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Committee
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15 January 2024

To: All Members of the Planning Sub Committee

Dear Member,

Planning Sub Committee - Monday, 15th January, 2024

I attach a copy of the following reports for the above-mentioned meeting which were not available at the time of collation of the agenda:

8. **HGY/2023/2357 LAND AT HARINGEY HEARTLANDS, BETWEEN HORNSEY PARK ROAD, MAYES ROAD, COBURG ROAD, WESTERN ROAD AND THE KINGS CROSS / EAST COAST MAINLINE, CLARENDON GAS WORKS, OLYMPIA TRADING ESTATE, AND 57-89 WESTERN ROAD N8 & N22 (PAGES 1 - 74)**

Proposal: Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018.

Yours sincerely

Kodi Sprott, Principal Committee Coordinator
Principal Committee Co-Ordinator

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Planning Sub Committee 15 January 2024 – Addendum Report

ADDENDUM REPORT FOR ITEMS

UPDATE FOR CONSIDERATION AT PLANNING SUB-COMMITTEE Item No. 8

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| Reference No: HGY/2023/2357 | Ward: Noel Park |
| <p>Address: Land at Haringey Heartlands between Hornsey Park Road Mayes Road Coburg Road Western Road and the Kings Cross / East Coast Mainline Clarendon Gas Works Olympia Trading Estate and 57-89 Western Road London N8 & N22</p> <p>Proposal: Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018.</p> <p>Applicant: St William Homes LLP</p> <p>Ownership: Private</p> | |

To note: the numbering as set out in this addendum corresponds with the numbering of each section within the Officers committee report

1. LOCAL REPRESENTATIONS

1 further objection has been received from Parkside Malvern Residents Association (PMRA). The comments are summarised below:

- Wish to raise serious issues and concerns which should be considered
- A snapshot poll over the weekend received 100 objections and has increased since
- Request a deferral of the decision

Officer response: The application consultation took place between 12th September and 22nd October 2023 in which time no comments were received from PMRA, letters were sent to neighbour addresses and site notices were erected around the site.

Prior to that the applicant carried out their own pre-application engagement including a public consultation at the Grace Baptist Church Hall on the 8th of February 2023 where a detailed exhibition of the proposals took place. More recently in October last year the applicant held a meeting with PMRA.

Given no substantive points have been raised and adequate opportunity has been provided for PMRA to formally submit objection, there is no reason to now defer the decision on this application.

2. Additional comments have been received from the Council's independent wind microclimate consultants, Windtech, in their latest comments on the assessment by the applicants' wind microclimate consultants, Urban Microclimate, dated 15th January 2024, have requested further information from the applicants' consultants. In the event that this further information results in the Council's consultants recommending wind mitigation measures would need to be designed into the final building(s) under consideration in this application. An additional condition is included below:

Mitigation of unacceptable wind conditions

Prior to the commencement of superstructure works for the development hereby approved a revised wind assessment shall be carried out by the applicants' wind consultants, incorporating information requested by the Council's 3rd party expert Windtech consultants dated 15th January 2024, to the satisfaction of the Council's 3rd party expert. In the event that the revised report indicates the prevailing wind conditions would not provide comfort levels suitable for the intended use (as agreed by the Council) in all areas of the public realm within and around the site, then modifications to the mitigation measures/or landscaping in this scheme shall be made to provide comfortable wind levels. All details shall be submitted to and approved by the Council and thereafter implemented in accordance with the approved scheme.

Reason: To ensure public safety and amenity of the public realm within and around the development

List of Appendices

Appendix 1 – Summary of consultation responses - is amended to include formal Design comments, Summary of Wind response from 3rd party expert and 1 further objections

Appendix 2 – Further objection from PMRA

Appendix 3 – Summary of conditions and S106 Obligations attached to the outline permission

Appendix 1 – Summary of consultation responses - is amended to include formal Design comments, Summary of Wind response from 3rd party expert and 1 further objections

| Stakeholder | Representations | Officer comments |
|-----------------------|---|------------------|
| INTERNAL | | |
| Design Officer | <p>Formal comments provided</p> <p><u>Contents</u></p> <p>Principle of Development 3</p> <p>Outline Permission and Neighbouring Sites..... 5</p> <p>Masterplan & Streetscape..... 9</p> <p>Height, including Tall Buildings 10</p> <p>Private, Communal and Public Amenity Spaces 17</p> <p>Residential Quality, including Aspect and Privacy 19</p> <p>Daylight and Sunlight 20</p> <p>Quality Review Panel..... 23</p> <p><u>Principle of Development</u></p> <p>1. The proposed “Clarendon Square” development on the former gasworks at Haringey Heartlands is a large and complex masterplanned development that has been under preparation since 2008. An earlier scheme by different architects (Make) was approved in outline in 2012 (HGY/2009/0503). The applicants, National Grid, then entered into a joint venture with Berkeley Homes, as St William, and commissioned new architects (Panter Hudspith) to improve the masterplan and</p> | Comments noted |

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| | <p>progress to development. The replacement hybrid planning application (HGY/2017/3117) was approved in April 2018, with full planning permission for what is being referred to now as “The Southern Quarter”, and outline permission, with an indicative scheme, parameter plans and a Design Code for the rest. One part of the development, known for now as “Block C”, has the same footprint as in the original Make approval, so its revised design has been approved as a separate reserved matters approval and minor amendment (HGY/2017/0821).</p> <p>2. Reserved Matters applications for detailed design of Blocks D1 & 2 (HGY/2019/0362), and Blocks D3 & 4 (HGY/2019/1775) were approved in 2021, followed by Blocks E1-3 (HGY/2020/1851) in 2022. All these, to the south of this application site, are now known together as the Eastern Quarter, and are now under construction, with the earliest approaching completion. This application (HGY/2023/2357) is for Blocks H1, 2 & 3, now known as the Northern Quarter (or a part of it, which may include further phases to the west). This site is at the northern edge of the Clarendon Square wider masterplan site (with outline/hybrid planning permission), with its northern edge bounded by Coburg Road, and eastern edge by Silsoe Road. Further sites that will form later phases of this wider masterplan, Blocks F1, G1 & G2, lie to the west of this Reserved Matters application site.</p> <p>3. A number of Non-Material Amendments (NMAs) have also been made to the hybrid permission and previous reserved matters approvals. These generally are of very minor significance, relating to other parts of the wider masterplan, and are often unrelated to design matters. But one NMA is of particular relevance; this is HGY/2021/1392, approved June 2021, which revised the Parameter Plan PP5; the Parameter Plans control</p> | |
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| | <p>aspects of the outline parts of that hybrid plan, and PP% set maximum and minimum heights for each development plot. This NMA increased the maximum parameter height of Building H1 from 91.10m (AOD) to 110.2m (AOD), an increase of 19.1m. At that time, officers were shown 3d models of the change and the Planning Authority did not consider this amendment to be material.</p> <p>4. Architect Retention - Although Panter Hudspith Architects were retained for the detailed design and reserved matters applications for Blocks D1-4, the applicants switched to Sheppard Robson Architects for Blocks E1-3, and have subsequently retained Sheppard Robson for this application. Approval of any change of architects is subject to a condition (Condition 15) of the original hybrid planning approval, which can be deemed to have been discharged in approval of the most recent previous Reserved Matters application, HGY/2020/1851 for Blocks E1-3 (phase 3b). It remains important, though, that Panter Hudspith architects are retained by the applicants in a supervisory role to check and provide written confirmation, available to the planning authority, that the design principles, code, spirit and integrity of their original design is retained when worked up in detail by other architects, such as in this Reserved Matters application.</p> <p><u>Outline Permission and Neighbouring Sites</u></p> <p>5. This application is for the first three blocks of the seven that make up what is known as “The Northern Quarter” (or Northern and Western Quarters) of the Clarendon Square development. This “quarter” will sit around and to the north of the main urban square of the development (“Clarendon Square” itself), to the north-west of “The Eastern Quarter”, comprising Blocks D1-4 and E1-3 of the overall masterplan. The main</p> | |
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| | <p>north south street through the overall masterplan (Mary Neuner Way / Clarendon Road / “the spine road”), will run south out of the square through the middle of the rest of the overall masterplan, crossing the central “Community Park”, stretching from Hornsey Road to the east to the railway embankment to the west, at the southern edge of the Eastern Quarter. South of the park, the spine road continues, with Blocks A1-4 and B1-4, comprising the “Southern Quarter”, to either side. Block C (or C1, although no other Cs are planned) sits north of the park, west of the spine road and south of where the vehicular roadway bends west.</p> <p>6. The applicants also refer to this application as Phase 4, with the D Blocks referred to by them as Phase 3a, and the E Blocks as phase 3b. Future phases, containing planned F1, G1 and G2 in the outline consent and masterplan, have not yet been submitted for Reserved Matters approval not engaged in any pre-application discussions with the planning authority on their detailed design, these will be to the west of this reserved matters application, the square and the E Blocks, and north of C1, up to the applicants’ western and northern boundaries. There are existing low-rise commercial buildings on these blocks, similar to those on this application site. It is not yet known to the planning authority whether these plots, Blocks F1, G1 & 2, will be progressed as one phase or more than one, nor whether the applicants will refer to them as further parts of the “Northern Quarter” or another, “Western Quarter”, in whole or in part, nor is it considered relevant to consideration of this application.</p> <p>7. The main north-south spine route, running into the square from the south, will continue north of the north-western corner of the square, between the western edge of this reserved matters application site and the future phase(s). At a crossroads with</p> | |
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| | <p>Coburg Road, the street forming the northern boundary of this application site, it will approximately align with the continuation of Clarendon Road; this street continues into the heart of the separate major development site known as Chocolate Factory, to the north of Coburg Road and currently under construction for a high density mix of residential, workspace and town centre uses, and in future plans and site allocations, the Council hopes that it will eventually be extended beyond, into Wood Green Common. The plots immediately north of Coburg Road, known as Mallard and Kingfisher Place, are part of the approved Chocolate Factory masterplan but not part of the current development and in different ownership, however it is to be hoped their existing single and two storey industrial units are soon to be redeveloped along the same lines, specifically with town centre and employment uses on at least the ground and (to the Coburg Road frontage) 1st floor, with further commercial and/or residential above.</p> <p>8. A further low-rise industrial site, Bittern Place, occupies most of the block to the east of this application site, across Silsoe Road, with some small separate 2 storey buildings along its southern edge along Brook Road, which runs east from the south-eastern corner of this RM site, lining up with the street exiting the south-eastern corner of the square. There are no current proposals for Bittern Place, but it is a site allocation for ground and 1st floor town centre or commercial uses and residential above, with tall buildings to the nearest western edge, dropping to lower to its east, where the site backs onto existing terraced and detached 2-4 storey houses on Mayes Road to the east. There is an existing early 20th century industrial building, Chocolate Factory 2, on the north side of Coburg Road opposite Bittern which is expected to be retained, with a further allocated development site beyond that, up to the Duke of Edinburgh pub on the corner</p> | |
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| | <p>of Mayes Road. South of Brook Road, the Clarendon Square site extends a short distance, with currently under construction block D4 having a retail ground floor street frontage. Next to that is the entrance to the masterplan's Ecological Walk footpath running south over the culverted Rover Moselle that forms its eastern boundary, with back gardens of houses on Horsey Park Road. Beyond that is currently the car park to the Iceland supermarket, on the corner of Brook Road and Mayes Road. Planning permission has been granted for a further major redevelopment for this site for retail, workspace and a health centre on the ground and 1st floor, with residential above up to 10 storeys.</p> <p>9. Both Coburg and Brook Roads end in T-junctions with Mayes Road to the east, close to the existing Metropolitan Centre of Wood Green (an important London Plan planning designation), with the back of The Mall and Market facing Brook Road, and further site allocations and plans in the council's draft Wood Green AAP are that a major new east-west town-centre pedestrian/cycle street will branch off Wood Green High Road, between the Library and northern edge of The Mall, to link to Brook and/or Coburg Roads to provide a direct and attractive east-west pedestrian / cycle route from the heart of Heartlands (at this RM site) to the heart of Wood green Metropolitan Centre. This RM site therefore becomes the key crossing point of major north-south and east-west pedestrian and cycle friendly streets, as well as marking the western end of the intended extended Metropolitan Centre, the heart of Heartlands, and the entrance to the Penstock Tunnel path to Alexandra Park to the west, for which significant public realm improvements have been planned and are shortly to commence.</p> | |
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| | <p><u>Masterplan & Streetscape</u></p> <p>10. The buildings in this application, like those of the E Blocks, have a more urban, “town centre” character than the earlier phases and blocks of the wider Clarendon Square development, relating more to the urban square and neighbouring urban streets to the north, north-east, and west, without much relationship to the older existing terraced houses and back gardens to the south-east. This entails greater density and height, and with workspace (use class B1) and town centre retail uses on much of their ground and first floors, and with active non-residential uses (town centre, including retail, or workspace) on all of the main street frontages. In particular, it is envisaged that the urban “market square”, between the Eastern and Northern Quarter will be a major focus of town-centre-like activity.</p> <p>11. Therefore, like the north side of E2 & 3, all parts of this development are designed to have ground floor town centre uses and active frontage to interact with the vibrant space all around them, although Silsoe Road, to the east, will be a less busy street and more suited to back-of house servicing than the square, Coburg Road or shorter linking sides of any of the blocks. Therefore, almost all of this proposals’ servicing including refuse and cycle storage will be from the basement, accessed from the E Blocks to the south and for refuse collection only from Silsoe Road. The proposals have a two-storey base of town centre uses, with bars/restaurants/tap rooms proposed for most prominent location in the masterplan, facing the square, retail/workspace on the rest of the ground floor and workspace/office use covering the whole of the 1st floor of all three blocks, with its receptions in the centre of the north side, facing Coburg Road. The convincing layout of the</p> | |
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proposed town centre and workspace use floors gives design officers strong confidence that the intended vibrant street frontages will be achieved.

