

Appendix 1: Consultation Responses from internal and external agencies

Stakeholder	Comments	Response
<b>INTERNAL</b>		
<b>Design Officer</b>	<p><b><u>Summary</u></b></p> <p>These proposals are for a primarily residential development, for a significant number of new, well designed, tenure blind housing, to high amenity standards, including for living and amenity space, day and sunlight and protection from noise and pollution. They sit alongside and are coordinated with proposals that would secure the future of the locally listed former pub, housing appropriate community uses that will complement the adjacent local centre. The proposals have been developed over a long gestation of design development &amp; emergence of involvement of the church, careful consideration of main street frontage, leading to proposal for innovative maisonettes along the street frontage. The designs are elegantly composed, in an appropriate brick-based material palette, to appropriate height and bulk, that steps up from the surrounding context and with new pedestrian friendly links across the site in ways that will support a coherent street network, retention of existing trees and enlargement of and improvements to the park.</p> <p><b><u>Site Location and Context</u></b></p> <ol style="list-style-type: none"> <li>1. The site is located in the geographical centre of the borough, on the south side of West Green Road, one of the main East-West streets of the borough, linking Wood Green and Green Lanes close to Turnpike Lane station to Tottenham High Road at Seven Sisters station. It is much closer to the western end of West Green Road, some 400m to Green Lanes, 600m to Turnpike Lane station (whereas it is closer to 2km to Seven Sisters). The site is roughly triangular shaped and bounded by West Green Road to the north-northeast, Stanley Road to the west and Stanley Culross Open Space to the South-Southeast.</li> <li>2. West Green Road is a busy street but is not part of a town centre. Instead it contains a discontinuous series of fragmentary local shopping parades, interspersed with sections of purely residential and other less active uses. The parade of shops</li> </ol>	<p>Comments noted. Materials to be controlled by condition.</p>

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	<p>immediately opposite, from the junction of Stanmore/Waldeck Roads to the west to the junction with Belmont Road to the east of the site, along with the shorter parade on the same side but to the west of the site, from Stanley Road to Harringay Road, is designated a Local Centre. However, no part of the application site is within this. Nevertheless, there is a clear imperative that uses and design on the ground floor of the part of the development along West Green Road be an active frontage and of a robustness to accommodate that.</p> <p>3. The site is immediately adjacent to a public park, known as the “Stanley-Culross Open Space”. The park is designated as Open Space and therefore protected in the Local Plan, but is not of particularly good quality, lacking definition, obvious boundaries, passive surveillance and therefore feeling of safety and security, and apart from its central area containing a playground and sports pitch, consists of a series of “fingers” between developed land. On the south side of the open space, separated from the site by one such, approx. 20m wide finger, is the Mitalee Centre a community centre set behind a large car park facing Stanley Road, with the St John Vianney Roman Catholic Primary School, surrounded by its playgrounds, beyond. There is also a further small public open space, more a “pocket park” known as “Stanley Road Open Space”, at the southern end of Stanley Road, where it meets Hallam Road some 200m south of the site. The application site is therefore well provided for quantity of local public amenity space, although its quality is more variable.</p> <p>4. The preponderant surrounding context is of medium density residential; two and three storey Victorian and Edwardian terraced housing. The houses that line the whole of the opposite, west side of Stanley Road are typical examples of this, as are other streets beyond Stanley Road and north of West Green Road. South east of the open space, some 200m from the site, is the Anstey Walk/Albany Close/Culross estate, a 1960s/70s medium rise red brick housing development, which largely turns its back on the park. There are a couple of recent 4-6 storey “mansion block” type residential developments, further along West Green Road in both directions. These usually have retail on their ground floor facing the main road. Therefore, it is recognised in</p>	

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	<p>the council's Urban Character Study (2015) as being an area of Urban Character for the purposes of the London Plan Density Matrix (Table 3.2).</p> <p>5. The former Duke of Cambridge pub is a Locally Listed Building who's alterations and extension forms part of this development. The next nearest heritage assets are also Locally Listed buildings, at nos. 492 &amp; 290-292 West Green Road and 677 Green Lanes, all distant from the site. Conservation Officer colleagues will deal with the detailed heritage and building conservation issues.</p> <p>6. There is a modest but significant slope across the site from north-west corner, where the existing former pub is; West Green Road slopes gently to the south east, Stanley Road slopes more steeply initially before levelling out; the slope amounts to about a whole floor height.</p> <p><b><u>Planning Policy Context</u></b></p> <p>7. Most of the site is adopted, as SA57 "Red House Care Home" in Haringey's Local Plan; Site Allocations Development Plan Document (DPD - adopted July 2017). The part of the application site not included in the allocation is the former Duke of Cambridge public house, including its outbuildings, on the corner of West Green Road and Stanley Road. However the allocation site also includes land outside of this application site, namely the Mitalee Centre, a small community centre building on Stanley road to the south of the park, and the area of open space between this application site and the Mitalee Centre. The site allocation reads:</p> <p style="padding-left: 40px;"><i>Redevelopment of existing care home and church building to create a mix of town centre and residential uses and potentially a reconfiguration of the open space to the rear.</i></p> <p>Site Requirements include maintenance or increase of the amount and enhancement of the public open space, that uses on West Green Road should complement the Local Centre and for reprovision of existing uses. Guidelines include enhancing the locally listed building, increasing and enhancing the public open space, including links, reducing height to respect amenity of residential and school neighbours and</p>	

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	<p>measures to replace community uses if the Mitalee site is included.</p> <p>8. The site allocation notes that parts of the site were formerly in Haringey Council ownership, stating in the Commentary:</p> <p style="padding-left: 40px;"><i>This site has been identified as being suitable for redevelopment through the Council's ongoing review of its property assets. There is an opportunity to improve the existing Stanley Rd/ West Green Rd open space as part of any future redevelopment, as well as creating development that better addresses West Green Rd.</i></p> <p>The main part of the site was formerly the "Red House", a care home. The building, which is still on site, is a 1960s/70s red brick 2-3 storey structure. Some years ago, the home was deemed surplus to requirements and disposed of; the precise legal state and terms of which are out of the scope of these comments, suffice it to say that it is being treated as a privately owned site by a private commercial developer.</p> <p>9. The other council owned building within the allocation, the Mitalee Centre has also been deemed surplus to requirements but more recently. Whether and if it is to be vacated has not yet been decided though. For this application, these applicants have prepared an indicative scheme to show how a complementary residential development could be built either on the Mitalee site, with the park unchanged, or next to this application site, with that park entrance moved south, next to adjacent to the school, and with more open space in the centre of the park.</p> <p>10. The reason part of the Stanley-Culross Open Space is included in the site allocation is not to replace open space with building. As the allocation makes clear, it is to retain the option of reconfiguring the park, to enable a better development, meet more of the Council's objectives to a greater degree, and/or if reconfiguration could improve the quality, functionality and/or attractiveness of the open space itself.</p> <p>11. The retail frontage opposite the site on the north side of West Green Road, extending east as far as Belmont Road and as far west as Stanmore Road, as well as the same side of the site to its west, between Stanley Road and Haringay Road, but not any</p>	

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	<p>part of the site itself, is designated a Local Centre. This means there is a presumption in favour of retention of retail use <i>within this area</i> (outside of this application site) in Strategic Policies SP10 &amp; Development Management Policies DM43, which come with a recognition that vibrant active frontage is essential to the health of retail centres. It should be noted that Retail and other “town centre compatible” uses continue beyond the bounds of this local centre in both directions, but not to all properties along West Green Road, as noted in para. 2 above.</p> <p>12. The Stanley-Culross Open Space immediately adjacent to the site is designated Open Space in the Local Plan. There are two larger parks, with more extensive (and better quality) landscaping and facilities, within 400m of the site; Ducketts Common, designated Open Space and Historic Park, to the west and Downhills Park, designated Metropolitan Open Land and (parts) Historic Park and Site of Importance for Nature Conservation, to the north and east. There are no other relevant planning designations on or close to the site.</p> <p><b><u>Principal of Development &amp; Masterplan</u></b></p> <p>13. The principle of development with the proposed residential and community (church and associated café and nursery) uses is established by and in accordance with the Site Allocation.</p> <p>14. The site allocation does not explicitly require a masterplan for the entire allocation site (and does not consider any land outside this allocation site.). But the allocation requires that consideration of all parts is included. Therefore it is right and appropriate that these applicants have considered how their proposed development could complement and coordinate with a future development of the Mitalee Centre, with and without a reconfiguration of the park, and they have embedded within the very principles of their proposals that they will contribute to improvement of the open space.</p> <p><b><u>Height, Bulk &amp; Massing</u></b></p> <p>15. The overall strategy of these proposals on height is to respond to prevailing</p>	

