, and a very high number of rooms within Block C achieve the BRE Guide recommendation for daylight (98.4%, against 91.7% for sunlight).
- 7.9.7 Overall, this application is considered to achieve an excellent level of daylight and sunlight for residents, given its urban context and compared to other more typical higher density residential developments.

## 7.10 Sustainable Urban Drainage (SUDs) and Flooding

- 7.10.1 The site is currently largely impermeable, and the development would introduce a range of sustainable drainage and water attenuation measures such as infiltration in soft landscaping areas, porous hardstanding and beneath ground water storage tanks to improve the existing surface water run off levels.
- 7.10.2 A SUDS analysis has been undertaken in consultation with Haringey LLFA, to determine feasible SUDS to be incorporated in the drainage strategy for the development.

7.10.3 Surface water will be attenuated by a series of permeable SUDS features including porous paving with underlying attenuation tanks, French drains and channel drains. These systems form a SUDS train which convey surface water towards the designated existing outfalls to the Flood Relief Channel.

7.10.4 The landscape proposals incorporate measures to manage surface water run-off from the site. The areas however for amenity/play etc. are limited and these would be reduced if areas were designated for swales or rain gardens, whilst not enhancing the SUDS drainage proposals since infiltration is not permitted due to potential contamination.

## 7.11 Quality Review Panel

7.11.1 The Quality Review Panel has reviewed this scheme on two occasions. In its most recent Review, it concluded:

*“The panel is generally very supportive of the reserved matters designs for Hale Wharf, which have developed in a positive way since the previous review. Some scope remains for enhancements to the public realm and landscape design, and to improve the quality of internal circulation, bin and cycle stores within the residential blocks. It recognises the consideration that has been given to the architecture of Building C - but recommends further thought about how this could provide a more distinctive ‘civic’ elevation fronting onto the main space to the south. The panel understands that Building K will form a separate planning application; however, the building potentially plays a very important role within the development, terminating the main pedestrian arrival space from Hale Village. The panel would encourage a greater focus on the nature and qualities of the building at the earliest opportunity. As at the previous review on 11 July, the design of Bridge 3 is generally supported; more information about the landscape design of the landing areas would be welcomed. Subject to the satisfactory resolution of the issues outlined below, the panel would offer its support for the reserved matters application.”*

7.11.2 The proposals have been revised following the Quality Review Panels comments as set out in the table below:

Quality Review Panel Comment	Officer Response
<p><i>Massing and development density</i></p> <p>As at the previous review, the panel notes that the building heights of the proposals have been established within the parameter plans of the hybrid planning consent of June 2017.</p>	<p>Noted.</p>

<p><i>Place-making and public realm</i></p> <p>The panel would encourage the design team to enhance the quality of the public realm within the site, for the enjoyment of residents, and moderate the impact of vehicles and parking.</p> <p>The panel would strongly encourage the design team to mitigate the impact of vehicles within the development. This could be achieved by ‘breaking up’ physically (and visually) the linear swathe of parking along the central street, whilst also exploring an adjustment in layout of the access road, to avoid a continuous and straight run for cars, which is potentially hazardous for pedestrians.</p> <p>A further option to explore could include moving the existing chicane in the road layout southwards, which would slow the traffic down at an earlier point in the development, and signal the change to a more pedestrian (and domestic) environment. It would also allow the location of the play space to be adjusted, so that it sits to the east of the road, adjacent to the four-storey maisonettes, and away from the bin stores of the apartment blocks to the west.</p> <p>The panel would also support extra refinement of the parking courts. Whilst they seem very car-dominated at present, the opportunity exists to make them pleasant spaces through improving the landscape within the court, enhancing the greenery and creating a seating area towards the edge of the court closest to the water.</p>	<p>The public realm and landscaping proposals have been comprehensively reviewed following the Panels comments and have sought to address the matters raised to create a high quality residential and pedestrian focussed environment.</p> <p>Realignment of route, additional tree planting and repositioning of spaces has broken-up car parking.</p> <p>The vehicular carriageway has been minimised and realigned and additional landscaping now incorporated. The play area is located on the western side to maximise sunlight and is set away from secure bin store and landscaped. This ensures a traffic calmed area accommodating low levels of traffic and maximises amenity/landscaped space and play space.</p> <p>The parking courts would be attractively paved and incorporate pergolas with vegetation whilst allowing views towards the water and be overlooked by adjoining building.</p> <p>Further enhancements including additional greenery and seating will be incorporated as part of the</p>