Height, including Tall Buildings

12. These proposals include the tallest two buildings in the Clarendon Square overall masterplan, with Building H2-3 rising to 17 and 20 floors and H1 rising to 26 floors.
13. The principle of height such as this was agreed in the original hybrid approval and in a subsequent Non Material Amendment (NMA); HGY/2021/1392, which increased the maximum parameter height of Building H1 from 91.10m (above ordnance datum - AOD) to 110.2m AOD, where the ground level is to be 24.1m AOD. The originally approved height of 67m (91.1-24.1) could accommodate 21 storeys at a typical residential floor to floor height of 3.1m (notwithstanding that the non-residential floor could be expected, and indeed are proposed to be of considerably greater height, so not quite that many floors would be possible). The increase permitted in that NMA is to an 85.1m tall building, which could on the same basis house a maximum of 27 floors. 26 floors are proposed for the tallest part of Building H1 in this detailed Reserved Matters application.
14. Considering each relevant criterion from The London Plan (adopted 2021) tall building policy D9 and Haringey's tall building policy in SP11 of our Strategic Polices DPD (adopted 2013 (with alterations 2017) and DM6 of our Development Management DPD (adopted 2017):
 - LP D9.B: *"1) Boroughs should determine if there are locations where tall buildings may be an appropriate form of development, subject to meeting the other requirements of the Plan. This process should include*

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| | <p><i>engagement with neighbouring boroughs that may be affected by tall building developments in identified locations. 2) Any such locations and appropriate tall building heights should be identified on maps in Development Plans. 3) Tall buildings should only be developed in locations that are identified as suitable in Development Plans". HGY SP11: "an adopted Area Action Plan or existing adopted masterplan framework for the site and surrounding area" - The site is within the areas of both the adopted locations suitable for tall buildings (Policy DM6 in the Development Management Policies DPD, adopted 2017), and in the preferred options consultation draft Wood Green AAP (2018), and identified in the Haringey Urban Characterisation Study (2015), which all identify the northern end of the Clarendon Square site as suitable for tall buildings, without specifying precisely how high.</i></p> <ul style="list-style-type: none"> • HGY SP11: <i>assessment supporting tall buildings in a Characterisation Study" - The council prepared a borough-wide Urban Characterisation Study in 2016, which supported tall buildings in this wider Wood Green-Haringey Heartlands major development area and specifically, that height should rise in this specific location, as one of four high points, marking the centre of the Heartlands regeneration area, the envisaged central town square and the western end of the new east-west route from the High Road to Heartlands, connected to the onward western route via the Penstock Tunnel to Alexandra Park. The Characterisation Study recognises that the railway forms a significant barrier and buffer between the two sides, with the much more sensitive west side of the railway being a much quieter, parkland</i> | |
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| | <p>dominated neighbourhood than the east, as well as the railway corridor being at its widest beside this part of Heartlands, giving a much greater distance, with the broad, wooded embankments providing further buffering between the two areas.</p> <ul style="list-style-type: none"> • LP D9.C.1 a): <i>“development proposals should address ... visual impacts”</i> [long, mid & immediate views]; HGY DM DPD DM6.B.a: <i>“Protect and preserve existing locally important and London wide strategic views in accordance with Policy DM5”</i> – A range of local, intermediate and long distance views of these proposals have been prepared by the applicants in consultation with Haringey design and planning officers, to officer satisfaction. • LP D9.C.1 b): <i>“whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding”</i>; These proposals will be capable of being considered “Landmarks” by being wayfinders or markers within the masterplan, closing vistas of Brook Road and the two stretches of Coburg Road either side of it’s kink, marking a key crossroads on the main north-south street with Coburg Road, and marking the new square from all directions. • LP D9.C.1 b): <i>“architectural quality and materials should be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan”</i>; HGY DM DPD DM6.B.a: <i>“be of a high standard of architectural quality and design, including a high quality urban realm”</i>; HGY DM DPD DM6.C.a: - High quality design especially of public realm is promised in the approved Hybrid Scheme, its | |
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| | <p>accompanying Design Code and Illustrative Scheme, and is promised to be achieved in this detailed Reserved Matters phase for the reasons mentioned in other sections of this document. They should also be capable of being considered “Landmarks” by being elegant, well proportioned and visually interesting when viewed from any direction</p> <ul style="list-style-type: none"> • LP D9.C.1 c): <i>“proposals should take account of, and avoid harm to, the significance of London’s heritage assets and their settings...”</i> - It was agreed at the hybrid approval that no heritage assets nor their settings are affected by these proposals. • LP D9.C.1 g): <i>“buildings should not cause adverse reflected glare”</i> – these residential proposals are for masonry buildings with inset windows framed between brick and reconstituted stone projecting framing which in addition to avoiding solar heat gain, should prevent any glare problem occurring. • LP D9.C.1 h): <i>“buildings should be designed to minimise light pollution from internal and external lighting”</i> – again, given they will be in domestic use and not all window should not be a concern. • LP D9.C.2 a): <i>“the internal and external design, including construction detailing, the building’s materials and its emergency exit routes must ensure the safety of all occupants”</i> – Second staircases have been added to all cores of all blocks, with separate entrances to the street, along with other work by the applicants team, in consultation with their specialist fire consultants, to ensure the proposals are in complete accordance with | |
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| | <p>the latest building regulations , fire prevention, fire spread prevention and means of escape enablement recommendations.</p> <ul style="list-style-type: none"> • LP D9.C.2 b): <i>“buildings should be serviced, maintained and managed in a manner that will preserve their safety and quality, and not cause disturbance or inconvenience to surrounding public realm. Servicing, maintenance and building management arrangements should be considered at the start of the design process”</i> – Servicing has been carefully thought about and designed with care, but is particularly eased by the masterplanned inclusion of a basement level under all of the northern and eastern quarter, providing all the refuse, cycle and plant storage, as well as disabled car parking. Management has also been thought about in the masterplanning of the wider development, including management and resident amenity facilities concentrated in the Eastern Quarter which will be completed before this phase. • LP D9.C.2 c): <i>“entrances, access routes, and ground floor uses should be designed and placed to allow for peak time use and to ensure there is no unacceptable overcrowding or isolation in the surrounding areas”</i> – The location of ground floor active town centre uses is primarily driven by the desire to attract more activity to the site; there is no concern with overcrowding. • LP D9.C.2 d): <i>“it must be demonstrated that the capacity of the area and its transport network is capable of accommodating the quantum of development in terms of access to facilities, services, walking and cycling networks, and public transport for people living or working in the building”</i> – The council’s specialist Transportation | |
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| | <p>Planning officers have been closely involved in every stage of the design of this project, the wider masterplan, the detailed design of earlier phases and the detailed design of this phase, and have covered all of these issues.</p> <ul style="list-style-type: none"> • LP D9.C.2 e): <i>“jobs, services, facilities and economic activity that will be provided by the development and the regeneration potential this might provide should inform the design so it maximises the benefits these could bring to the area, and maximises the role of the development as a catalyst for further change in the area”</i> – The attraction of employment and town centre activities as part of this development is an intrinsic and important part of the wider masterplan and in particular of this phase detailed design, which has been carefully designed to appeal to and be suitable for a wide range of likely employment and town centre uses. These detailed designs have been prepared in consultation with The Council’s Regeneration Officers with specialism in employment generation. • LP D9.C.2 f): <i>“buildings, including their construction, should not interfere with aviation, navigation or telecommunication, and should avoid a significant detrimental effect on solar energy generation on adjoining buildings”</i> – Although tall, these proposals are not considered tall enough to interfere with aviation, navigation or telecommunication in any way, and are close to taller potential interferences, notably the Transmission Tower of Alexandra Palace. As a predominantly masonry set of buildings, with glazing shaded from the sun to | |
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| | <p>avoid solar gain, there should not be any concern with solar glare.</p> <ul style="list-style-type: none"> • LP D9.C.3 a): <i>“wind, daylight, sunlight penetration and temperature conditions around the building(s) and neighbourhood must be carefully considered and not compromise comfort and the enjoyment of open spaces, including water spaces, around the building”</i> – The applicants’ consultants have carried out extensive wind testing on computer and in laboratories, along with detailed daylight and sunlight assessment as detailed elsewhere. • LP D9.C.3 b): <i>“air movement affected by the building(s) should support the effective dispersion of pollutants, but not adversely affect street-level conditions”</i> – The site is not a heavily trafficked location, away from any immediately neighbouring busy roads or other pollution sources. • LP D9.C.3 c): <i>“noise created by air movements around the building(s), servicing machinery, or building uses, should not detract from the comfort and enjoyment of open spaces around the building”</i> – There have been no suggestions that there would be any adverse wind generated noise around these proposed buildings. • LP D9.C.4 a): <i>“the cumulative visual, functional and environmental impacts of proposed, consented and planned tall buildings in an area must be considered when assessing tall building proposals and when developing plans for an area. Mitigation measures should be identified and designed into the building as integral features from the outset to avoid retro-fitting”</i> – no | |
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| | <p>cumulative issues considered relevant as these tall buildings will be relatively isolated.</p> <ul style="list-style-type: none"> • LP D9.D: <i>“Free to enter publicly-accessible areas should be incorporated into tall buildings where appropriate, particularly more prominent tall buildings where they should normally be located at the top of the building to afford wider views across London”</i>. – again, given they will be in domestic use, not relevant. • HGY DM DPD DM6.C.b: <i>“Consider the impact on ecology and microclimate”</i> - Consideration of impact on ecology and microclimate encompasses daylight, sunlight and wind, examined in detail below. Impact on ecology could also include impact on the flight of birds and other flying creatures, but this is only likely to be relevant adjacent to open countryside, a large open space or open waterway, which is not the case here. <p>15. There are no existing residential buildings close enough to these proposed towers to have their amenity affected. The neighbouring residential buildings within this development are to the south of this proposal and not adversely affected.</p> <p><u>Private, Communal and Public Amenity Spaces</u></p> <p>16. All residential units are provided with private amenity space in compliance with or better than London Plan and Mayoral Housing SPG requirements, in the form of balconies or roof terraces. Balconies are generally inset, especially on street facing elevations, located on corners benefiting from daylight from and views in two directions, and usually benefit from direct sunlight.</p> | |
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| | <p>17. All flats would also be able to use one or two private communal external amenity spaces; H1 has a private communal roof terrace at the 10th floor, the two separate cores of H2-3 both have access to two roof terraces, at the 2nd floor podium facing the square and at the 14th floors. All contain an equipped children's play area, seating both close to and separate from the play area and planters and would benefit from plentiful sunlight. Edges of the podium visible from the surrounding streets will see the trees and bushes and on the 10th & 14th floor terraces contain large communal sun loungers to exploit the generous sun they will receive.</p> <p>18. Nevertheless, these homes will benefit from less private communal amenity space than any of the previous phases of Clarendon Square, inevitably due to the nature of their being in the highest density, most urban part of the development, with the most town centre character. Residents will still be able to enjoy the other large areas of publicly accessible recreation and playspace created by this wider Clarendon Square development, in the public park, central garden court and pocket park beside the Community Room and Residents Facility, itself also available to these residents, and all a short walk away and accessible from residents doors without crossing a road. They will also benefit from better access than any earlier phases to nearby public parks at Wood Green Common and Alexandra Park, a 10-15 minute walk away along pedestrian friendly routes being improved as part of this and other neighbouring developments.</p> <p>19. Entrances to and circulation within blocks is spacious and benefits from external windows providing a decent amount of natural light to some upper floor corridors. Each core has a prominently located street entrance, in highly legible and active</p> | |
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locations, a double height entrance hall opening off a double height porch, leading through a relatively short corridor to double stairs and double lift. At some floors the centrally located lifts and stairs is close to a floor-to-ceiling window or a glazed door onto one of the roof terraces. No floor of any of the three cores ever has more than eight flats per core per floor, as recommended in the Mayors Housing SPG, the layout as two separate corridors leading in opposite directions off the central lift, stair and window make it more like five and six flats per floor, as well as the lower floors containing a higher proportion of smaller one bedroom flats, so, in this case the number of flats per floor can be considered acceptable. From the 10th floor, H1 has only 6 flats per floor, and from the 14th floor H2 & H3, now separate tops, have just 5 flats per floor.