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	<p>neighbouring heights, with complimentary height where in close neighbouring proximity, being of 5 storeys (4 storeys with a set-back 5<sup>th</sup>) onto Stanley Road opposite 2 storey terraced houses, and adjacent to the three-storey retained former pub. It then steps up to a maximum of six storeys in the centre of the site (5 storeys with a set-back 6<sup>th</sup>). This range of heights is appropriate for a larger site in a higher density urban location, with good public transport accessibility (it has a very good PTAL of 6a) that is nevertheless surrounded by 2 and 3 storey existing buildings.</p> <p>16. The range of heights across the proposal is detailed to subtly and sensitively step up and create appropriate and pleasingly proportioned elevations of human scale. This includes the consideration that five and six storeys, in the form of four and five storey blocks with distinctive “base” ground floors and set-back “attic” top floors, are appropriate for the main West Green Road frontage, up to and including the park edges. The stretch of the West Green Road adjacent to the former pub (itself to have an additional, set back floor taking it from three to four storeys) is designed as a 5 storey building, but with the ground floor a higher, “height-and-a-half” floor accommodating two storey maisonettes exploiting the slope in the site.</p> <p>17. These proposals will not have an impact on neighbours due to the efforts to reduce height where it gets closer to existing buildings. It will however form a more mansion block type of presence to the edge of the park and into West Green Road. This is the north side of the park, so it will not overshadow the space, which has always been one set amongst buildings, a park from which the surrounding buildings have always been visible, rather than one from which only trees and vegetation can be seen. These blocks do not form a continuous “wall”, but have significant gaps in them from the park, from Stanley Road and the eastern end of the West Green Road frontage.</p> <p>18. Existing mature trees are to be retained along the mid points of the Stanley Road frontage and towards the western end of the West Green Road frontage. These will mark where paths cut through the development site, separating Block A from Blocks B and C, allowing views of the park from the respective streets and views of the tree (as well as tantalising glimpses of the streets) from the park. The view of the development from the park will therefore be of three modestly scaled mansion blocks,</p>	

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	<p>of 5-6, 5 and 6 storeys, west to east, with gaps between them through which sky, a tree and a glimpse of street can be seen.</p> <p>19. From West Green Road, the retained tree and set back of Block B compared to Block A and the existing buildings along the street will “announce” the presence of the park when approaching from the west. The rising height of the buildings, from 3 (+ set-back 4<sup>th</sup>), to 4 (+set-back 5<sup>th</sup> and disguised 2 storey base) to 5 + set-back 6<sup>th</sup> at the corner of the park, will act as a rising crescendo further marking the park. Approaching from the east, Block B will form a “bookend” to the park and “announce” the local shopping parade and rising density of development as the busier town centres and transport interchanges of Green Lanes / Wood Green / Turnpike Lane are approached.</p> <p><b><u>Pattern of Development, Streetscape Character &amp; Approach</u></b></p> <p>20. The key street frontage is to West Green Road, and this is reflected in placing a more urban block here, close to the pavement edge, following the street line, following a rhythm comparable to other street-lining terraces and joining up to the retained existing former pub, which is to become the relocated and improved church. Block A recognises the importance of maintaining &amp; reinstating a lively local shopping street frontage, with the front room of the former pub, attached to the church to become a community café and the main community outreach facility for the pub. The remainder of its West Green Road frontage was originally to be retail or community use, but following discussions, residential use is now proposed, with active frontage maintained by their being maisonettes with regularly, closely spaced front doors onto the street.</p> <p>21. The character of the streetscape changes at the park. Therefore there is an opportunity and logic to break from strict adherence to lining the street, to a more relaxed, green frontage as it gets close to the park, enhanced by the opportunity of retaining existing semi-mature trees in front of the entrance to the existing Red House (or replacing them with new trees); the trees as existing form a visual termination to the shopping parade and indication of the presence of the open space beyond, when</p>	

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	<p>viewed in more distant views down West Green Road. This the proposal does by creating a break where there is an existing tree in front of the former care home, to create a courtyard leading to a new public footpath through to the park beyond.</p> <p>22. The path through from West Green Road to the park would start with an entrance court off West Green Road, centred on the retained tree(s), forming a focus for the entrances to Blocks A &amp; B; these are proposed to be in each corner of the court, with the throat of the path to the park in the centre. The path narrows between the closest points of Blocks A &amp; B, before opening out into an area of the site that is to become an extended area of the park, giving the park a squarer corner and greater size and spatial definition at its heart; ground floor flats to the rear of Block A also have garden gates onto this extended park; these are not their front doors though, as the park is not seen as a street frontage, but they will add to passive surveillance and activity to the park edge. The option of installing gates here is allowed for, although the rest of the park is not currently fenced or gated.</p> <p>23. A further path is proposed from Stanley Road into this area of extended park, again focussed on an existing mature tree that will be retained, on the Stanley Road frontage of the site. This path separates Blocks A and C, and flats on the ground floor of Block C have front doors onto the path. The main entrance to Block C was previously off this path, but following officers' advice, this has been moved to Stanley Road, giving the block much greater presence on the street.</p> <p>24. The path is separated from Block A by the car park and service entrance to the development, especially the church element. There is an undoubted difficulty in integrating the need for a car park, with a wide car park entrance to provide vision splays and space before the gate, into the Stanley Road frontage, albeit that there is an existing car park entrance there. Urban design preference would ideally be to reinstate a consistent wall of residential frontage along Stanley Road, compatible with the opposite side of that street. But such an approach would need that to be a lower rise, two or three storey "terrace" the alternate; not only would provision of the car park be difficult but so would retention of the mature tree. Instead the proposal is for Block C to be more in the typology of a Mansion Block, of a scale comparable to the</p>	

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	<p>extended former pub, with a significant gap between the two, comparable to the significant gap on the other side of Block C. The advantages of providing a car park that is comparatively screened, partially underground, any yet nevertheless has an entrance of an open and green landscaped character, are also significant.</p> <p>25. Overall, blocks are approached in clear and direct ways from the public street network, leading to a clear, obvious and characterful residential access cores; in each case provided with plentiful daylight and distinctively coloured lift cores. Wherever possible, ground floor flats and maisonettes have their own front doors off the street or public paths, all of which are animated with regularly spaced front doors and windows providing passive surveillance.</p> <p><b><u>Elevational Treatment, Materials and Fenestration, including Balconies</u></b></p> <p>26. All the elevations are designed with care and considerations for proportions and composition, with distinct base, middle and top, orderly arranged fenestration and balconies, and appropriate materials. Along West Green Road, Block A joins onto the retained former pub, albeit separated by a glazed and decorated slot, that acts as the main entrance to the church, animated with a coloured glass “blade” marking the church from afar. Block A then picks up on the gradation of the elevation of the former pub, with a taller and slightly recessed base in a darker brick, a three storey, lighter brick middle and a set-back, attic top; in each case a modest step up from the height of those elements in the former pub.</p> <p>27. The West Green Road frontage of Block B also follows a similar gradation, with a slightly less tall but this time projecting base, incorporating the darker brick in panels, a four-storey middle and a matching top. Similar treatment to the West Green Road frontages turn into the entrance courtyard, while as the elevations turn into Stanley Road, the park or the paths between the blocks, the darker brick of the base becomes the garden walls only, with the four or five storey “middle” sitting grounded, as pavilions in the landscape. The attic set-back top floors are consistent across all blocks and are proposed to be in a bronze metallic cladding, which will match metal details elsewhere, such as balustrades, window frames and the projecting</p>	

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	<p>wintergardens along West Green Road.</p> <p>28. The applicants' brick-based palette is welcome as a durable, appealing and contextual material. The idea of a darker brick for the West Green Road lower floors and for garden walls elsewhere, and a lighter brick elsewhere is likely to be appropriate and to respond in a complimentary but not imitative manner to the variety of bricks found in surrounding existing buildings. Textured brick panels are proposed to give a sense of order and proportion to some parts of the elevations as the stacked wintergardens will achieve on the West Green Road elevation, whilst the stacked recessed balconies will give a similar sense of order to the park elevations. Communal lift and stair cores are distinguished with colour to solid elements, full height partially or wholly obscured glazing to stairs and landings.</p> <p>29. Precise choice of brick, mortar and 1:5 detailing of crucial junctions (including window, door and recessed balcony cills, jambs and heads, all soffits and parapets) should be subject to condition. Details that will be particularly important to get right will include the overhangs on Block A (to the base on West Green Road and the rear, to the wintergardens and access balconies) and the materials and details to the lift and stair cores.</p> <p>30. The design of the church extensions (extensions to the former pub building for the use of the church and its ancillary spaces / uses) are generally positive. There could have been a danger that the complex and vibrant colour scheme could look discordant, but that is more likely to arise as a comment on the drawings than to the buildings as they will be built, as this colourful palette will naturally look considerably more toned down in reality, and it will to some extent fit in well with the busy, vibrant colour palette of the commercial high street context of its location. Their architects' comment that it is important to maintain the appearance of the elevations stepping down the hill of Stanley Road, which is achieved in a distinctive manner that will make the church an individual building, as is appropriate for this sort of use, but one that is not in too sharp a contrast to its context. Again, details and materials should be subject to condition.</p>	