<p>The entrance area to Building C also requires further consideration; it is currently located at the narrowest point of the central street, between blocks C and K.</p> <p>The panel would welcome an approach to public art within the scheme that seeks to integrate art with play and with the landscape as a whole, rather than solely as an object that is placed within the public realm.</p> <p>Whilst coherent and integrated signage will be a necessary part of the wayfinding strategy, public art can also help to reinforce the legibility of the pedestrian route through the site. An intriguing and visually distinctive artwork could highlight the route towards the Paddock, if placed at the turning towards the bridge from the central street.</p>	<p>landscaping condition attached to the hybrid consent.</p> <p>The entrance has been revised and is now set back and partially covered and has been enhanced with additional glazing and architectural detailing.</p> <p>Details of public art is required to be submitted for approval by a condition attached to the hybrid consent. Several locations however have been identified at this stage to ensure public art forms an integral part of the landscaping strategy.</p> <p>Noted and these matters will be considered and incorporated when proposals are considered as part of the planning condition.</p>
<p><i>Landscape design and play strategy</i></p> <p>Scope for some refinement also remains within the landscape proposals generally. The precedent images shown during the presentation were very attractive; however, graphic renderings of the landscaped areas within the scheme itself seemed less persuasive, comprising hedges, logs and benches. In addition, the central space has large areas of hard paving and seems very vehicle-focused (as outlined above).</p> <p>The panel would encourage the project team to further refine and enhance the landscape proposals, to include a more natural and imaginative approach to play. It would also encourage the inclusion of robust and contained planting areas that will withstand children trying to cut through</p>	<p>Noted.</p> <p>Improvements have been included as per above providing for additional tree planting, landscaping, defensible space across frontages.</p> <p>The proposals attempt to provide an informal and creative area for play which is accessible, overlooked and safe. Robust landscaping and safety measures are incorporated within the play space design e.g. fencing, hedges, boulders and benches.</p>

beds. The current planting proposals seem overly formal and rigid. It would encourage the inclusion of alternative species to box plants, to minimise problems with box moths.

The panel considers that the scheme would significantly benefit from the inclusion of accessible green open space that has a stronger relationship with the water.

It would encourage the design team to open up access to a more naturally landscaped waterside amenity space at the northern tip of the site. Careful consideration of the management of this area (in addition to the location, dimension and detail of any fencing, gates or boundary treatments) would be required in order to strike a balance between amenity and safety.

The panel understands that the play strategy extends across the wider area, and that distances to different types of play provision in the locality have been established as being within policy guidelines.

However, concern remains that the play provision within the central street is currently located too close to bin stores, and may present conflicts and safety hazards especially during waste collection days. The panel would support an alternative approach that mitigates any conflict between the pedestrian / play environments and waste collection.

The hard landscaping and edge treatments should also be very carefully and robustly designed and specified to withstand

An area on the north side of the site adjacent Block F has been redesigned to provide an attractively landscaped waterside amenity space and enhance bioversity.

Noted.

An estate management plan must be submitted for approval by the Authority as required by the section 106 agreement associated with the hybrid consent.

Details of boundary treatments are also conditioned by the hybrid consent to be agreed with the Authority.

Noted.

There is a site-wide play strategy which accords with the spatial and design requirements of the hybrid permission and considers facilities in adjoining developments including Hale Village.

As per the response above, the play area incorporates appropriate safety measures to mitigate against potential conflict in this regard.