Residential Quality, including Aspect and Privacy

20. All flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected.
21. The proportion of single aspect housing is reasonable, and better than in the approved-in-outline illustrative scheme; due to the changed layout, the cut-out creates two dual aspect corner flats where there was one per floor, and this application achieves 62% dual aspect, compared to a predicted 45-55% dual aspect in the consented illustrative scheme for these blocks. There are no two or more bedroom single aspect flats and most face east or west. So although it would be preferred if there were no single aspect north and south facing flats, it is unsurprising that in this part of the development, with a larger proportion of smaller flats, and considering the importance of built form providing enclosure and legible urban form to the network of streets and squares, as well as being an

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| | <p>improvement on the consented outline scheme, the number is considered a good achievement.</p> <p>22. In general, the quality of residential accommodation proposed is consistently high, and the clear layout, generous, high quality and well naturally lit communal circulation and landscaped outdoor amenity space, further enhance the quality of accommodation proposed.</p> <p><u>Daylight and Sunlight</u></p> <p>23. Of relevance to this section, Haringey policy in the DM DPD DM1 requires that:</p> <p><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: Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land; Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development...”</i></p> <p>The applicants have prepared a Day and Sunlight Statement 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” (3rd Edition, Littlefair, 2021), known as “The BRE Guide”.</p> <p>24. Daylight and sunlight levels to the proposed residential accommodation within this proposal generally meet the BRE standard, a good result for a higher density scheme. For daylight, 378 of the sample of 542 rooms assessed (70%) would</p> | |
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| | <p>receive daylight of or over the BRE Guide recommended levels. Many of the rooms that do not meet the BRE guidance levels are Living/Dining/Kitchens or Studios that would meet the levels recommended for Living/Dining Rooms but don't meet the higher levels for Kitchens, although the kitchen is at the darker back of the room. They are also often in rooms relying on windows opening off a balcony with a further balcony above, which itself will be of greater benefit to residents, but reflects the more repetitive, more formal architectural approach. Nevertheless, the proportion in compliance is comparable to or better than the illustrative scheme at outline application, the results achieved in earlier phases of this development, and given the higher density nature of this development area, the result is considered a good daylighting performance.</p> <p>25. For sunlight, the applicants' consultants tested all habitable rooms facing within 90° of due south and then teased out the living rooms, which are the only rooms considered relevant to sunlight access in the BRE Guide. Their assessment found that 169 south facing habitable rooms (40%) meet the recommended sunlight, out of 297 applicable living rooms. Given the high-density nature of the development, this is again considered a good sunlight achievement, comparable to or better than earlier phases of this development and to that achieved on other comparable high density developments.</p> <p>26. Each block has a large private communal rooftop amenity space. With respect to public spaces, all exceed the BRE Guide recommended access to sunlight, of at least 2 hours at the solstice, with the most challenged, the market square, which was predicted in the outline scheme to only just achieve the BRE recommendations, somewhat improved in this detailed</p> | |
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| | <p>design. All the roof terraces receive very generous sunlight. All flats also benefit from a private balcony or roof terrace, most of which also receive more than the recommended sunlight. It is generally recognised, in the applicants own marketing research and in published reports such as “Superdensity” (Recommendations for Living at Superdensity - Design for Homes 2007), that residents value sunlight to their amenity spaces more highly than to their living rooms, valuing the ability to sit outdoors in the sun, and to have a view from their living room, and if possible, from their flat entrance hall, onto a sunny outdoor space, whilst excessive sunlight into living rooms can create overheating and television viewing difficulties. Given that all residents will have access to sunny private communal amenity space, most with sunny private amenity space, and a reasonable number sun to their living rooms, the sunlight levels are considered acceptable.</p> <p>27. The impact of their proposals on neighbouring dwellings was generally addressed satisfactorily in the Hybrid Application and does not need to be changed for this. However, there was a condition on the Outline Approval that reserved matters for this (and other adjacent) parcels must confirm their impact on a reasonable illustrative scheme on the Bittern Place site. The applicants’ consultants’ study in Design & Access Statement shows that the areas of the illustrative scheme that would not get access to good daylight are not significantly increased, only affecting a part of the ground floor and a very small part of the first floor, with the expectation being these floors would be in non-residential use, to meet the Site Allocation Requirements for town centre and employment uses on that site. It was accepted, when the Outline Application was granted, that a development of matching height and setback to the illustrative scheme and parameter plans of that Outline Application on the</p> | |
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| | <p>Bittern Place side of the Silsoe Road frontage, north of site of this application, would not benefit from great daylight.</p> <p>28. Normally in the case of higher density developments it is necessary to note 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. This proposal therefore achieved a high quality of day and sunlight access.</p> <p><u>Quality Review Panel</u></p> <p>29. Haringey's independent, objective, expert Quality Review Panel (QRP) has reviewed Clarendon Square proposals all the way through it's progress, including these reserved matters detailed proposals twice, 21st September 2022 and most recently on 7th December 2022. At that last review, the panel still had a number of concerns, explained in their detailed report, but concluded expressing overall support for the proposals, and confidence that all the remaining concerns could be resolved in further amendments, in consultation with Haringey officers. Further amendments were indeed made and justifications given, between that last QRP and this scheme finally under consideration for Reserved Matters Approval. These are generally mentioned in the discussions on specific topics above, but this final section of the Design Officer Comments specifically</p> | |
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| | <p>itemises the final QR concerns, amendments, justification and design officer commentary.</p> <p>30. Scheme Layout – whilst supporting high density development of brownfield sites such as this, to provide much needed housing, the QRP were concerned about housing quality issues with the proposals, specifically: overlooking distances; particularly where habitable rooms in different flats face each other, especially where one or both are single aspect flats; the proportion of single versus dual aspect flats; fire safety, where a single stair core could be relied upon and that few of the common circulation spaces would have any natural light. In response to these concerns, the applicants have substantially reconfigured the internal layouts of both buildings to provide two separated stairs to all three cores, and moved H1 west, so the closest distance between windows, which are to bedrooms rather than living rooms, will be a reasonable 12m, with many at least 16m apart. The tightly designed cores, with short corridors, miraculously including a second stair without any increase in footprint, cannot provide natural light to many floors, but do to parts of eight residential floors, .</p> <p>31. Height and Massing – The QRP retain an in principle concern at the overall height of these proposals, but acknowledge that planning permission has already been granted, hybrid planning permission HGY/2017/3117, as revised in non material amendment HGY/2021/1392, which increased the maximum parameter height of Building H1 from 91.10m AOD to 110.2m AOD, where the ground level was to be 24.1m AOD, and these detailed reserved matters proposals use all of that permitted height. This extra 19.1m height is a 27% increase in building height over the hybrid permission. The QRP expressed a view that they consider 15 storeys the maximum appropriate eight for</p> | |
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| | <p>the location. The originally approved height of 67m could accommodate 21 storeys at a typical residential floor to floor height of 3.1m (notwithstanding non-residential floors). The increase permitted in that NMA is to an 85.1m tall building, which could on the same basis house a maximum of 27 floors, an extra 6 storeys. 26 floors are proposed for the tallest part of Building H1 in this detailed Reserved Matters application, a 23% increase in number of floors. Nevertheless, not only is the decision to permit that height already made, and not open for being reversed, the QRP concede that the proposals are “probably as elegant as can be within these parameters”, with which officers concur. QRP also considered that although this height had been shown to them to be acceptable on long distance views, they remained concerned about short range views. A number of additional short range views have been produced by the applicants, such as those on pages 146, 147, 148 and 149 of their Design and Access Statement, which officers consider demonstrate these proposals will look elegant, well designed and appropriate for this emerging town centre location surrounded by other developments likely to be of similar scale and significance.</p> <p>32. Placemaking, Character and Quality – QRP questioned whether the location is right for such “metropolitan scale”, but officers would assert that metropolitan scale is precisely what is desired in this central place within the Heartlands adopted growth zone, directly connected, as it will be, to the heart of the existing designated Metropolitan Centre of Wood Green and acting as a “3rd pole” to that centre, with increased intensity of town centre, employment and residential use essential to regenerate Wood Green. QRP felt this proposal had more the look and feel of Canary Wharf than of an “arts quarter”, but officers would disagree, noting that the ground and 1st floor</p> | |
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| | <p>commercial space proposed is designed to be subdivided into a range of different unit sizes, the town centre uses envisaged would compliment creative industries, and that it will be between expanding artist studio and creative workspace developments, including Collage Arts within Plot E. They also expressed concern the white stonework proposed could attract graffiti (not presumably thinking of graffiti's creativity!), but the applicants have been able to demonstrate effective maintenance of their estate to prevent that.</p> <p>33. Wider Landscape Masterplan – the QRP's concern on this topic was that the Council's masterplan intention, expressed in the draft Wood Green AAP, that Coburg Road, the street marking the northern boundary of this application site, become a wider tree-lined boulevard, be contributed to in the landscaping included within the boundary of this application. Coburg Road extends a short distance west of the site, up to Western Road and the north-western corner of the wider Clarendon Square masterplan (future phases), where it forms crossroads with the Penstock Tunnel Path continuing west under the railway to Alexandra Park, and slightly longer, via a bend, east-north-east to Mayes Road. It is intended to form the western end of the east-west link connecting the Heartlands Growth Area to Wood Green Metropolitan Centre and be an attractive commercial destination street. Since the last QRP there has been extensive discussion between the applicants, neighbouring applicants, the Council's highways and regeneration officers to agree the width and cross section of the street, and what trees will be where. This, along with pressure from council planning and design officers to improve tree cover, has resulted in one extra tree and improved spacing of trees along this application site's Coburg Road frontage, and it has</p> | |
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| | <p>been confirmed this will fit in with the agreed masterplan for the tree-lined boulevard.</p> <p>34. Public Realm – QRP expressed support for the straight route from the north-eastern corner of the square to Coburg Road, open to the air above apart from the lightweight, open canopy at 2nd floor (podium) level, compared to the diagonal undercroft pedestrian route to the corner of Coburg and Silsoe Roads proposed in the illustrative masterplan, part of the previous hybrid approval. QRP questioned whether the canopy should not be solid, particularly to provide greater shelter from wind, followed up by officers, but the applicants pointed out that it would need to be open air for the proposed trees. QRP were more concerned with the consistency (or lack of) of building (or shoulder) heights around the proposed square, suggesting a consistent 8 storey shoulder to all 4 sides would be preferable, but the applicants explained that whilst the north and south sides would have a matching 8 storeys to the shoulder of H1 and the overall height of E2, the east side (H3) & potentially the west side (part of future phases) were intended to be less prominent, to give greatest prominence to H1, the landmark tower marking the key crossroads of Coburg Road with the north-south spine, and the centre of the Heartlands area. QRP also suggested the landscaping to the square should be more structured, echoing points made by Haringey design officers through the pre-app process, but also wanted <i>more</i> greenery, not less, and this proposal is considered by design and other officers to be the best combination of that desire for formality in landscaping, maximising greenery, maximising usability and flexibility of the square and where planting, especially trees with deep roots, is compatible with the basement car park beneath, especially given the desire for flexibility, usability and open</p> | |
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| | <p>appearance of the square that any raised panting beds be of minimal height.</p> <p>35. Environmental Response – Again, wind testing was requested under this topic, along with further information on noise & air quality assessments, overheating, and energy strategy. This further detail has now been supplied, or in the case of some of the more technical aspects especially of energy assessments, are agreed by specialist council officers will be supplied at later stages in construction, to be secured by condition. QRP noted particular design concerns over these detailed proposals’ concentrating Air Source Heat Pumps on one roof (entailing long pipe runs and possible noise concentration), and whether floor to ceiling heights are sufficient to accommodate under-floor heating, mechanical ventilation heat recovery and access to servicing, but it is understood the council’s specialist officers are satisfied with further detail supplied by the applicants in these respects.</p> <p>36. Architectural Language – Finally, the QRP had some relatively minor quibbles about architectural detailing, which have all been resolved to design and planning officers’ satisfaction, as well as the further requested 3d views having been provided. Specific design concerns included to the “crown”, the top-most floors of Building H1 not being consistent to all sides, which it now is. They also expressed concern that H2-3 didn’t have a strong enough relationship in architectural expression to H1, such that it could be read as a “value engineered” version, that there could be more consistency in their base, middle and top treatments and the mass could be further broken down by making elements more “filigree”, more finely proportioned and detailed. These have been addressed by the applicants with banding to H1 being made more slender,</p> | |
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| | <p>and more similar banding applied to more of H2-3, and a crown of the same proportions and more similar composition to H1 being applied to H2-3. Design officers would note that these changes further improve the pleasing appearance of these proposals, especially in views where H2-3 has more prominence, such as the key middle distance view south-west down Coburg Road.</p> <p>37. Conclusions on QRP Response – All issues noted by the QRP as outstanding in their last report, that of 7th December 2022 and noted as being capable of being addressed by the applicants’ team in liaison with Haringey Officers, have indeed been addressed fully to officers’ satisfaction.</p> | |
| EXTERNAL | | |
| 3 rd Party Wind Expert | <p>The Council’s independent wind microclimate consultants, Windtech, in their latest comments on the assessment by the applicants’ wind microclimate consultants, Urban Microclimate, dated 15th January 2024, have requested further information from the applicants’ consultants.</p> | <p>In the event that this further information results in the Council’s consultants recommending wind mitigation measures would need to be designed into the final building(s) under consideration in this application a condition is recommended.</p> <p>Potential design modifications could include projecting baffles, fins or ledges</p> |