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	<p data-bbox="528 236 1733 268"><b><u>Residential Quality (flat, room &amp; private amenity space shape, size and quality,)</u></b></p> <p data-bbox="528 288 1715 357">31. All maisonette, flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected.</p> <p data-bbox="528 378 1794 520">32. All dwellings meet or exceed the private external amenity space in the London Plan, with private gardens, balconies or roof terraces. This is in addition to the generous, increased and improved public amenity space on their doorsteps. Privacy of amenity space is achieved by all balconies being recessed.</p> <p data-bbox="528 541 1798 868">33. Flats in Block A facing the busy West Green Road are provided with wintergardens in place of balconies; these will provide greater privacy and protection from noise, dust and pollution as well as providing further buffering to the living rooms or (generally) bedrooms opening off them; their projections and angled faces will also allow longer views. These flats are also all dual aspect, even the middle one-bedroom flats having kitchen and bathroom windows on their opposite façade onto the access balconies, allowing cross ventilation and access to the sun. The access balconies are also wide enough to act as additional semi-private amenity space (shared with their four neighbours).</p> <p data-bbox="528 888 1776 1067">34. Single aspect flats, and north facing single aspect flats in particular, are generally avoided. As mentioned above, flats in the long, street-lining Block A, along West Green Road, are dual aspect with access balconies. Blocks B and C, and the rear part of Block A, are more like point blocks providing most flats with a corner location and two (or in some cases three) outlooks.</p> <p data-bbox="528 1088 1771 1230">35. Tenure and affordability of the proposed housing are outside of the scope of Design Officer Comments, but it is worth noting that whatever mix of tenures chosen all blocks and flat entrances are treated equally in terms of appearance and access to amenities; it can therefore be classified as “tenure blind”.</p> <p data-bbox="528 1251 1599 1283"><b><u>Privacy / Overlooking of Proposed Residents and Existing Neighbours</u></b></p> <p data-bbox="528 1303 1760 1372">36. There are no concerns with overlooking and privacy with respect to neighbouring dwellings as at present there are none with rear or side elevations close enough or</p>	

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	<p>facing in the relevant direction to be affected. The only neighbouring existing residents with windows facing the proposed development are front elevation windows facing across West Green Road or Stanley Road. There is normally less expectation of privacy for windows facing the street, especially ground floor windows.</p> <p>37. Having said that, the width of the streets means that the offset from existing to proposed habitable rooms across those streets is around 15m – 20m, which will provide a reasonable degree of privacy; it is widely recognised that 18m is the maximum distance that a human face can be recognised, over which distance alone provides privacy. As the properties concerned are either houses, with back gardens, on Stanley Road, or flats above shops on West Green Road, none of the existing housing concerned is believed to be single aspect, as are none of the proposed dwellings in this application.</p> <p>38. Residents of the new dwellings in this proposal should also have an expectation of privacy from passers-by in the public realm, which in this case not only means streets but also paths through and the public park adjoining (and extended into) the development. This is addressed along the whole of the West Green Road frontage and part of the park frontage by having duplexes, with greater privacy on their first floors; the duplexes in Block A where it is closest to the street are also dual aspect, with most of their habitable rooms facing south onto private gardens away from the street. Where there are ground floor flats, onto the park in Blocks A and B and onto Stanley Road and the new public footpath in Block C, most are dual aspect flats with a side elevation. More significantly most have generous private gardens, giving them screening and distance from the street, park or paths.</p> <p><b><u>Daylight and Sunlight</u></b></p> <p>39. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:</p> <p style="padding-left: 40px;"><i>“...D Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The council will support proposals that:</i></p>	

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	<p data-bbox="770 236 1794 488"> <i>a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;</i>  <i>b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development...</i> </p> <p data-bbox="544 549 1794 762">40. The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings. These have been prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011) , known as “The BRE Guide”.</p> <p data-bbox="544 788 1794 1075">41. The assessment finds that the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight, with only some, modest detrimental effects on windows. The applicants’ consultants carried out a 25° line screening tests on all neighbouring properties, and then carried out daylight (Vertical Sky Component – VSC, and Daylight Distribution – DD) and where appropriate sunlight access numerical tests on 37no. neighbouring properties. This included all the properties facing the application proposal on the opposite side of West Green Road and Stanley Road, as well as several to either side.</p> <p data-bbox="544 1101 1794 1315">42. This assessment found 17 properties would fall below the daylight levels recommended in the BRE Guide to a noticeable degree. However, although these would fall below the 27% recommended VSC, they would all retain levels in the mid 20s, never below 22.99%. This is considered to be a good level of daylight, better than typically available in higher density urban locations. The assessment found no applicable properties would receive noticeably less sunlight.</p> <p data-bbox="528 1340 1794 1364">43. There are no amenity spaces, public or private, existing or proposed, to the north of</p>	

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	<p>the application proposal that could be affected by loss of sunlight in the terms of the BRE Guide.</p> <p>44. Daylight and sunlight levels to the proposed residential accommodation within this proposal showed a reasonably high level of achievement of the BRE standard, a good result for a higher density scheme. In particular, only nine of the rooms assessed do not meet either the Average Daylight Factor (ADF) standard recommended in the BRE Guide and 17 rooms failed the Daylight Distribution (DD) standard. Only four rooms were assessed as failing both, and many these “fails” were very close to a “pass”. Only one flat has no room that passes both recommended standards, Flat 3 in Block C. In most flats affected, one living room or one/two bedroom(s) failed to meet one or both standards but they have living room(s) or bedroom(s) that pass. Since the test was carried out, a late change has been made to the layout of the ground and first floor maisonettes to Block A, which should significantly improve their daylight levels, albeit that those units had only two rooms that each failed one of the standards, passing the other, and in each case very narrowly failed.</p> <p>45. In the case of higher density developments, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London’s Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Therefore, full or near full compliance with the BRE Guide is not to be expected.</p> <p><b><u>Conclusions</u></b></p> <p>46. This proposal is a well-designed redevelopment of an allocated site that sits at the fulcrum between the busy local shopping street of West Green Road and a hitherto</p>	

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	<p>neglected and ill-defined public park. The urban form, bulk, massing and pattern of streets, paths and blocks will help give greater definition and sense of enclosure to the park, as well as increasing its area and improving the condition of its landscaping. It will also help to “sign” and locate the park from West Green Road.</p> <p>47. The proposals recognise and work with the contemporary retail and commercial environment; it would not be realistic to seek to increase the number of retail / commercial units in a local shopping centre with an existing high vacancy rate. The relocation of the currently poorly housed but popular existing church, into a restored, improved and extended former pub, will secure the retention and improvement of a locally listed building and distinct corner, complimentarily to the local centre. There is no shortage of food and beverage “offers”, nor of vacant units suitable for relocation of the existing short-term pub user elsewhere along West Green Road. The greater number of residents that could be accommodated in this development would bring a significant number of new customers to the street.</p> <p>48. These proposals have been masterplanned and engaged in collaborative design with immediate neighbours to ensure it would complement and be coordinated with future developments. More importantly, these proposals are elegantly designed to produce a high standard of residential accommodation that will significantly enhance the appearance of its surroundings.</p>	
<p><b>Conservation Officer</b></p>	<p>The proposal is for redevelopment of the wider site, to include refurbishment and extension of the historic pub to provide church premises, a café, and residential accommodation on upper floors. The former pub space would form a café associated with the church, which would have an active frontage addressing West Green Road. The proposal includes works to refurbish the street facing facades of the historic building including restoration of original features, and refurbishment of the pub frontage having regard to the original design and proportions. This work would provide considerable enhancement to the appearance of the building and its contribution to the street scene.</p>	<p>Comments noted. Additional heritage specific drawings to be secured by condition.</p>