Robust landscaping features are incorporated and sufficient space provided to enable refuse vehicles to

<p>repeated movement of bins on waste collection days.</p> <p>The panel notes that the proposals to upgrade the Paddock (funded as a community benefit by the Hale Wharf development) are being progressed by the Council, and it would welcome the opportunity to consider these at review.</p> <p>As mentioned at the previous review, management of the public realm and landscape will need to be comprehensive and well-considered. The planted edges of the site onto the water will be a very positive element of the scheme, but will also potentially collect litter.</p>	<p>turn.</p> <p>Proposals to upgrade and enhance The Paddock remain ongoing and will be brought to QRP in due course.</p> <p>Noted. As per response above, an estate management plan must be submitted for approval by the Authority as required by the section 106 agreement associated with the hybrid consent.</p>
<p><i>Architectural expression and scheme layout</i></p> <p>The panel supports the robust, solid nature of the proposed architecture of Buildings D, E and F, and feels that the rhythms created within the facades are generally very positive. It welcomes the refinements to texture and detail within the elevations.</p> <p>The panel supports the approach that has been taken to the ground floor residential accommodation which fronts onto both the private water's edge and the more public central area.</p> <p>It also welcomes the open lobbies that allow views through the building to the landscape and water beyond. It would strongly encourage the inclusion of windows within stair towers, to bring natural daylight into the circulation areas and encourage residents to use the stairs, whilst also enlivening the exterior of the stair towers.</p> <p>As mentioned at the previous review, the panel would support an approach that seeks to minimise the area of sterile frontage at ground level at the location of bin and cycle</p>	<p>Support noted.</p> <p>Support noted.</p> <p>Noted.</p> <p>Additional fenestration has now been incorporated to into the stairwells.</p> <p>Additional landscaping has been included areas these areas to soften and enhance their appearance.</p>

storage.

The panel welcomes the refinements to the architectural expression and roofline of Building C. The unified single gable at the southern elevation looks good and has an appropriate proportion. The adoption of a simpler palette of brick colours and textures also works well.

Whilst it is accepted that the western roofline of Building C needs positive articulation to respond to the key strategic views from Hale Village and beyond, a range of views were expressed by the panel concerning the dormers shown within the current proposals. Some of the panel members felt that the dormers were successful at addressing this important view from Hale Village, however others felt that the articulation of the dormers is too domestic in nature, and that a stronger approach to the roofline is required.

The potential also exists to further refine and explore the eastern roofline of Building C, to take advantage of fantastic views to the

High quality screening will be provided to the bin and cycle stores and these must be agreed with the Authority as per a condition attached the hybrid consent.

Support noted.

The two large dormers have been added to the West facing elevation to address Hale Village and the River Lee with a strong reference to the lower building roofline. These dormers help to create a second front to the building without undermining the primary southern frontage. They are lower than the ridge of the main roof to give prominence to the main North South axis of the roof and the southern gable which addresses the square but softening the long roofline to the 'side' of the building. The dormers are located above the living space and balcony positions and form a cap to the stack of external amenity. Historically dormers are often found at the top of the loophole (loading bay) of brick warehouses and would have been used to support the jib of the wall crane.

All the buildings have distinctive rooflines and these dormers are add further interest to the roofline of the wider masterplan.

The dormer on the East facade houses the lift overrun and will be articulated further by having signage