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| | | <p>attached to one or both of the buildings, H1 or H2-3, and hard or soft landscape features such as free-standing canopies or pergolas, trees and shrubs. The planning authority would be seeking the designs of any such features to be compatible and harmonious with the proposed development and its context.</p> |
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PARKSIDE MALVERN RESIDENTS ASSOCIATION

Alexandra Road, Hornsey Park Road, Malvern Road, Park Ridings, Ravenstone Road
and The Avenue, N8 - www.PMRA.co.uk

(Reply by email to parksidemalvernra@googlemail.com or by post c/o 5 Malvern Road, N8)

Cllr. Barbara Blake
Chair, Planning Sub Committee
Haringey Council
River Park House
225 High Road
Wood Green
London, N22 8HQ

By email: barbara.blake@haringey.gov.uk

Our reference: consultation letter 1

15th January 2024

Dear Cllr. Blake,

Re: Haringey Heartlands planning application ref: HGY/2023/2357 (Blocks H1, H2, H3)

May I first apologise for contacting you directly on a matter affecting this evening's planning subcommittee. Parkside Malvern Residents Association (PMRA) is the registered residents association for the area west of Wood Green High Road which includes St. William's Clendon N8 development. We have been fully engaged with plans for the development since 2000 and our members have put in hundreds of hours into the many planning consultations for this and the wider area. We contacted planning officers on 10th October last year seeking clarification on a matter material to this application and finally had a meeting with the planning team at 4pm on Friday.

We are grateful to the team for the meeting but it has given the PMRA community a new insight into how this application has reached the point it has and raised serious issues and concerns which, even at this late hour we feel should be given time to be considered. We took a snapshot poll over 24 hours this weekend and received over 100 objections. That number has since increased considerably.

We have emailed Rob Krzyszowski, as the Assistant Director for Planning to support the matter being deferred at tonight's planning sub-committee and written to the applicant, St. William to request the same, to allow our serious concerns to be understood and taken into consideration when the Sub Committee reaches a decision.

We very much hope, in the interests of transparency and democracy this will be acceptable to the your Sub Committee.

Yours sincerely

Marcus Ballard

Marcus Ballard, for and on behalf of PMRA, 'Buildings and Planning group' & Steering Group

cc. Cllr. Reg Rice, Rob Krzyszowski, Cllrs. Ahmet, Ibrahim, Moyeed (for Noel Park Ward) and Cllr. Gordon (Cabinet Member for Housebuilding, Placemaking and Local Economy)

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Conditions - Summary

- A - Conditions relating to the detailed element only
- B - Conditions relating to the outline element only
- C - Common conditions (phase-related where necessary)

A- Conditions relating to the detailed element only

1. COMPLIANCE (Detailed)- Commencement

B - Conditions relating to the outline element only

2. Reserved Matter Approval (Scale, Appearance, Layout, Access, Landscaping)
3. COMPLIANCE (Outline) - Time limits for Reserved Matters
4. COMPLIANCE (Outline) - Reserved Matters Specification (List of documentation to accompany Reserved Matters Applications)

C - Site-wide conditions (phase-related)

5. COMPLIANCE - Development in Accordance with Approved Drawings and Documents
6. COMPLIANCE - Quantum of Development
7. COMPLIANCE- GIL Phasing
8. COMPLIANCE- Land Use (Business and Commercial Space)
9. COMPLIANCE - Land Use (Retail)
10. COMPLIANCE - Noise
11. COMPLIANCE- Residential Mix
12. COMPLIANCE - Environmental Statement
13. COMPLIANCE - Development in Conformity with Energy Statement
14. COMPLIANCE - Hybrid Application Area
15. COMPLIANCE -Architect Retention
16. COMPLIANCE - Land Contamination
17. COMPLIANCE - Landscaping - Replacement of Trees and Plants (LBH Development Management)
18. COMPLIANCE - Accessibility
19. COMPLIANCE - Compliance with London Housing Design Standards
20. COMPLIANCE - Individual Satellite dishes or television antennas precluded
21. COMPLIANCE - Commercial Premises -Access
22. COMPLIANCE - Hours of Operation - A3 & A4 Uses
23. COMPLIANCE - Electric Vehicle Charging Points
24. COMPLIANCE - Environment Agency - Planting
25. COMPLIANCE - Network Rail - Demolition
26. COMPLIANCE - Network Rail - Construction
27. PRE COMMENCEMENT - Updated Air Quality Assessment
28. PRE COMMENCEMENT - Phasing strategy & details
29. PRE COMMENCEMENT - Meanwhile and Interim Uses
30. PRE COMMENCEMENT - Confirmation of Site Levels

31. PRE COMMENCEMENT - Drainage Strategy (Thames Water)
32. PRE-COMMENCEMENT - Water supply (Thames Water)
33. PRE- COMMENCEMENT - Construction Environmental Management Plan
34. PRE-COMMENCEMENT - Electricity Sub Station
35. PRE COMMENCEMENT - Waste Management Scheme
36. PRE COMMENCEMENT - Updated Construction Logistics Plan
37. PRE COMMENCEMENT - Piling method statement
38. PRE-COMMENCEMENT - Landscaping -Arboricultural Method Statement
39. PRE COMMENCEMENT - Details of Flues
40. PRIOR TO ABOVE GROUND WORKS - Affordable Housing Strategy
41. PRIOR TO ABOVE GROUND WORKS - Fibre Broadband strategy
42. PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan
43. PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage
44. PRIOR TO ABOVE GROUND WORKS - Sustainability Standards - Non-residential
45. PRIOR TO ABOVE GROUND WORKS - Green and Brown Roof
46. PRIOR TO ABOVE GROUND WORKS - Secured by Design
47. PRIOR TO ABOVE GROUND WORKS - External Solar Shading and Passive Ventilation Study (Residential only)
48. PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)
49. PRIOR TO OCCUPATION - Commercial and Workspace Strategy
50. PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details
51. PRIOR TO SUPERSTRUCTURE WORKS - Sample Materials
52. PRIOR TO SUPERSTRUCTURE WORKS - CCTV and Security Lighting
53. PRIOR TO SUPERSTRUCTURE WORKS - Environment Agency - Landscape Management Plan
54. PRIOR TO OCCUPATION - Soft landscaping and play space
55. PRIOR TO OCCUPATION - Estate Management & Maintenance Plan
56. PRIOR TO OCCUPATION - Lighting strategy
57. PRIOR TO OCCUPATION - Details of Central Dish/Receiving System
58. PRIOR TO OCCUPATION - Delivery and Servicing Strategy

Section 106 Heads of Terms:

1. Affordable Housing
 - No less than 32.5% affordable housing (site-wide on habitable rooms basis) on a tenure split of 48.3% affordable rent: 51.7% shared ownership by habitable rooms.
 - Affordable Housing Plan to be submitted to include a phasing plan showing how no less than 32.5% site wide would be achieved.
 - Occupation restriction per phase (market housing) until affordable units delivered would need to be agreed in line with an agreed phasing plan.
 - Housing mix as follows, unless otherwise agreed:

| Mix | Manhattan | 1 bed | 2 bed | 3bed | 4bed | Total Homes | Habitable Rooms |
|---|----------------|----------------|----------------|---------------|---------------|-----------------|--|
| Private Homes (Number or % of homes) | 173 (or 13.6%) | 431 (or 33.9%) | 626 (or 49.3%) | 39 (or 3.1%) | 1 (or 0%) | 1,270 (or 100%) | 3,074 (or 100% of private habitable rooms and 70.0% of total habitable rooms) |
| SO Homes (Number or % of homes) | 0 (or 0%) | 87 (or 32.5%) | 181 (or 67.5%) | 0 (or 0%) | 0 (or 0%) | 268 (or 100%) | 766 (or 100% of shared ownership habitable rooms or 51.7% of affordable habitable rooms) |
| Affordable Rent Homes (Number or % of homes) | 0 (or 0%) | 22 (or 12.5%) | 59 (or 33.5%) | 69 (or 39.2%) | 26 (or 14.8%) | 176 (or 100%) | 715 (or 100% of affordable rent habitable rooms or 48.3% of affordable habitable rooms) |
| Total Number | 173 | 540 | 866 | 108 | 27 | 1714 (or 100%) | 4,555 (or 100% of total habitable rooms) |

All affordable rented units in the development will be nominated units with targeted rents as follows:

- I. up to 80% of the local market rent or local housing allowance levels, for one-beds (whichever is lower);
 - II. up to 65% of the local market rent or local housing allowance levels, for two-beds (whichever is lower), and
 - III. social/target rent for three-beds.
- All shared ownership affordable units in the development are to be aimed at those households with average household incomes up to £55k and £75k for the one and two bed homes All shared ownership units to remain affordable until and unless affordable occupiers staircase to 100% outright ownership
 - Time Limited marketing the scheme, for a period of two months, to persons who live or are employed in Haringey.