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	<p>New buildings proposed to the east of the pub along West Green Road, while slightly larger in scale than the original terrace, would reinstate the original building line and urban form, replicating the original setting of the pub. This would be a considerable improvement over the current situation.</p> <p>The proposed new building on Stanley Road does not replicate the historic layout. It would adjoin the rear of the pub, obscuring its original form somewhat, and leading to some loss of original fabric at the rear. However, this element of the proposal would also deliver some improvements to the setting of the building when approached from Stanley Road. The rear façade (which was never intended to be widely visible) as well as various unsightly accretions and extensions at the back of the pub, are currently very prominent following the loss of the historic terrace on the east side of Stanley Road. The proposed design would improve upon this by providing an improved building frontage addressing Stanley Road.</p> <p>The proposed roof extension to the historic pub would be set back from both frontages and obscured behind the parapet wall. The proposed simple contemporary design responds to the proportions and fenestration pattern of the original façade, and would not appear overbearing when viewed from the street.</p> <p>Overall, the proposal would provide considerable enhancement to the historic building and its setting through refurbishment of the street facing facades and pub frontage, and reinstatement of the original building line along West Green Road. This would outweigh any harm caused through loss of historic fabric at the rear of the building, and extensions to the rear and roof.</p> <p><b>Conclusions:</b> On balance, the proposal would provide some enhancement to the historic pub building and its setting (especially to the West Green Road frontage) that would outweigh any adverse heritage impacts of the proposal. It is acceptable in conservation terms</p>	

Stakeholder	Comments	Response
	<p><b>Recommendations:</b> There is no objection to the proposed development on conservation grounds. Details of the external materials to be used in the development should be secured by condition.</p>	
<p><b>Transportation</b></p>	<p><b>Summary of proposal</b> The proposed site is located in an area with a high public transport accessibility level, PTAL of 6a and is within PTAL walking distance some 600 metres of Turnpike Lane underground and bus station, the site is also located in the Wood Green outer control parking zone which operates Monday to Saturday between the hours of 8am to 6:30pm. The site primary access to the site is via West Green Road, with vehicular access Via Stanley Road. There are a number of existing vehicular crossovers on Stanley Road which provide access to the car park which service the development.</p> <p>Description of Development</p> <p>The applicant is proposing to redevelop the site to provide 83 residential units (C3), replacement of the existing Church (D1) and replacement of the existing nursery D1, provision of a new café of some 100Sqm, 296sqm of new A1 floor space, 19 off street car parking spaces for the new residential development and the D1 church element of the proposal and some 168 secure cycle parking spaces.</p> <p>Existing Conditions Section:</p> <p>The applicant transport consultant Caneparo Associates conducted on street parking beat surveys in the area surrounding the site to determine the levels of on street parking pressures, the surveys were undertaken on Friday 16th and Tuesday 20th March 2018 with overnight surveys conducted between 03:00 and 04:30 when residents are at home and on street car parking is at its highest. The results of the on street car parking surveys concluded that of the 339-361 car parking spaces available within 200 metre radius of the site between 117-153 on street car parking spaces were free with a maximum space</p>	<p>Observations have been taken into account. The recommended legal agreement clauses, conditions and informatives will be included with any grant of planning permission as appropriate.</p>

Stakeholder	Comments	Response
	<p>utilisation of 76%. Based on the data submitted we have concluded that the area surrounding the site is not suffering from high on street car parking pressures. It is also to be noted that the maximum number of free car parking spaces were observed on a Sunday the 18th of March 2018 at 12:00 noon, with some 153 car parking spaces available within the local area.</p> <p>Trip Generation</p> <p>The applicant's transport consultant Caneparo Associates has produced trip generation information for the existing site and the proposed development based on using sites from the TRICS database. The residential aspect of the development proposal will be car free. The 83 residential units will generate a total of 34 in/out trips during the AM peak period and 35 in/out trips during the PM peak period. The majority of the trips some 85% will by sustainable modes of transport.</p> <p>The proposed church will be retained, the applicant is proposing to increase the number of attendees from 150-220 attendees on a Sunday for the AM service between 09:00-13:00 this is the maximum increase in the number of attendees proposed. Based on an increase of some 70 additional attendees we would expect the car driver/ car passenger mode share to increase by 28 attendees assuming a car occupancy rate of 2.4 attendees per car this would result in generating an additional 12 car trips.</p> <p>The nurse and café elements of the development will remain unchanged with 33 pupils and 7 member of staff, as this element of the proposal will remain unchanged, and these are trips that are already on the transportation and highways network, the trip will not be considered as part of this assessment. The retail element of the development is aimed at the local area, with the majority of the trips been generated on foot or by public transport as part of a linked trips. The servicing of the development will be managed by a deliver and servicing plan which will be secured by condition.</p> <p>Parking Provision</p>	

Stakeholder	Comments	Response
	<p>The applicant is proposing to provide 19 car parking spaces including 10 car parking spaces at ground level for the church use and 9 car parking spaces at basement level, 8 of which are wheelchair accessible car parking space and one visitors car parking space. The car parking provision for the wheelchair accessible space equates to 0.11 car parking space per unit. The car parking provision proposed is largely in line with the London Plan. We have also considered that the sites has good public transport accessibility level, this is in line with the Council's Local Plan Policy SP7: Transport, which focuses on promoting travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD, Policy DM32 which support car-free development where:</p> <ul style="list-style-type: none"> <li>a) There are alternative and accessible means of transport available;</li> <li>b) Public transport is good; and</li> <li>c) A controlled parking zone exists or will be provided prior to occupation of the development</li> </ul> <p>This development proposal will be dedicated as a car free development the Council will prohibit the issuing of car parking permits to the future occupiers of the residential element of this development in any current or future control parking zone, residents will be eligible for visitors parking permits. The Councils DM32 requires family sized units to have access to car parking space. The applicant will be required to provide enhance car-club packages for the family sized units to mitigate the lack of off-street car parking space. On balance given that the site is located in an area with a good public transport accessibility level, we have considered that the residential car parking provision proposed is acceptable as the area surrounding the site is located in the Wood Green Control Parking Zone and has not been identified as an area currently suffering from high on street car parking pressures.</p> <p>We will be seeking a financial contribution towards the design and consultation of parking control measure to restrict parking in these areas, the contribution is estimated at £15,000 (fifteen three pounds). This will have to be secured byway of the S.106 agreement. We will also require the applicant to submit a parking management plan for approval before</p>	

Stakeholder	Comments	Response
	<p>the development is occupied; this must be secured by way of the S.106 agreement. Plan Policy SP7 seek to reduce car use and promote travel by sustainable modes of transport, in addition the applicant is proposing to provide a residential travel plan to support the residential aspect of the development; this will be secured by the S.106 legal agreement.</p> <p>The applicant is required to provide cycle parking for the development in line with the 2016 London plan which require, 1 secure sheltered cycle parking spaces per studio and 1 bed unit and 2 cycle parking spaces per 2 or more bed unit, and 4 short stay cycle parking spaces. The applicant is proposing to provide a minimum of 168 secure sheltered cycle parking space, 140 of which will be allocated to the residential aspect of the development the reminder of the cycle parking space will be dedicated the church, nursey and D1 element of the proposal, the number of secure cycle parking proposed is in line with the London Plan. We will require a condition securing the provision of the cycle parking in line with the 2016 London Cycle Design Standard (LCDS) a minimum of 5% of the stands must be able to accommodate larger bicycle, details of the layout must be submitted for approval before any development commences on site.</p> <p>Access and Servicing Arrangements</p> <p>The applicant has forecasted the number of servicing trips in the region of 7-8 servicing trips per day, we have considered that as the servicing of the residential and commercial aspect of the development can be completed via West Green Road and Stanley Road. We will require a service and delivery plan to be secured byway of condition.</p> <p>Highways Layout</p> <p>The proposed development will require changes to the highway network including changes to West Green Road and Stanley Road including the removal of the existing crossovers, providing new vehicular crossovers to access the development and new delivery and serving by on West Green Road to service the A1 commercial element of the development. The cost of the highways works has been estimated at ( ) the cost of the</p>	

Stakeholder	Comments	Response
	<p>scheme must be secured by the S.278 agreement.</p> <p>Travel Plan</p> <p>The applicant's transport consultant has produced a draft travel plan to support the development proposal the travel plan have been assessed using the ATTrBuTe, the travel plan, including the targets and measures proposed in the travel plan are to be secured by the S.106 agreement the applicant will be required to pay £3k for travel pan monitoring for a minimum of 3 years.</p> <p>Conclusions</p> <p>On assessing this application, we have concluded that subject to the following S.106 obligation and conditions the transportation planning and highways authority would not object to this applicant:</p> <p>1. Car-free Development</p> <p>The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p>2. Travel Plan (Residential)</p> <p>Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel</p>	