<p>east.</p> <p>The panel also supports the inclusion of a grid of balconies at the southern elevation of Building C, fronting onto the primary arrival space within the development. It would encourage further exploration of its detailed design, to achieve an appropriate grandeur and visual weight, to reflect the 'civic' nature of this elevation. The panel welcomes the additional detail about the four-storey blocks (H, I, J) at the north-eastern end of the Hale Wharf site. These are generally working well, and seem generously proportioned, and well-considered in terms of orientation, outlook over the water, and defensible space at ground level.</p> <p>At a detailed level, it would encourage further consideration of the stairwells within the maisonette blocks (H,I,J). The inclusion of windows within the stairwell areas would be welcomed to increase levels of daylight internally. The stairwells themselves are very large in plan; opportunities to utilise some of the unused space for cycle storage or general residential storage would be supported.</p> <p>In addition, the panel would support the inclusion of additional windows above ground level in the side elevations of the maisonette blocks overlooking the cycle stores, in order to provide a good level of passive surveillance.</p> <p>As noted at the previous review, Building K will be an important building for pedestrians arriving across the bridge from Hale Village. The use, nature and visual qualities of this building need further consideration; the panel would like to see more information on this at the earliest opportunity.</p>	<p>identifying the location painted on its brick as is commonly found on industrial wharf buildings.</p> <p>Support noted.</p> <p>The frame of balconies on the south facing elevation of Block C has been refined further to enhance its appearance. Details of its materiality and colour are conditioned by the hybrid consent.</p> <p>Additional fenestration has now been incorporated to into the stairwells.</p> <p>The stairwells are not overly sized and sufficient cycle storage is provided separately.</p> <p>Noted.</p> <p>Windows have now been introduced as suggested.</p> <p>Noted.</p> <p>Block K is currently being marketed for commercial use as per the requirements of the hybrid permission. Following this, it will form part of a further Reserved Matters</p>
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<p>It considers that Building K may be an appropriate location for a provider of managed workspace; it has the potential to be a hub for small creative industries / businesses. It could be a positive addition to the development as a whole, providing a good level of daytime activity.</p>	<p>submission.</p> <p>Noted.</p> <p>As per the response above, the building is being marketed for commercial uses including managed workspace and creative industries. Should however this exercise not attract any viable commercial interest the building will be designed for residential purposes.</p>
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## 8. CONCLUSIONS

- 8.1. The development of the site as proposed in this Reserved Matters application is in accordance with the principles and parameters of the outline planning permission as well and the Council's strategic direction for this area. Overall, the Reserved Matters relating to layout, scale, access, appearance and landscaping as proposed are considered acceptable.
- 8.2. 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.

## 9. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 9.1. Based on the information given on the plans, the Mayoral CIL charge will be £214,690 and the Haringey CIL charge will be £90,345 (with Block K, this will either incur an additional approximate figure of £38,500 (MCIL - £38,500) based on commercial or £55,000 (HCIL - £16,500; MCIL - £38,500) based on residential use.
- 9.2. These are estimated figures based on the plans and 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. The applicant may apply for relief as a Registered Provider of social housing following on from the grant of planning permission.

## 10. RECOMMENDATIONS

**10.1. GRANT PERMISSION** subject to the following conditions:

**10.2. CONDITIONS AND INFORMATIVES**

## **CONDITIONS**

**1. Compliance: Development in accordance with approved drawings and documents (LBH Development Management).**

The approved plans comprise drawing numbers and documents as attached in Appendix 1.

**2. Cycle parking**

Details of the cycle parking facilities shall be submitted to and approved in writing by the Council prior to development prior to development commencing and shall be carried out in accordance with the approved details and to the satisfaction of the Council.

Reason: To ensure satisfactory cycle parking provision in order to promote sustainable modes of transport in accordance with policies 6.1 and 6.9 of the London plan (2016) and Policy SP7 of the Haringey Local Plan (2017)

**3. Signage**

Details of building signage shall be submitted to and approved in writing by the Council prior to development commencing and shall be carried out in accordance with the approved details and to the satisfaction of the Council.

Reason: In order to ensure that the Council is satisfied with the details of the authorised development, in accordance with Policy DM1 in the Haringey Local Plan 2017.

## **INFORMATIVES**

**Original Planning Permission**

The original planning permission HGY/2016/1719 still stands and all its conditions and informatives still apply, in particular materials, landscaping, biodiversity play space, lighting, wheelchair units and SuDS conditions include ongoing requirements. This approval and that permission should be read together.

**Working with the applicant (LBH Development Management)**

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) to foster the delivery of sustainable development in a positive and proactive manner.

**Designing out crime – certified products (Metropolitan Police)**

INFORMATIVE: In meeting the requirements of Approved Document Q pursuant to the building regulations, the applicant may wish to seek the advice of the Police Designing Out Crime Officers (DOCOs) concerning certified products. The services of the Police DOCOs are available free of charge and can be contacted via [docomailbox.ne@met.police.uk](mailto:docomailbox.ne@met.police.uk) or 0208 217 3813.

**Naming of new development (LBH Transportation)**

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