Review mechanism

- 'Pre-Implementation Review' to be attached to the detail component. This will require implementation to occur within 18 months of the date of the hybrid planning permission.

- 'Pre-Implementation Review' to be attached to the first phase only of the outline component. St William agree to a timescale of 3 years from approval of first reserved matters to implement the outline component, and will commit to submitting the first reserved matters application within 5 years of the date of the hybrid planning permission. The first reserved matters application may be for the whole, or part of, the outline component.
- Uplift funds to be used for on-site provision in the first instance capped at 40% affordable by habitable room with a tenure split of 60% affordable rent: 40% shared ownership.
- Any 'Pre-Implementation Review' would:
 - include a review of the land value
 - review the undelivered phases only

2. Energy Centre

- The development does not pay carbon offset payment but provides a land interest (100-year lease at peppercorn rent) and build the LBH Energy Centre box.
- Provisions for the construction of a 900m² LBH Energy Centre box to be leased to LBH at nil cost for a 100year term in order for LBH to install and maintain an Energy Centre that will serve the wider Wood Green Heating Network.
- St William to provide the 900m² LBH Energy Centre box to a 'shell and core' standard (specification to be agreed)
- Notices from St William to LBH on completion / handover of constructed LBH Energy Centre box. Period of notice to be agreed.
- St William will undertake a DEN Feasibility Study that will assess the DEN performance against agreed performance and management KPI's (to be agreed). Should all agreed KPI's be met then St William will connect the Site into the LBH Energy Centre.
- The LBH Energy Centre box will be served by a below ground dedicated service route to the site boundary, to an agreed specification, to enable future utility connections to be made.
- Prior to the fit out and commissioning of the LBH Energy Centre, all space heating and hot water requirements of completed phases within the Site will be served by the Temporary Energy Plant.
- Upon connection to LBH Energy Centre any existing temporary energy centres will be decommissioned.
- The connection system will be designed to comply with CIBSE Code of Best Practice.

3. Highways & Transport

- Car-free Development - 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.
- Travel Plan (Residential) - within six (6) months of first occupation of the

proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measure to be included as part of the travel plan in order to maximise the use of public transport:

- 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.
 - b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and timetables, to every new resident.
 - c) Establishment or operate a car club scheme, which includes the provision of 2 car club bays and two cars with, one years' free membership for all residents.
 - d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information
 - e) The travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year.
 - f) The applicants are required to pay a sum of £10,000 (ten thousand pounds) for monitoring of the travel plan initiatives.
- A Work Place travel plan. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.
 - a) The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:
 - b) 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.
 - c) The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development.
 - d) Establishment or operate a car club scheme, which includes the provision of 1 car club bays and one cars with, one years' free membership for all commercial units.
 - e) The developer is required to pay a sum of £10,000 (ten thousand pounds) for monitoring of the travel plan

- Walking and cycling - financial contribution of £405,280 (four hundred and five thousand two hundred and eighty pounds) towards a package of measures to improve walking and cycling conditions including the following key routes:
 - a) Penstock Foot path
 - b) Homsey Park Road
 - c) Mayes Road
 - d) Coburg Road, Caxton Road/ Caxton Road to Wood Green High Road.
- Control Parking Zone consultation CPZ - contribute a sum of £42,000 (fourth two 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.
- Section 278 Highway Act 1980 - 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 (plan to be attached), which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. Cost estimate is based on current highways rates of the permanent highways scheme.
- Temporary or interim measures - details of any temporary highways scheme required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate.
- Parking Management Plan - 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 spaces to the front of the building and the 5 commercial car parking spaces. The residential car parking spaces must be allocated in order of the following priorities subject to a cap of 102 spaces for the 444 affordable homes (24.4% (affordable in extant consent) of the 419 residential spaces):
 - a) Parking for the disabled residential units to total 10% of the total number of units proposed.
 - b) A minimum of 1-wheel chair accessible car parking space for the commercial element of the development.
 - c) The affordable housing viability assumes 44 car parking spaces allocated to affordable only. Should the registered provider not wish to take the car parking spaces to reduce service charge they may offer the spaces to St William at nil cost.

- Bus Route Contribution - the applicant will be required to enhance the existing bus route contribution to £750,000 (Seven Hundred and fifty thousand pounds) to secure the level of bus service required.
 - Bus Route feasibility study - pay a sum of £30,000 (thirty thousand pounds) towards the bus diversion feasibility study into providing two new bus routes to service the development.
4. Considerate Contractors Scheme - evidence to be provided.
5. Local Labour and Training
- Prior to implementation an Employment skills plan will be required to be submitted outlining how St William aim to achieve the target local labour provisions of not less than 20% of those employed during construction being residents of LB Haringey;
 - St William to use reasonable endeavors to target LB Haringey residents for uptake of 25% of full time apprenticeships;
 - End User Skills Training financial contribution of £150,000 (One Hundred and Fifty Thousand pounds) towards LB Haringey's Employment and Recruitment Partnership's activities.
6. Other developer Obligations
- Reasonable endeavors for developer to organise and run Residents and Business Liaison Group on a quarterly basis
 - Reasonable endeavors to implement Cultural Strategy (October 2017); prior to commencement on Outline scheme, submit for written approval an updated Cultural Strategy.
7. Council Obligations
- Future highways adoption plan / stopping up plan resulting from realignment of Mary Neuner Road
8. Public Realm
- The development proposal will provide public access 24 hours a day (to public square, public park)- requirement for the developer to enter into a public access agreement which safeguards the public access, the agreement which is for the life of the development must include, maintenance of footways, lighting, public furniture, public art, and CCTV.
 - Maintain and manage the development of public realm areas in accordance with standards to be agreed with the Council.

9. Moselle River

- Reasonable endeavours to work in partnership with EA, LB Haringey and other partners to de-culvert the Moselle in the future
- Test the water quality of the River Moselle (testing specification to be agreed) prior to commencement of development abutting the River Moselle, and every 5 years until 5 years after practical completion of the development using the following sequence;
 - (1) Should the water quality meet the bathing standard then St William will submit for approval by the Council a feasibility every 5 years assessment for de-culverting the Moselle;
 - (2) Should the feasibility assessment be approved, then a vote will be given to on-site residents;
 - (3) If more than 75% vote in favour of the de-culverting proposals, and all necessary consents are obtained, and if the funding is available (at no cost to St William), then the scheme will be implemented
 - (4) St William will undertake the works.

10. Monitoring Fee

- Pay the monitoring fee contribution (to be agreed).

Planning Service

Emma Williamson Assistant Director Planning Service

Mr Ben Ford
Quod
Ingeni Building
17 Broadwick Street
London
W1F 0AX

On behalf of
St William Homes LLP
C/O Agent

Planning Application Reference No. HGY/2017/3117

**TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND)
ORDER 2015**

NOTICE OF PLANNING PERMISSION

Location: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road N8 & N22

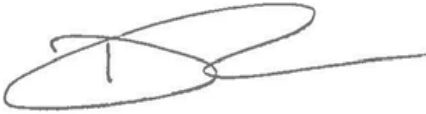
Proposal: Hybrid planning permission (part Outline, part Detailed) for the demolition of Olympia Trading Estate and Western Road buildings and structures, and a phased, residential led mixed use development comprising the construction of buildings across the site to include the following 163,300sqm GEA Use Class C3 Residential; 7,500sqm GEA Class B1 Business; 1,500sqm to 3,950sqm GEA Class A1-A4; 417sqm GEA Class D1 Day Nursery; and up to 2,500sqm GEA Class D2 Leisure; New Basement Level; two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.

- Outline Permission is sought for 103,150sqm Class C3 Residential; 7,168sqm to 7,500sqm Class B1 Business Use; 1,500sqm to 3,950sqm Class A1-A4; and up to 2,500sqm Class D2 Leisure Use; Buildings up to 103.90m AOD; associated cycle and car parking provision; new basement level; energy centre; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. Appearance, Landscaping, Layout, Scale and Access are Reserved Matters. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.

- Detailed Permission is sought for the construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 622 residential units; 332sqm Class B1 Business Use/Class A1-A5 Use; 417sqm Day Nursery; associated cycle and car parking provision; two basements; energy centre; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; realignment of Mary Neuner Road. This application is accompanied by an Environmental Impact Assessment.

In pursuance of their powers under the above Act, the London Borough of Haringey as Local Planning Authority hereby **PERMIT** the above development in accordance with the application dated 06/11/2017 and drawing numbers and supporting documents as highlighted in Condition 5 of this decision notice

SEE SCHEDULE OF CONDITIONS ATTACHED

A handwritten signature in black ink, consisting of a large, loopy initial 'D' followed by a horizontal line extending to the right.

19/04/2018

Dean Hermitage
Head of Development Management and Planning Enforcement
Planning Service

NOTE: 1. You can find advice in regard to your rights of appeal at:
www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent
2. This notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.
For more information about making a Building Regulations application, please contact Haringey Council Building Control Team by email building.control@haringey.gov.uk, telephone 020 8489 5504, or see our website at www.haringey.gov.uk/buildingcontrol.