Stakeholder	Comments	Response
	<p>Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measure to be included as part of the travel plan in order to maximise the use of public transport:</p> <ul style="list-style-type: none"> <li>a) The developer must appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</li> <li>b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident.</li> <li>c) Establishment or operate a car club scheme, which includes the provision of 2 car club bays and two cars with, two years' free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 2 years. And enhanced car club membership for the family sized units including 3 years membership £100 (one hundred pounds) per year from membership for 3 years.</li> <li>d) We will also like to see Travel Information displayed at strategic points within the development.</li> <li>e) The travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year.</li> <li>f) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per travel plan to monitor the initiatives for a minimum of 3 years.</li> </ul> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>3. Work Place Travel Plan</p> <p>A Work Place travel plan must be secured by the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.</p> <ul style="list-style-type: none"> <li>a) The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with</li> </ul>	

Stakeholder	Comments	Response
	<p>the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:</p> <p>a) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.</p> <p>c) The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development.</p> <p>d) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per travel plan to monitor the initiatives for a minimum of 3 years.</p> <p>Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.</p> <p>4. Control Parking Zone consultation CPZ</p> <p>The applicant developer will require to contribute byway of a Section 106 agreement a sum of £15,000 (Fifteen thousand pounds) towards the design and consultation on the implementing parking management measures to the south east of the site, which are currently not covered by a control parking zone and may suffer from displaced parking as a result of residual parking generated by the development proposal.</p> <p>Reason: To mitigate the impact of the residual parking demand generated by the proposed development on existing residents on the roads to the south east of the site.</p> <p>Reason: To ensure that any residual car parking demand generated by the development proposal will not have any adverse impact on the local highway network and the residential amenity of the existing local residents.</p> <p>5. Section 278 Highway Act 1980</p> <p>The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway,</p>	

Stakeholder	Comments	Response
	<p>measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. In addition, the cost estimate is based on current highways rates for the permanent highways scheme. The developer will be required to provide details of any temporary highways scheme required to enable construction or occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate. The cost of the S.278 works have been estimated at (thousand pounds) and must be indexed linked and reviewed annually or before the implementation of each phase of the highway works. Reason: To implement the proposed highways works to facilitate future access to the development site.</p> <p>6. Parking Management Plan</p> <p>The applicant will be required to provide a Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including the wheel chair accessible car parking space for the commercial car parking spaces. The residential car parking spaces must be allocated in order of the following priorities regardless of tenure (Private/ affordable):</p> <ol style="list-style-type: none"> <li>1. Parking for the disable residential units 10% of the total number of units proposed 8 ( eight)- wheel chair accessible car parking spaces)</li> <li>2. A minimum of 1-wheel chair accessible car parking space for the commercial element of the development.</li> <li>3. Family sized units 3+ bed units</li> <li>4. Two bed 4 four person units</li> <li>5. Two bed units</li> <li>6. one bed units and studios.</li> </ol> <p>Reason: To ensure that the allocation of the off street car parking spaces is in line with the Council's development management DMPD Policy DM 32 which seeks to priorities parking to family sized units.</p>	

Stakeholder	Comments	Response
	<p data-bbox="528 272 1216 308">7. Construction management and Logistics Plan.</p> <p data-bbox="528 347 1787 711">The applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on West Green Road, Stanley Road, and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods, the plans must take into consideration other site that are being developed locally and were possible coordinate movements to and implement also measures to safeguard and maintain the operation of the local highway network.</p> <p data-bbox="528 751 707 786"><b>Conditions:</b></p> <p data-bbox="528 791 1037 826">1. Cycle parking Design and Layout</p> <p data-bbox="528 866 1767 970">The applicant will be required to provide the correct number of cycle parking spaces in line with the 2016 London Plan in addition the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard. Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard.</p> <p data-bbox="528 1086 909 1121">2. Electric Charging Points</p> <p data-bbox="528 1161 1792 1265">The applicant will be required to provide a total of 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion. Reason: To comply with the Further Alteration to the London Plan and the London, and reduce carbon emission in line with the Council's Local Plan Policy SP4.</p>	

Stakeholder	Comments	Response
	<p>3. Delivery and Servicing Plan and Waste Management Plan.</p> <p>The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p>	
<b>Housing</b>	<p>The plans, mix and tenure for this scheme have been assessed by Housing and Growth and they (we) are fully supportive of the proposals.</p>	<p>Comments noted.</p>
<b>Parks</b>	<p>Yes, we are happy to adopt the additional piece of land as long as the increased maintenance costs are covered/funded as part of the arrangement.</p>	<p>Comments noted. Management and maintenance contribution secured.</p>
<b>SUDS (Drainage) Officer</b>	<p>I've taken a look through the revised drainage strategy for the site which is now more comprehensive. I believe it has covered the elements that we had a chat about.</p> <p>I note there's a pump proposed in the basement level I couldn't see anything in the maintenance plan regarding this and what measures would be in place should the pump</p>	<p>Comments noted. Condition attached in respect of</p>

Stakeholder	Comments	Response
	<p>fail.</p> <p>The proposed strategy meets Haringey's criteria and we are satisfied this can proceed at this stage.</p>	<p>drainage management and maintenance.</p>
<p><b>Carbon Management</b></p>	<p><b>Energy Strategy</b>  The energy strategy submitted is set out as per the London Plan guidance under Lean, Clean and Green Energy. Over all the scheme delivers the 35% minimum standard and achieves a 36% reduction in CO<sub>2</sub> overall through Lean, Clean and Green Measures.</p> <p>The applicant has set out what they will achieve, but there is no detail on how they will achieve this in line with the GLA guidance on Energy Strategies.</p> <p>The relevant sections and the Carbon Management Services comments are below.</p> <p><b>Lean Energy</b>  The development will deliver CO<sub>2</sub> emissions reductions 3% carbon reduction through energy efficiency measures. But there are no U-values given and measures employed that will achieve this.</p> <p>This should be conditioned:</p> <div data-bbox="546 1046 1800 1378" style="border: 1px solid black; padding: 5px;"> <p><b>Suggested Condition</b>  You must deliver the energy efficiency standards (the Lean) as set out in "Energy &amp; Sustainability Statement 423 West Green Road, London, N15 3PJ", dated April 2018, by Energy Rating Services.com Ltd.</p> <p>The development shall then be constructed and deliver the reduction in Carbon Emissions through U-values only. Achieving the agreed carbon reduction of 3% beyond BR 2013. Addressing the dwellings, and commercial areas. Confirmation that</p> </div>	<p>Comments noted.  Conditions and legal agreement clauses included.</p>

Stakeholder	Comments	Response
	<p>these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.</p> <p>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> <p><b>Reason:</b> To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p><b>Clean Energy</b> The development does not set out how on site heating and hot water loads will be generated efficiently. This should address all the dwellings, and commercial areas. There are no details on the reduction in CO<sub>2</sub> based on this.</p> <p><b>Action:</b> To get the applicant to review their heating and hot water strategy. This should highlight carbon reduction and efficiencies delivered. This may include community heating and hot water strategies, which are expected in policy. It should also demonstrate the efficiency standards of any equipment to be used on the site.</p> <p>To resubmit the Energy Strategy confirming the position for efficient heating and hot water loads, and the equipment and the location of the equipment to deliver this. Once confirmed this will be conditioned to be delivered.</p> <p><b>Green Energy</b> The Council has a policy (SP:04) that requires a minimum of 20% reduction in carbon emissions through the use of renewable energy, working towards Zero Carbon. The London Plan policy 5.7 states “major development proposals should provide a reduction in</p>	