Planning Service
6th Floor, River Park House,
225 High Road, Wood Green,
London, N22 8HQ
T 020 8489 5504
www.haringey.gov.uk

HGY/2017/3117

- A – Conditions relating to the detailed element only
- B – Conditions relating to the outline element only
- C – Common conditions (phase-related where necessary)

A – Conditions relating to the detailed element only

1. COMPLIANCE (Detailed) – Commencement

B – Conditions relating to the outline element only

2. Reserved Matter Approval (Scale, Appearance, Layout, Access, Landscaping)
3. COMPLIANCE (Outline) - Time limits for Reserved Matters
4. COMPLIANCE (Outline) - Reserved Matters Specification (List of documentation to accompany Reserved Matters Applications)

C – Site-wide conditions (phase-related)

5. COMPLIANCE - Development in Accordance with Approved Drawings and Documents
6. COMPLIANCE - Quantum of Development
7. COMPLIANCE – Land Use (Business and Commercial Space)
8. COMPLIANCE – Land Use (Retail)
9. COMPLIANCE – Development in accordance with Noise and Vibration Report
10. COMPLIANCE – Residential Mix
11. COMPLIANCE - Development in Conformity with Energy Statement
12. COMPLIANCE – Hybrid Application Area
13. COMPLIANCE – Architect Retention
14. COMPLIANCE - Landscaping – Replacement of Trees and Plants (LBH Development Management)
15. COMPLIANCE – Accessibility
16. COMPLIANCE - Compliance with London Housing Design Standards
17. COMPLIANCE - Individual Satellite dishes or television antennas precluded
18. COMPLIANCE - Hours of Operation – A3 & A4 Uses
19. COMPLIANCE - Commercial Premises – Access
20. COMPLIANCE – Electric Vehicle Charging Points
21. COMPLIANCE - Environment Agency – Planting
22. COMPLIANCE - Network Rail – Demolition
23. COMPLIANCE - Network Rail – Construction
24. PRE-COMMENCEMENT – Unsuspected contamination
25. PRE-COMMENCEMENT – Borehole Management Scheme
26. PRE-COMMENCEMENT – Groundwater management and maintenance plan
27. PRE-COMMENCEMENT – Archaeology Watching Brief
28. PRE-COMMENCEMENT – CIL Phasing
29. PRE-COMMENCEMENT – Moselle De-culverting Feasibility Study
30. PRE-COMMENCEMENT – Noise (Internal Standards)
31. PRE-COMMENCEMENT - Land Contamination
32. PRE COMMENCEMENT – Updated Air Quality Assessment
33. PRE COMMENCEMENT - Phasing strategy & details
34. PRE COMMENCEMENT – Meanwhile and Interim Uses
35. PRE COMMENCEMENT - Confirmation of Site Levels
36. PRE COMMENCEMENT - Drainage Strategy (Thames Water)
37. PRE-COMMENCEMENT – Water supply (Thames Water)
38. PRE- COMMENCEMENT - Construction Environmental Management Plan
39. PRE-COMMENCEMENT – Electricity Sub Station
40. PRE COMMENCEMENT - Waste Management Scheme

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41. PRE COMMENCEMENT - Updated Construction Logistics Plan
42. PRE COMMENCEMENT - Piling method statement
43. PRE-COMMENCEMENT - Landscaping – Arboricultural Method Statement
44. PRE COMMENCEMENT – Details of Flues
45. PRIOR TO ABOVE GROUND WORKS - Affordable Housing Strategy
46. PRIOR TO ABOVE GROUND WORKS - Fibre Broadband strategy
47. PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan
48. PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage
49. PRIOR TO ABOVE GROUND WORKS - Sustainability Standards – Non-residential
50. PRIOR TO ABOVE GROUND WORKS - Green and Brown Roof
51. PRIOR TO ABOVE GROUND WORKS - Secured by Design
52. PRIOR TO ABOVE GROUND WORKS - External Solar Shading and Passive Ventilation Study (Residential only)
53. PRIOR TO SUBMISSION OF RESERVED MATTERS – Updated Energy Strategy
54. PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)
55. PRIOR TO OCCUPATION – Commercial and Workspace Strategy
56. PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details
57. PRIOR TO SUPERSTRUCTURE WORKS – Sample Materials
58. PRIOR TO SUPERSTRUCTURE WORKS – CCTV and Security Lighting
59. PRIOR TO SUPERSTRUCTURE WORKS - Shopfronts
60. PRIOR TO SUPERSTRUCTURE WORKS - Environment Agency – Landscape Management Plan
61. PRIOR TO OCCUPATION – Soft landscaping and play space
62. PRIOR TO OCCUPATION - Estate Management & Maintenance Plan
63. PRIOR TO OCCUPATION – Lighting strategy
64. PRIOR TO OCCUPATION - Details of Central Dish/Receiving System
65. PRIOR TO OCCUPATION – Delivery and Servicing Strategy

The following conditions have been applied to this consent and these conditions must be complied with:

A – Conditions relating to the detailed element only

| | |
|----|---|
| 1. | <p>COMPLIANCE – Commencement (detailed)</p> <p>The detailed element of the development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.</p> <p>Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.</p> |
|----|---|

B – Conditions relating to the outline element only

| | |
|----|--|
| 2. | <p>Reserved Matter Approval (Scale, Appearance, Layout, Access, Landscaping)</p> <p>This permission is granted in OUTLINE, in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced, except for Site Preparation Works, the approval of the Local Planning Authority shall be obtained to the following reserved matters:</p> <p>(a) appearance; (b) landscaping; (c) layout; and (d) scale (e) access</p> <p>Full particulars of these reserved matters, including plans, sections and elevations and all to an appropriate scale, and any other supporting documents shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing, for each phase of development. The development of each phase shall then be carried out in complete accordance with those particulars.</p> <p>For the avoidance of doubt, the illustrative drawings submitted in support of the application including those set out within the approved Design and Access Statements are not approved.</p> <p>Reason: In order to comply with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) which requires the submission to and approval by, the Local Planning Authority of reserved matters.</p> |
| 3. | <p>COMPLIANCE - Time limits for Reserved Matters (Outline)</p> <p>The first application for the approval of Reserved Matters within the OUTLINE permission hereby approved, as depicted on the approved plans shall be made to the Local Planning Authority no later than the expiration of five years from the date of this permission with all applications for the approval of the remaining Reserved Matters made no later than the expiration of ten years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:</p> <p>a) The expiration of five years from the date of this permission OR b) The expiration of three years from the final date of approval of any of the reserved matters.</p> <p>Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.</p> |

| | |
|----|---|
| 4. | <p>COMPLIANCE - Reserved Matters Specification (List of documentation to accompany Reserved Matters Applications)</p> <ul style="list-style-type: none"> • Each application for the approval of Reserved Matters submitted pursuant to condition 2 shall contain such information set out below as is relevant to the application and shall be consistent with the information approved for the relevant phase pursuant to Condition 33 (Phasing Strategy); • Reserved matters applications for any development within development zones H, D and E must be accompanied by a report and/or masterplan demonstrating that the proposed development does not compromise the deliverability of development of adjoining sites; • A statement (including accompanying design material) to demonstrate compliance with the parameter plans, Development Specification and mandatory requirements in the approved Design Code (January 2018). The statement will also clearly set out how the application fits with a wider strategy for the submission for all reserved matters in securing a coordinated and coherent approach to phased development. • A report demonstrating how the measures identified in the approved Culture Strategy (October 2017) have been incorporated into the detailed design, including how the cultural and industrial history of the area has been interpreted in the proposals; • A report must be submitted that outlines that the environmental information already submitted to the LPA is adequate to assess the environmental effects of the application and inform decision making; or, • Provides further information, in accordance with regulation 22(1) of the 2011 EIA Regulations, to assess the environmental effects of the application and inform decision making. • An updated commercial strategy detailing how the minimum commercial floorspace requirements are being provided. <p>Access</p> <ol style="list-style-type: none"> 1) Detailed plans and drawings including drawings to show method of construction, traffic calming measures, drainage, street lighting, kerb alignment, levels, areas of highway visibility and surface treatment. 2) A report and plans detailing layout including parking areas, servicing areas and plant areas; and 3) A report and plans detailing any necessary temporary layout and landscaping associated with boundary treatment and condition; <p>Landscaping</p> <ol style="list-style-type: none"> 1) Details of any play equipment proposed for the child play spaces; 2) How a coordinated approach to elements such as electricity, water, storage, street furniture will be achieved to avoid cluttering 3) If a public market is proposed within the main public square, how it will provide services and ancillary space for storage 4) Any landscaping mitigation measures required to mitigate potential wind tunnel effects <p>Appearance</p> <ol style="list-style-type: none"> 1) Details of rooftop and roofscape in accordance with Design Code (January 2018); 2) Details of the wind mitigation measures, including any screening or other measures around balconies or communal amenity areas and how the design of blocks responds to micro-climate issues. <p>Reason: To ensure the development is consistent with London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and emerging Policy DM1. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p> |
|----|---|

5. **COMPLIANCE - Development in Accordance with Approved Drawings and Documents**

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

a) The following plans:

439/SK/410; 439/SK/411; 439/SK/412; 439/SK/413; 439/SK/414; 439/SK/415; 439/SK/416; 439/SK/417; 439/SK/418; 439/SW/E100; 439/SW/E200; 439/SW/E201; 439/P/SW/B01 (Rev A); 439/P/SW/100 (Rev A); 439/P/SW/101 (Rev A); 439/P/SW/102 (Rev A); 439/P/SW/103 (Rev A); 439/P/SW/104 (Rev A); 439/P/SW/105 (Rev A); 439/P/SW/106 (Rev A); 439/P/SW/107 (Rev A); 439/P/SW/108 (Rev A); 439/P/SW/109 (Rev A); 439/P/SW/110 (Rev A); 439/P/SW/111 (rev A); 439/P/SW/112 (Rev A); 439/P/SW/113 (Rev A); 439/P/SW/114 (Rev A); 439/P/SW/115 (Rev A); 439/P/SW/116 (Rev A); 439/P/SW/117 (Rev A); 439/P/SW/118 (Rev A); 439/P/SW/RF (Rev A); 439/P/SW/220 (Rev A); 439/P/SQ/B01 (Rev A); 439/P/SQ/100(Rev A); 439/P/SQ/101(Rev A); 439/P/SQ/102(Rev A); 439/P/SQ/103(Rev A); 439/P/SQ/104(Rev A); 439/P/SQ/105(Rev A); 439/P/SQ/106(Rev A); 439/P/SQ/107(Rev A); 439/P/SQ/108(Rev A); 439/P/SQ/109(Rev A); 439/P/SQ/110(Rev A); 439/P/SQ/111(Rev A); 439/P/SQ/RF(Rev A); 439/P/SQ/200; 439/P/SQ/201; 439/P/SQ/202; 439/P/SQ/203; 439/P/SQ/204; 439/P/SQ/205; 439/P/SQ/206; 439/P/SQ/207(Rev A); 439/P/SQ/208(Rev A); 439/P/SQ/209 (Rev A); 439/P/SQ/210(Rev A); 439/P/SQ/211(Rev A); 439/P/SQ/250; 439/P/SQ/251; 439/P/SQ/252; 439/P/SQ/253; 439/P/SQ/254; 439/P/SQ/300(Rev A); 439/P/SQ/301; 439/P/SQ/302; 439/P/SQ/303(Rev A); 439/C1/100; 439/P/C1/150; 10597-EPR-GF-A-02-0020; 10597-EPR-01-A-02-0021; 10597-EPR-02-A-02-0022; 10597-EPR-03-A-02-0023; 10597-EPR-04-A-02-0024; 10597-EPR-05-A-02-0025; 10597-EPR-06-A-02-0026; 10597-EPR-07-A-02-0027; 10597-EPR-08-A-02-0028; 10597-EPR-09-A-02-0029; 10597-EPR-10-A-02-0030; 10597-EPR-11-A-02-0031; 10597-EPR-12-A-02-0032; 10597-EPR-13-A-02-0033; 10597-EPR-14-A-02-0034; 10597-EPR-RF-A-02-0035; 10597-EPR-00-NO-DR-A-04-0001; 10597-EPR-00-SO-DR-A-04-0002; 10597-EPR-00-EA-DR-A-04-0003; 10597-EPR-00-WE-DR-A-04-0004; 10597-EPR-00-AA-DR-A-05-0001; 10597-EPR-00-BB-DR-A-05-0002; 5374-PL-PR-SQ-101(Rev A); 5374-PL-PR-SQ-102(Rev A); 5374-PL-PR-SQ-103(Rev A); 5374-PL-PR-SQ-104; 5374-PL-PR-SQ-105; 5374-PL-PR-SQ-201; 5374-PL-PR-SQ-202; 5374-PL-PR-SQ-401; 5374-PL-PR-SQ-402

439/P/SW/E/100; 439/SW/E/200; 439/SW/E/201; 439/P/SQ/200 (Rev A); 439/P/SQ/203 (Rev A); 439/P/SQ/204 (Rev A); 439/P/SQ/207 (Rev A); 439/P/C1/100 (Rev A).

b) The following documents:

Environmental Statement – Volumes 1-3 and Non-Technical Summary (October 2017); Design and Access Statement (January 2018); Design Code (January 2018); Development Specification (January 2018); Cultural Strategy (October 2017).