Stakeholder	Comments	Response
	<p>expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.”</p> <p>The development’s Energy Strategy states that 332 PV Panels should be installed to deliver the required 36% reduction (covering and area of at least 531.2m<sup>2</sup>). This is then contradicted by the submitted Roof Plan of the development, which only shows space for 24 panels.</p> <p><b>Action:</b> For the applicant to clarify how the expected 36% carbon reduction will be delivered on site. And ensure that maximum opportunities for renewable technologies are delivered (i.e. all available space is covered in panels). To display this on roof plans.</p> <p>And to resubmit the Energy Strategy confirming the position on maximizing renewable energy generation on site. Once confirmed it will be conditioned to be delivered.</p> <p><b>Offsetting.</b> Due to issues above (on Clean and Green issues) the final offsetting payment cannot be calculated. But this will be based on the published London Plan price of £1,800 per tonne. And ensure that the development deliveries the Zero Carbon Standard. Once confirmed this will be secured through s106 agreement.</p> <p><b>Overheating</b> There is no overheating assessment. This is required to ensure that the dwellings do not overheat now, and in the future. There are several single aspect units, which are at high risk from overheating.</p> <p><b>Action:</b> Modelling should be undertaken on 4 units (approx. 5% of units) following the GLA guidance, which sets out the methodology of modelling residential units. This should follow TM52 using the London Weather Profile TM49. And should incorporate the following:</p>	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> <li>- The units that should be modelled are: Flat B20 Block B - 5th Floor, Flat B16 Block C – 4th Floor, Flat C19 in Block - 4th Floor, and Flat A25 in Block A, 4th Floor;</li> <li>- The development should use the urban dataset (the London Weather Centre dataset). This is most reflective of the climate location and its metropolitan town centre design and issues.</li> <li>- The Council expects high emissions scenario to be modelled for the 2050's. And high emissions scenario to for the 2080's. This is based on the latest data presented by the Climate Change Committee on future scenarios.</li> <li>- The future weather patterns cover timeframes and projected impacts over the future time periods - the 2020s, 2050s and 2080s (each a 30-year period centred on the stated decade). The building will demonstrate full compliance in the 2020's and 2050's through passive and building design solutions. This should be based on building and design assumptions, and not occupancy requirements (eg Blinds / heavy curtain are a occupancy issue, which are not covered by planning). Alongside this the 2080's should also be modelled, but due to the challenging nature of the overheating risk 60 year from now, a mechanical cooling strategy may be consider and should be set out. This will enable that these cooling strategies can be retrofitted with ease to all units, and will not impact on visual design of the development.</li> </ul> <p><b>Sustainability</b></p> <p>The development has set out that it will achieve a BREEAM BREEAM UK New Construction 2014 targeting Very Good rating. This assessment only covers the non-domestic part of the development.</p> <p>There is no auditable assessment of sustainability for the domestic units. As this development type makes up the larger share (in %) of the development this should be addressed. Such as the Home Quality Mark 4 star, or LEED Gold standard.</p>	

Stakeholder	Comments	Response
	<p data-bbox="530 272 1323 308">Suggested Condition for the Non-Dwelling development.</p> <div data-bbox="530 308 1760 1197" style="border: 1px solid black; padding: 10px;"> <p data-bbox="539 347 1704 456">You must deliver the sustainability measures as set out in “Energy &amp; Sustainability Statement 423 West Green Road, London, N15 3PJ”, dated April 2018, by Energy Rating Services.com Ltd.</p> <p data-bbox="539 496 1733 715">The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of Very Good under the BREEAM UK New Construction 2014 Assessment, and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p data-bbox="539 754 1742 1007">In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p data-bbox="539 1046 1742 1155"><b>Reasons:</b> In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.</p> </div> <p data-bbox="530 1273 1760 1377"><b>Action:</b> For the Applicant to demonstrate the Sustainability of the development through an auditable mechanism for the domestic units. Once the method and the outcome is agreed, this should be conditioned.</p>	

Stakeholder	Comments	Response
	<p data-bbox="526 272 674 304"><u>Additional</u></p> <p data-bbox="526 347 792 379">My comments are:</p> <ul data-bbox="577 422 1787 751" style="list-style-type: none"> <li data-bbox="577 422 1787 528">- The units when fitted with internal blinds do not overheat under 2020 weather patterns. But to achieve this they do have to rely on openable windows. They did not comment on the noise / air quality issues on this.</li> <li data-bbox="577 571 1787 751">- Under 2050 weather patterns the units overheat. And the applicant recommends Air Conditioning to be fitted. But they do not set out how this achieved or who is responsible for this. It could be fitted to the front of the flats, but this will impact on the visual appearance of the scheme. Or it could be done centrally and therefore require internal conduit space for future measures such as air vents.</li> </ul> <p data-bbox="526 794 1621 826">To conclude this I would recommend that we include the following conditions:</p> <ul data-bbox="577 869 1800 1375" style="list-style-type: none"> <li data-bbox="577 869 1800 1082">- That the submitted Overheating Strategy (Overheating Risk Analysis Report, 423 West Green Road, London, by ERS Consultants) will be delivered on the scheme as set out. And that any alterations to the scheme which may impact on the results of this Analysis (such as blinds, glazing – size and specification, air change rates etc) must be approved by the Council. And any impact on the overheating risk that these alterations may bring are mitigated.</li> <li data-bbox="577 1125 1800 1375">- Before commencement on site that the applicants submit an Overheating Management Plan. This Plan will set out how the identified future measures to reduce the overheating risks will be installed to the units. This will set out: <ul data-bbox="674 1236 1787 1375" style="list-style-type: none"> <li data-bbox="674 1236 1787 1305">○ what the best measures to reduce overheating risk are under 2050 weather files;</li> <li data-bbox="674 1310 1787 1375">○ who is responsible to fit them and how residents will be able to get them fitted quickly at cost; and</li> </ul> </li> </ul>	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> <li>○ confirm and ensure that these measures will not impact on the visual appearance of the development.</li> </ul>	
<p><b>Pollution</b></p>	<p><u>Air Quality:</u></p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• promote sustainable design and construction to reduce emissions from the demolition and construction of buildings;</li> <li>• 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)).</li> <li>• Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site.</li> </ul> <p>I recommend the following conditions:</p> <p><u>Air Quality Assessment:</u></p> <ul style="list-style-type: none"> <li>• An Air Quality Neutral Assessment, taking into account emissions from boilers and combustion plant and road transport sources must be undertaken and submitted</li> </ul>	<p>Comments noted. Conditions included.</p>

Stakeholder	Comments	Response
	<p>for approval.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p><u>Contaminated Land:</u></p> <p><u>CON1</u></p> <p>Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. 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.</li> <li>3.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: - <ol style="list-style-type: none"> <li>a. a risk assessment to be undertaken,</li> <li>b. refinement of the Conceptual Model, and</li> <li>c. the development of a Method Statement detailing the remediation</li> </ol> </li> </ol>	

Stakeholder	Comments	Response
	<p>requirements.</p> <p>4.The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>5. 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><u>CON B:</u></p> <p>Before development is occupied:</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 approved in writing by the Local Planning Authority before the development is occupied.  <u>Reason:</u> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><u>Combustion and Energy Plant:</u></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><u>Reason:</u> To Comply with Policy 7.14 of the London Plan and the GLA SPG</p>	

Stakeholder	Comments	Response
	<p>Sustainable Design and Construction</p> <p><u>Management and Control of Dust:</u></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</p> <p>NRMM</p> <ul style="list-style-type: none"> <li>• 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 <a href="http://nrmm.london/">http://nrmm.london/</a>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</li> </ul> <p><u>Reason:</u> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p>	

Stakeholder	Comments	Response
	<ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><u>Reason:</u> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p><u>As an informative:</u> Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
<p><b>Waste Management Officer</b></p>	<p>The proposed allocation of waste receptacles in the application are sufficient however the following points are not clear.</p> <ul style="list-style-type: none"> <li>• Waste receptacles must be within 10 metres of waste collection vehicles</li> <li>• Gradients must be no greater than 1:20 surfaces should be smooth and sound, concrete rather than flexible</li> <li>• Dropped kerbs should be installed as necessary</li> </ul> <p>Commercial waste must not be stored or collected with residential waste. Arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of</p>	<p>Comments noted. Waste provision appears to match these requirements but further details shall be secured by condition.</p>

Stakeholder	Comments	Response
	<p>an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection because it is unclear if arrangements have been made for the storage of all waste receptacles as stated above.</p>	
<b>Building Control</b>	No objections raised.	Noted.
<b>Regeneration</b>	No objections raised.	Noted.
<b>Tree and Nature Conservation Manager</b>	<p>In principle, I have no objection to this proposed development. The two most significant trees on site (T34 &amp; T44) are to be retained and protected. It is proposed to remove six other trees, all are of low quality and value and should not be an impediment to development. The planting of new trees will mitigate for the loss of tree cover.</p> <p>The new landscape plan must include a variety of new trees, both native and non-native and of different nursery sizes. This will greatly improve the sustainability of the site, enhance biodiversity, while also increasing the quality of life for future residents.</p> <p>The Arboricultural report outlines how the retained trees will be protected, in accordance with industry best practice. The report details how works within the Root Protection Areas must be carried out. The Tree Protection Plan shows the location of the protective fencing and ground protection during the demolition and construction stages.</p> <p>Please ensure planning conditions are made to include the following;</p> <p>A method statement must be submitted to specify the design and installation method for</p>	<p>Comments noted.</p> <p>Conditions included for tree protection and landscaping.</p>

Stakeholder	Comments	Response
	<p>the foundations proposed for this scheme.</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Arboricultural Consultant, Council Arboricultural Officer, Parks Manager and Contractors) to confirm construction details and protection measures to be installed for trees and park.</p> <p>Robust protective fencing / ground protection must be installed prior to commencement of demolition activities on site and retained until completion. It must be designed and installed as specified in the Arboricultural report and outline Method Statement.</p> <p>The tree protective measures must be inspected by the Council Arboricultural Officer, prior to any works commencing on site.</p> <p>The tree protective measures must be inspected weekly the Arboricultural Consultant and reports sent to the Council Arboricultural Officer.</p> <p>All construction works within the Root Protection Areas or that may impact on them, must be carried out under the direct supervision of the Arboricultural Consultant.</p>	
<b>Noise Specialist</b>	<p>There's no objections made in principle to this proposed development, the internal noise level within habitable rooms can be met, as well as the condition imposed for music from the church. As it appears that the nursery play area falls in close proximity to residential units I would suggest that there's a restriction on the hours of operation of the nurseys as well as the times and the number of children utilising the play area at any one time.</p>	<p>Comments noted. Conditions included.</p>

<b>EXTERNAL</b>		

<p><b>Financial Viability Consultant</b></p>	<p>We have undertaken an assessment of the proposed Development with 30% affordable housing (8 shared ownership units and 14 affordable rent units).</p> <p>Taking into account the recommended amendments outlined in paragraph 5.2 of this report, we have concluded that the proposed Development with 30% affordable housing (8 shared ownership units and 14 affordable rent units) generates a surplus of £204,414 that could be used for further Section 106 payments (should this be justifiable in planning terms) or a commuted sum payment.</p> <p>For the reasons outlined in section 5.3, we recommend the Council include a review mechanism in the Section 106 Agreement.</p> <p><u>Additional</u></p> <p>After review of the additional information provided by BF [Braiser Freeth – applicant’s viability consultant], we have undertaken an updated appraisal to establish the quantum of affordable housing that could viably be provided on-site. We have concluded that the proposed Development is able to viably provide 21.5% affordable housing (6 shared ownership units and 11 affordable rent units) in addition to a commuted sum payment of £93,742.</p>	<p>Comments noted. A significant increase in affordable housing provision has been secured.</p>
<p><b>Thames Water</b></p>	<p>Waste Comments</p> <p>With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.</p> <p><a href="https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services">https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</a></p>	<p>Observations have been taken into account and conditions and informatives included as appropriate.</p>

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer

Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>.

#### Water Comments

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your->

	<u>development/Working-near-or-diverting-our-pipes</u>	
<b>London Fire Service</b>	<p>The Brigade is not satisfied with the proposals. As compliance with part B5 of the building regulations is not shown.</p> <p>This Authority 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. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p> <p><u>Additional</u></p> <p>Following our telephone conversation subject to blocks A &amp; B having the dry riser inlets points visible from the fire appliance parking location we would be happy with the then scheme for fire fighting access the exact location of the inlets can be sorted out at the building stage subject to the developer giving and undertaking to comply with part B5 of the building regulations.</p>	<p>Comments noted.</p> <p>Updated fire safety plans were submitted and adequate fire safety measures shall be secured at Building Regs stage.</p>
<b>Metropolitan Police</b>	<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>Observations have been taken into account and amendments</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> <p><i>We have met favourably with the project Architects to discuss Crime Prevention and Secured by Design (SBD). The Architects have submitted an application form to achieve Secured by Design Accreditation and have agreed to undertake recommendations within the design that will reduce crime.</i></p> <p><i>Whilst in principle we have no objections to the development, we have recommended the attaching of a suitably worded condition and an informative. The comments made can be easily mitigated early if the Architects ensure continual engagement with our department throughout its development and build, by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 3). The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</i></p> <p><b><u>Section 2 - Design Comments:</u></b></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 and discussions with the Architect. Site specific advice may change depending on further information or site limitations as the project develops:</p> <p><b>Boundary Treatment</b> – The site is permeable as it aims to provide access for residents in/out of the Culross open space, but over permeability often leads to ASB and further crime. Recommendations have been made to maintain the aesthetics of the site whilst reducing permeability at the appropriate times.</p>	<p>to the plans made where possible. Condition included.</p>
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### Stanley entrance

- This area has two entrances, one that leads through the residential development and one that leads into the rear of the development to the nursery and community space.
  - **Residential** – A gate has been recommended as the residential street leads into the park area. Its main intention is to allow access during the day hours, but to be closed and fob access controlled (for residents) during night time hours (dusk till dawn). It has also been recommended that there be a gate from the park leading towards West Green road, again to reduce permeability during dusk till dawn hours
  - **Church/Nursery** – The car park area should be gated (self-closing, locking with fob access for residents and audio visual access control to church and should include a boundary fence that meets the original site boundary which faces block C.

**Balconies/Climbing Aids** – Balconies should be designed so that they have flush fitted 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. Such examples cannot be designed out and climbing may be possible then vulnerable properties **must** have PAS 24:2016 doors and glazing.

**Door/Window Specifications** – All accessible doors and windows into the residential development to be accredited to a minimum standard of PAS24:2016. 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.

**Rear access to Ground floor apartments ( to Stanley Cross Park) – Where possible**

should be avoided so as not to encourage “ front door access to apartments” and the perimeter should be minimum of 1.8 metre in height. If remaining then 1.8metre gates that self closing and have the facility to lock.

**Main Communal Entrance doors** – All communal door sets (block A,B and C) to be a single leaf, self-closing, self-locking door accredited to LPS1175:SR2 or STS 202 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.

**Secondary Communal entrance doors** – Secondary doors are to be used to create a lobby/airlock entrance (block A, B and C) which is to be a single leaf, self-closing, self-locking door accredited to LPS1175:SR2 or STS 202 BR2 or PAS24:2016 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.

**Access Control** – It is recommended that a data log-in system with high encryption and access control via a vandal resistant door entry panel with an integrated camera, recording colour images of people entering the premises and allow remote release from the dwelling. 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’.

**Lifts and Access to each floor** – It is recommended that each block utilises smart card technology to ensure that only authorised access occurs on each floor. The case would be fob access to each floor with push button to release to escape to ground floor

**Externally located Refuse and Cycle Store doors** – all doors to be single leaf, self-closing, self-locking door accredited to LPS1175:SR2 or STS 202 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.

**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. Where CCTV is not installed then the provision should be made for its future inclusion.

**Postal strategy** – It would be advised that all post is delivered into the airlock or lobby of each block to reduce postal theft. Post boxes should be securely surface mounted and meet TS009 standard.

**Cycle Storage** – It is noted that the cycle storage in Block C is external and this would be better suited within the lobby area, 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.

It is recommended 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 advertised from the outside to further deter opportunistic crime and access should only be provided to those who register with the Managing Agency.

Visitor cycling to be moved from the entrance of Block A and Block b and placed in the ceiling as a feature, thus avoiding them being used as a seat outside the main entrance. Natural surveillance of the cycle stands also improves

**Bin Storage** – 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.

**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 accredited 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.

**Commercial Units** – West Green road are independent of the residential and the communal use and will be subject to the guidelines of the SbD Commercial guide 2015

**Church/Nursery** – Further consultation is required regarding the Church and Nursery as their needs are very different. Detailed plans of how this would function have not yet been examined and as such the Nursery would fall under the SbD schools guidelines.

Please note that these recommendations are not exhaustive and are subject to further review with the architect and or developer as the development advances.

**Section 3 - Secured by Design Conditions and Informative:**

In light of the comments made, we request the following Conditions and Informative:

**Condition:**

***Prior to the first occupation of each building or part of a building or use, a relevant ‘Secured by Design’ accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained.***

**Informative:**

	<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><b><u>Section 4 - Conclusion:</u></b></p> <p>We would ask that my interest in this planning application is noted and that we are kept apprised 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> <p>Yours sincerely,</p> <p>Lee Warwick 463TP  <i>Designing Out Crime Officer</i>  Metropolitan Police Service</p>	
<p><b>Transport for London</b></p>	<p>Thank you for consulting Transport for London with regard to the above planning application. TfL has the following comments:</p> <ol style="list-style-type: none"> <li>1. A total of 18 parking spaces are proposed across the site. 10 of these are for the church, which already has 10 spaces. This is acceptable.</li> <li>2. 8 disabled parking spaces are proposed for the residential units. This is acceptable as it accords with the London Plan requirement of 1 space per dwelling for 10% of dwellings being provided. An additional visitor/maintenance parking space will be provided for the residential units. It is not clear why this is required, and given the excellent public transport links the site benefits the applicant should consider removing this from the scheme.</li> <li>3. The applicant proposes that 20% of car parking spaces will be provided with active charging facilities, with 20% provided with passive provision for future use.</li> </ol>	<p>Comments noted and will be dealt with by conditions and legal agreement as appropriate.</p>

This is acceptable, however draft New London Plan Policy T6.1 requires that 20% of spaces have active charging facilities and all remaining spaces (80%) have passive provision for future use. The applicant is strongly encouraged to provide this instead. This should be secured by condition.