Reason: In order to ensure the development is carried out in accordance with the approved details and for the avoidance of doubt.

| 6. | <p>COMPLIANCE - Quantum of Development The development hereby permitted shall comply with the following amounts:</p> <table border="1" data-bbox="323 365 1412 857"> <thead> <tr> <th data-bbox="323 365 671 405">Building</th> <th data-bbox="671 365 1412 405"></th> </tr> </thead> <tbody> <tr> <td data-bbox="323 405 671 439">Class C3 residential</td> <td data-bbox="671 405 1412 439">Maximum 163,300m² GEA (and no less than 1714 homes)</td> </tr> <tr> <td data-bbox="323 439 671 501">Class B1 Employment</td> <td data-bbox="671 439 1412 501">7,500m² GEA (of which no less than 1,500m² of Class B1(c))</td> </tr> <tr> <td data-bbox="323 501 671 595">Total A1-A5 Use</td> <td data-bbox="671 501 1412 595">1,500m² - 3,950m² GEA (of which no more than 2,500m² of Class A1 Retail)</td> </tr> <tr> <td data-bbox="323 595 671 629">Class D1 Day Nursery</td> <td data-bbox="671 595 1412 629">Up to 417sqm (GEA)</td> </tr> <tr> <td data-bbox="323 629 671 694">Class D1/D2 Leisure</td> <td data-bbox="671 629 1412 694">Up to 2,500m² (includes 251m² GEA Class D2 Performance Space) which could include a medical centre</td> </tr> <tr> <td data-bbox="323 694 671 728">Basement</td> <td data-bbox="671 694 1412 728">22,750sqm (GIA)</td> </tr> <tr> <td data-bbox="323 728 671 792">Energy Centre North (Outline)</td> <td data-bbox="671 728 1412 792">Two Energy Centre's sized at 400m² and 900m² (GIA) to be provided in the north.</td> </tr> <tr> <td data-bbox="323 792 671 857">Temporary energy centre (detailed)</td> <td data-bbox="671 792 1412 857">200m² (GIA)</td> </tr> </tbody> </table> <p data-bbox="292 891 1519 954">Reason: To ensure that the Development is undertaken in accordance with the approved drawings and documents; the assessed Environmental Statement; and to protect local amenity.</p> | Building | | Class C3 residential | Maximum 163,300m ² GEA (and no less than 1714 homes) | Class B1 Employment | 7,500m ² GEA (of which no less than 1,500m ² of Class B1(c)) | Total A1-A5 Use | 1,500m ² - 3,950m ² GEA (of which no more than 2,500m ² of Class A1 Retail) | Class D1 Day Nursery | Up to 417sqm (GEA) | Class D1/D2 Leisure | Up to 2,500m ² (includes 251m ² GEA Class D2 Performance Space) which could include a medical centre | Basement | 22,750sqm (GIA) | Energy Centre North (Outline) | Two Energy Centre's sized at 400m ² and 900m ² (GIA) to be provided in the north. | Temporary energy centre (detailed) | 200m ² (GIA) |
|------------------------------------|--|----------|--|----------------------|---|---------------------|--|-----------------|--|----------------------|--------------------|---------------------|--|----------|-----------------|-------------------------------|---|------------------------------------|-------------------------|
| Building | | | | | | | | | | | | | | | | | | | |
| Class C3 residential | Maximum 163,300m ² GEA (and no less than 1714 homes) | | | | | | | | | | | | | | | | | | |
| Class B1 Employment | 7,500m ² GEA (of which no less than 1,500m ² of Class B1(c)) | | | | | | | | | | | | | | | | | | |
| Total A1-A5 Use | 1,500m ² - 3,950m ² GEA (of which no more than 2,500m ² of Class A1 Retail) | | | | | | | | | | | | | | | | | | |
| Class D1 Day Nursery | Up to 417sqm (GEA) | | | | | | | | | | | | | | | | | | |
| Class D1/D2 Leisure | Up to 2,500m ² (includes 251m ² GEA Class D2 Performance Space) which could include a medical centre | | | | | | | | | | | | | | | | | | |
| Basement | 22,750sqm (GIA) | | | | | | | | | | | | | | | | | | |
| Energy Centre North (Outline) | Two Energy Centre's sized at 400m ² and 900m ² (GIA) to be provided in the north. | | | | | | | | | | | | | | | | | | |
| Temporary energy centre (detailed) | 200m ² (GIA) | | | | | | | | | | | | | | | | | | |
| 7. | <p>COMPLIANCE – LAND USE (Business and Commercial Space) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) a minimum of 1,500sq.m(B1c) floor space hereby permitted shall be provided and for no other purpose or any use permitted by the above order unless otherwise agreed by the Local Planning Authority.</p> <p data-bbox="292 1173 1519 1236">Reason: In order to secure the Council's economic and place making objectives in pursuance of Local Plan policies SP11.</p> | | | | | | | | | | | | | | | | | | |
| 8. | <p>COMPLIANCE – LAND USE (Retail - Outline) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) the Class A1 floorspace shall not exceed 2,500sqm. No floorspace is permitted in respect of Class A5 use.</p> <p data-bbox="292 1420 1519 1453">Reason: To ensure retail uses remain ancillary in accordance with Policy SA18 (AAP).</p> | | | | | | | | | | | | | | | | | | |

9. **COMPLIANCE – Development in accordance with Noise and Vibration Report**

The development shall be completed in accordance with the approved Noise and Vibration Report (Chapter 10 ES, Watermans dated October 2017), and the noise and vibration limits contained therein, unless otherwise approved by the local planning authority. Noise from fixed building services plant shall comply with the levels shown below and be designed to a level no less than 10 dB below the existing background noise level at a position 1m from the façade of the nearest sensitive receptors (i.e. Plant LAeq,T = LA90,T -10dB).

| Location | Period | Representative LA90,5min | Plant Noise Emission Limit (LAeq,T) ¹⁺² |
|------------|------------------------------|--------------------------|--|
| SR – A & B | Daytime (07:00 and 23:00) | 52 | 42 |
| | Night-time (23:00 and 07:00) | 38 | 35 |
| SR – C | Daytime (07:00 and 23:00) | 46 | 36 |
| | Night-time (23:00 and 07:00) | 38 | 35 |
| SR – D & E | Daytime (07:00 and 23:00) | 52 | 42 |
| | Night-time (23:00 and 07:00) | 38 | 35 |

Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and approved by the local planning authority to demonstrate compliance with the above criteria.

Reason: In order to protect the amenities of residential occupiers consistent with Policy 7.15 of the London Plan (2016).

| 10. | <p>COMPLIANCE – RESIDENTIAL MIX The development hereby permitted shall comply with the following affordable residential mix; and shall be substantially in accordance with private residential mix (unless otherwise agreed in writing with the local planning authority):</p> <table border="1" data-bbox="300 430 1461 1299"> <thead> <tr> <th>Mix</th> <th>Manhattan</th> <th>1 bed</th> <th>2 bed</th> <th>3 bed</th> <th>4 bed</th> <th>Total Homes</th> <th>Habitable Rooms</th> </tr> </thead> <tbody> <tr> <td>Private Homes (Number or % of homes)</td> <td>173 (or 13.6%)</td> <td>431 (or 33.9%)</td> <td>626 (or 49.3%)</td> <td>39 (or 3.1%)</td> <td>1 (or 0%)</td> <td>1,270 (or 100%)</td> <td>3,074 (or 100% of private habitable rooms and 67.5% of total habitable rooms)</td> </tr> <tr> <td>SO Homes (Number or % of homes)</td> <td>0 (or 0%)</td> <td>87 (or 32.5%)</td> <td>181 (or 67.5%)</td> <td>0 (or 0%)</td> <td>0 (or 0%)</td> <td>268 (or 100%)</td> <td>766 (or 100% of shared ownership habitable rooms or 51.7% of affordable habitable rooms)</td> </tr> <tr> <td>Affordable Rent Homes (Number or % of homes)</td> <td>0 (or 0%)</td> <td>22 (or 12.5%)</td> <td>59 (or 33.5%)</td> <td>69 (or 39.2%)</td> <td>26 (or 14.8)</td> <td>176 (or 100%)</td> <td>715 (or 100% of affordable rent habitable rooms or 48.3% of affordable habitable rooms)</td> </tr> <tr> <td>Total Number</td> <td>173 (or 10.0%)</td> <td>540 (or 31.5%)</td> <td>866 (or 50.5%)</td> <td>108 (or 6.4%)</td> <td>27 (or 1.6%)</td> <td>1714 (or 100%)</td> <td>4,555 (or 100% of total habitable rooms)</td> </tr> </tbody> </table> <p>Reason: To ensure that the Development is undertaken in accordance with the approved drawings and documents; the assessed Environmental Statement; and to protect local amenity.</p> | Mix | Manhattan | 1 bed | 2 bed | 3 bed | 4 bed | Total Homes | Habitable Rooms | Private Homes (Number or % of homes) | 173 (or 13.6%) | 431 (or 33.9%) | 626 (or 49.3%) | 39 (or 3.1%) | 1 (or 0%) | 1,270 (or 100%) | 3,074 (or 100% of private habitable rooms and 67.5% of total habitable rooms) | SO Homes (Number or % of homes) | 0 (or 0%) | 87 (or 32.5%) | 181 (or 67.5%) | 0 (or 0%) | 0 (or 0%) | 268 (or 100%) | 766 (or 100% of shared ownership habitable rooms or 51.7% of affordable habitable rooms) | Affordable Rent Homes (Number or % of homes) | 0 (or 0%) | 22 (or 12.5%) | 59 (or 33.5%) | 69 (or 39.2%) | 26 (or 14.8) | 176 (or 100%) | 715 (or 100% of affordable rent habitable rooms or 48.3% of affordable habitable rooms) | Total Number | 173 (or 10.0%) | 540 (or 31.5%) | 866 (or 50.5%) | 108 (or 6.4%) | 27 (or 1.6%) | 1714 (or 100%) | 4,555 (or 100% of total habitable rooms) |
|--|---|----------------|----------------|---------------|--------------|-----------------|--|-------------|-----------------|--------------------------------------|----------------|----------------|----------------|--------------|-----------|-----------------|---|---------------------------------|-----------|---------------|----------------|-----------|-----------|---------------|--|--|-----------|---------------|---------------|---------------|--------------|---------------|---|---------------------|----------------|----------------|----------------|---------------|--------------|----------------|--|
| Mix | Manhattan | 1 bed | 2 bed | 3 bed | 4 bed | Total Homes | Habitable Rooms | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Private Homes (Number or % of homes) | 173 (or 13.6%) | 431 (or 33.9%) | 626 (or 49.3%) | 39 (or 3.1%) | 1 (or 0%) | 1,270 (or 100%) | 3,074 (or 100% of private habitable rooms and 67.5% of total habitable rooms) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 11. | <p>COMPLIANCE - Development in Conformity with Energy Statement Unless otherwise agreed by the Local Planning Authority, the development hereby approved shall be constructed and delivered to the U-values and other standards set out in the document Energy Statement prepared by Hodkinson dated October 2017 and any energy strategy document thereafter approved.</p> <p>Reason: to mitigate the impacts of climate change in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2015 (with FALP 2011/REMA 2013).</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12. | <p>COMPLIANCE – Hybrid Application Area The development shall be implemented in accordance with the hybrid planning application boundary drawing SK411 Parameter Plan 1 Outline and Detail Planning Application Area which defines the area to which detailed planning permission and outline permission applies pursuant to this planning permission.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 13. | <p>COMPLIANCE – Architect Retention</p> <p>The existing architects shall be retained as Masterplan Architects to oversee the detailed design unless otherwise agreed in writing by the Local Planning Authority. The existing architect shall also be retained for the implementation of the detailed element of the application unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: in order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan.</p> |
| 14. | <p>COMPLIANCE - Landscaping – Replacement of Trees and Plants (LBH Development Management)</p> <p>Any tree or plant in the public or private communal amenity areas or public realm delivered as part of the landscape masterplan (including roof top amenity areas) which, within a period of five years of occupation of the approved development 1) dies 2) is removed 3) becomes damaged or 4) becomes diseased, shall be replaced in the next planting season with a similar size and species of tree or plant.</p> <p>Reason: to protect the amenity of the locality.</p> |
| 15. | <p>COMPLIANCE – Accessibility</p> <p>The development shall only be carried out in accordance with the inclusivity and accessibility measures identified in the Design and Access Statement dated October 2017 with regard to the fit out in accordance with Building Regulations Part M4 category 2. At least 10% of all dwellings hereby approved shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015).</p> <p>Reason: To provide suitable access for disabled persons in accordance with London Plan (2015) policy 3.8 'Housing Choice'.</p> |
| 16. | <p>COMPLIANCE - Compliance with London Housing Design Standards</p> <p>The development shall comply with the London Plan Policy 3.5 and London Housing Supplementary Planning Guidance (2016) space standards and as far as practical shall meet all other requirements within the London Housing Supplementary Planning Guidance 2016, particularly the requirements regarding dual aspect units, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In order to ensure a satisfactory standard of accommodation for future occupiers of the development.</p> |
| 17. | <p>COMPLIANCE - Individual Satellite dishes or television antennas precluded</p> <p>The placement of any satellite dish or television antenna on any external surface of the development is precluded, excepting the approved central dish/receiving system noted in the application.</p> <p>Reason: to protect the amenity of the locality.</p> |
| 18. | <p>COMPLIANCE - Hours of Operation – A3 & A4 Uses</p> <p>Any restaurant (A3), public house and wine bar (A4) use shall not be operated before 0700 or after 2400 hours on any day of the week.</p> <p>Reason: to protect the amenity of the locality.</p> |