4. Paragraph 4.6 refers to 3 spaces for 8 residential uses and 29 for the community centre. It is unclear what this means. The applicant should clarify the meaning of this. – typo ask applicant to remove.
5. Residential and retail cycle parking is in line with (or in certain cases exceeds) London Plan standards, which is welcomed.
6. Further details on the number of staff for the church and the number of students and staff for the nursery should be provided so that TfL can be satisfied that the proposals meet London Plan standards.
7. Residential long-stay cycle parking will be provided at the lower ground floor level. The applicant should provide details of how this will be accessed.
8. A mixture of two-tier racks and Sheffield stands will be provided, which is welcome. The applicant should ensure that the two tier racks are provided with a mechanically or pneumatically operated system for accessing the upper levels.
9. In line with draft New London Plan Policy T5, showers, lockers and changing facilities should be provided for staff of the retail/café use and nursery.
10. TfL recommends that a Delivery and Servicing Plan (DSP) and Detailed Construction Logistics Plan (CLP) are secured by condition and pre-commencement condition. In line with draft New London Plan Policy T7, these should ensure a safe, sustainable and efficient pattern of freight.
11. The site is located within the Crossrail 2 safeguarding area. Haringey Council should ensure that the conditions which Crossrail 2 requested are imposed, should the application be granted permission.

**TfL requires the information above to be clarified before we can be supporting of**

	<p><b>this application.</b></p> <p><u>Additional</u></p> <p>I am happy that clarification provided is acceptable to TfL.</p>	
<p><b>Crossrail 2 Safeguarding</b></p>	<p>Thank you for your letter dated 12 July 2018, requesting the views of the Crossrail 2 Project Team on the above application. I confirm that this application relates to land within the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction. If the Council, in its capacity as Local Planning Authority, is minded to grant planning permission, please apply the following conditions on the Notice of Permission:</p> <p>C1 None of the development hereby permitted shall be commenced until detailed design and Construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations have been submitted to and approved in writing by the Local Planning Authority which:-</p> <ul style="list-style-type: none"> <li>(i) Accommodate the proposed location of the Crossrail 2 structures including temporary works</li> <li>(ii) Accommodate ground movement arising from the construction thereof,</li> <li>(iii) Mitigate the effects of noise and vibration arising from the operation of Crossrail 2 within its tunnels and other structures.</li> </ul> <p>The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs 1(i), 1 (ii) and 1 (iii) of this condition on shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied. No alteration to these aspects of the development shall take place without the approval of the Local Planning Authority in consultation with</p>	<p>Comments noted. The condition has been included as required.</p>

	<p>Crossrail 2.</p> <p><b>Informative:</b></p> <p>Applicants should refer to the Crossrail 2 Information for Developers available at <a href="http://crossrail2.co.uk">crossrail2.co.uk</a>. Crossrail 2 will provide guidance in relation to the proposed location of the Crossrail 2 structures and tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the use of the tunnels. Applicants are encouraged to contact the Crossrail2 Safeguarding Engineer in the course of preparing detailed design and method statements.</p> <p>In addition, the latest project developments can be found on the Crossrail 2 website <a href="http://www.crossrail2.co.uk">www.crossrail2.co.uk</a> , which is updated on a regular basis.</p>	
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<p><b>LOCAL REPRESENTATIONS:</b></p> <p><b><i>LETTERS FROM 64 INDIVIDUAL ADDRESSES</i></b></p> <p><b><i>55 IN OBJECTION</i></b></p> <p><b><i>7 IN SUPPORT</i></b></p> <p><b><i>2 COMMENTS</i></b></p>	<p><b>Land Use, Employment and Housing</b></p> <ul style="list-style-type: none"> <li>• Removal of existing short term tenants</li> <li>• Loss of existing residential accommodation</li> <li>• Insufficient affordable and social housing</li> <li>• Loss of jobs and businesses</li> </ul>	<p>These residents are hosted in temporary accommodation and thus were always intended to move on at a later date</p> <p>Existing residential units would be replaced by a greater number of new residential units</p> <p>The amount of affordable housing has been independently tested and found to be above the maximum viable level</p> <p>Small loss of jobs would be outweighed by other benefits of the scheme. Vacant units in</p>
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	<ul style="list-style-type: none"> <li>• Loss of care facility</li> <li>• Church would not serve local population</li> <li>• Excessive number of churches in local area</li> </ul>	<p>local centre that could be re-occupied by displaced businesses. New residents in the area could stimulate the local economy.</p> <p>The Council no longer operates care homes of this type which are now provided by the private sector</p> <p>The existing church has been operational in the local area for many years and serves a local community</p> <p>The anticipated demand for a larger church in this location demonstrates that there is a requirement for additional religious facilities</p>
	<p><b>Size, Scale and Design</b></p> <ul style="list-style-type: none"> <li>• Overdevelopment of the site</li> <li>• Excessive and dominating height</li> <li>• Out of keeping with local character</li> </ul>	<p>Although the development is marginally over the Mayor's density threshold this is considered to be acceptable given the improving public transport links in the area</p> <p>The height is acceptable considering the commercial nature of West Green Road, the existence of developments with a similar height in the local area, and the increasing density of the area</p> <p>The development would be finished in brick similar to that of existing local properties, with an articulation that reflects existing built form.</p>

	<ul style="list-style-type: none"> <li>• Inappropriate design</li> <li>• Lack of fire safety</li> </ul>	<p>For reasons as described above the design would be appropriate.</p> <p>Fire safety is not a planning matter and is controlled by building regulations. Additional fire safety information has been requested and shall be provided ahead of the date of the planning committee.</p>
	<p><b>Transport and Parking</b></p> <ul style="list-style-type: none"> <li>• Increased traffic congestion</li> <li>• Loss of parking availability</li> <li>• Loss of highway/pedestrian safety</li> </ul>	<p>The existing road capacity can manage the additional trips anticipated from this development</p> <p>There is not considered to be significant parking pressure locally that would be adversely affected by the proposal</p> <p>The additional number of trips and proposed on-street parking would be accommodated by existing highway and would not lead to loss of highway/pedestrian safety</p>
	<p><b>Residential Amenity</b></p> <ul style="list-style-type: none"> <li>• Loss of sunlight and daylight</li> </ul>	<p>Sunlight and daylight impacts have been assessed and found to have only limited effects on neighbouring properties or proposed residential quality</p>

	<ul style="list-style-type: none"> <li>• Increased overshadowing</li> <li>• Increased overlooking and loss of privacy</li> <li>• Increased noise disturbance</li> <li>• Loss of security</li> <li>• Disturbance from building works</li> <li>• Increased overshadowing</li> </ul>	<p>The day/sunlight study indicated no negative impact from overshadowing.</p> <p>The separation distance between the development and nearby properties is good so residential privacy would not be adversely affected.</p> <p>Noise would be limited by condition so as not to impact on neighbouring residents</p> <p>Increased overlooking from a vacant site would improve local security. Pedestrian activity would increase on surrounding streets. The development has approval in principle from the Met Police.</p> <p>Building works are a temporary occurrence that are controlled by other legislation</p> <p>Private external areas would not be excessively overshadowed by the proposal</p>
	<p><b>Park, Environment and Public Health</b></p> <ul style="list-style-type: none"> <li>• Loss of open space</li> </ul>	<p>A net increase in open space is proposed</p>

	<ul style="list-style-type: none"><li>• Insufficient improvements to adjacent open space</li><li>• Lack of sustainability</li><li>• Increased environmental pollution</li><li>• Impact on health of local residents</li></ul>	<p>The Council's Parks team are content with the Park improvements and a public consultation will be required prior to final approval of the works</p> <p>The applicant has attempted to maximise the sustainability of the development through solar panels, green roofs and other measures</p> <p>Dedicated waste facilities would be provided for the residential and non-residential uses and local street bins are available for general public use</p> <p>The development is unlikely to exceed emissions benchmarks and construction dust shall be controlled by condition. All other emissions (including noise) and amenity impacts are within reasonable limits and appropriately controlled as necessary.</p>
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