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| 19. | <p>COMPLIANCE - A1-A4 and B1- Access The commercial premises shall be minimum door widths of 900mm and a maximum threshold of 25mm to allow access to people with disabilities and people pushing double buggies.</p> <p>Reason: In order to ensure a satisfactory standard of accommodation for future occupiers & visitors of the development.</p> |
| 20. | <p>PRIOR TO ABOVE GROUND WORKS – Electric Vehicle Charging Points Prior to above ground works for each phase confirmation on the details and location of the parking spaces, of which all will be equipped with Active Electric Vehicle Charging Points (ECVPS) shall be submitted to and approved by the Local Planning Authority for each phase.</p> <p>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.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>Reason: To comply with London Plan Policy 6.13 and emerging Wood Green AAP Policy WG11 section 6.</p> |
| 21. | <p>COMPLIANCE - Environment Agency – Planting Planting all landscaped areas (except privately owned domestic gardens but including green roofs) shall be of locally native plant species only, of UK genetic origin.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for native biodiversity. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p> |
| 22. | <p>COMPLIANCE - Network Rail – Demolition Any demolition of refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, the stability of the adjoining Network Rail structures.</p> <p>Reason: To secure the safe operation of the railway network.</p> |
| 23. | <p>COMPLIANCE - Network Rail – Construction Any scaffold, cranes or other mechanical plant must be constructed and operated in a “fail safe” manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. To avoid scaffold falling onto operational lines, netting around the scaffold may be required. In view of the close proximity of these proposed works to the railway boundary the developer should contact Network Rail’s Outside Parties Engineer on opsoutheast@networkrail.co.uk before any works begin.</p> <p>Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.</p> <p>Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.</p> |

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| 24. | <p>PRE-COMMENCEMENT – Unsuspected contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development of that phase (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> |
| 25. | <p>PRE-COMMENCEMENT – Borehole Management Scheme</p> <p>A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.</p> <p>Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 109 of the National Planning Policy Framework.</p> |
| 26. | <p>PRE-COMMENCEMENT – Groundwater management and maintenance</p> <p>Piling for the development hereby permitted may not commence until a groundwater monitoring and maintenance plan in respect of potential contamination mobilised by piling activities, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.</p> <p>Reason: To ensure that piling on the site does not pose any further risk to the deep water environment (Chalk aquifer, SPZ1) by managing any contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 109 of the National Planning Policy Framework.</p> |
| 27. | <p>PRE-COMMENCEMENT - Archaeological Watching Brief</p> <p>No development (apart from demolition of above ground structures) shall take place within the former Olympia Trading Estate and properties 57-89 Western Road until the applicant has secured the implementation of an archaeological watching brief in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority</p> <p>Reason: To ensure that archaeological remains on the site shall be adequately investigated and recorded during the course of the development and the findings of such investigation and recording reported consistent with Policy 7.8 of the London Plan 2015 and Policy SP12 of the Haringey Local Plan.</p> |

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| 28. | <p>PRE-COMMENCEMENT – CIL PHASING</p> <p>Prior to the commencement of works on the relevant part of the development hereby approved, details of an indicative phasing plan, including projections for the commencement and completion, as they relate to that part of the development shall be submitted to the Local Planning Authority.</p> <p>Reason: to allow the local planning authority to understand the projected phasing of the development and to define the extent of a CIL phase for the purposes of the CIL Regulations 2010 as amended.</p> |
| 29. | <p>PRE-COMMENCEMENT - River Moselle De-Culverting Plans</p> <p>A feasibility study for the de-culverting of the Moselle shall be submitted to the Local Planning Authority no later than 1 May 2019 and subsequently approved in writing in consultation with the Environment Agency. The feasibility study shall include the following:</p> <ul style="list-style-type: none"> I. Details of the annual testing of water quality, including the relevant benchmarks to be achieved in accordance with Annex 1 of the Bathing Water Quality Directive' forming part of the Water Framework Directive or any standard as agreed by the Local Planning Authority II. Full options feasibility appraisal including landscape details, cross and long sections III. An outline maintenance and management scheme, including how safe access to, and maintenance of, the river will be achieved. <p>Reason: to secure details of an implementable scheme to deliver the future de-culverting of the River Moselle in accordance with London Plan policy 7.24.</p> |
| 30. | <p>PRE-COMMENCEMENT – Development in accordance with Noise and Vibration Report</p> <p>a) Prior to the commencement of each phase of the development hereby approved, except for Site Preparation Works, details of the sound attenuation to protect against externally generated (environmental) noise sources including rail transport so as to achieve the internal ambient noise levels detailed in Table 10.14 (Chapter 10, ES October 2017) and BS8233:2014 shall be submitted to and approved in writing by the Local Planning Authority. The measured or calculated noise levels shall be determined in accordance to the latest British Standard 8233:2014 Guidance on sound insulation and noise reduction for buildings.</p> <p>b) The approved works are to be completed prior to occupation of the development and retained for the lifetime of the development.</p> <p>c) Prior to first occupation of the development, a Post Completion Report demonstrating compliance with the mitigation measures in A above shall be submitted to and approved by the Local Planning Authority.</p> <p>Reason: In order to safeguard the amenities, health and safety of neighbouring properties and occupiers and of the area generally, and to ensure compliance with Policy 7.15 of the London Plan (2016).</p> |

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| 31. | <p>PRE-COMMENCEMENT - Land Contamination – Part C</p> <p>CON1:</p> <p>Before development commences for each phase other than for investigative work:</p> <ol style="list-style-type: none"> a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority. b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:- <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <ol style="list-style-type: none"> c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. <p>And CON2:</p> <ul style="list-style-type: none"> • Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> |
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32. **PRE COMMENCEMENT – Updated Air Quality Assessment**

Part A:

Prior to the submission of any reserved matters, an updated air quality assessment shall be submitted and approved by the Council in line with best practice guidance and other guidance provided by the Council. The air quality assessment will:

- Identify how the building works and related activities and the future operation and use of the development site may impact upon local air quality.
- Model the impact of the development on local air quality using ADMS Urban, agreed traffic data, include surrounding developments, all site-wide emission sources (CHP, gas boilers, energy centres) and include scenarios of pre-agreed years and worst case,
- Identify mitigation measures that are already part of any planned development and should any risk of exposure to poor air quality be determined, mitigation measures shall be included, where applicable, in the buildings design
- Identify possible additional mitigation measures that may be implemented to maintain and where possible improve air quality in the vicinity of the development.
- Provide full details of measures that will be implemented to maintain and where possible improve air quality in the vicinity of the development.
- Provide full details of measures that will be implemented to protect the internal air quality of buildings.
- Identify measures that will be implemented or continue to be implemented after the completion of the development with clear timescales of when information will be provided.

Part B: All measures identified within the approved air quality assessment that are to be installed during the course of the development will be fully implemented. No occupation will take place until a report demonstrating that each measure is fully implemented has been provided to the satisfaction of and approved in writing by the Planning Authority.

Part C: All measures identified within the approved air quality assessment that will be implemented or continue to be implemented after the completion of the development will be completed within agreed timescales. A report demonstrating that all such measures set out within the approved air quality assessment have been installed will be provided to the satisfaction of and approved in writing by the Planning Authority.

Part D: No development works will take place for the outline element, until a detailed site –wide Air Quality Assessment in line with guidance from the GLA has been submitted and approved in writing by the Local Planning Authority.

Reason: To protect air quality and people’s health by ensuring that the production of air pollutants, such as nitrogen dioxide and particulate matter, are kept to a minimum during the course of building works and during the lifetime of the development. To contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.

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| 33. | <p>PRE COMMENCEMENT - Phasing strategy & details</p> <p>No part of the outline development hereby permitted excluding demolition and site preparation works shall be carried out unless and until a phasing strategy showing the location of each building, its relationship to the wider masterplan and including details of the order in which the buildings will be commenced, has been submitted to and approved by the Local Planning Authority unless otherwise agreed in writing in the event that the component buildings are delivered concurrently.</p> <p>The Development shall only be carried out in accordance with the approved phasing strategy, subject to such amendments to such phasing strategy as may be approved by the Local Planning Authority from time to time.</p> <p>Reason: To ensure that the development is consistent with the principles of good masterplanning. It is necessary for condition to prevent commencement of the development until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.</p> |
| 34. | <p>PRE COMMENCEMENT – Meanwhile and interim uses</p> <p>No development of a phase, excluding demolition and site preparation works, shall be commenced until such times as a Meanwhile Treatment Strategy for that phase has been submitted to and approved in writing by the Local Planning Authority. The Meanwhile Treatment Strategy for the relevant phase shall include as a minimum:</p> <ol style="list-style-type: none"> I. Details of any proposed interim boundary treatment between the relevant phase and adjoining public realm/building(s); and II. Details of any proposed interim treatment of and use of public realm in adjoining Blocks/phases; and III. A programme for carrying out the interim boundary and any proposed public realm treatments. <p>The interim boundary and public realm treatments for the relevant Block shall be carried out in accordance with the approved Meanwhile Treatment Strategy for that Block.</p> <p>Reason: To identify opportunities for the meanwhile use of sites for housing to make efficient use of land while it is awaiting longer-term development in accordance with London Plan Policy H4.</p> |

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| 35. | <p>PRE COMMENCEMENT - Confirmation of Site Levels</p> <p>Prior to the commencement of each relevant phase (except demolition works and site preparation works) details of all existing and proposed levels on the site in relation to the adjoining properties be submitted to and approved by the Local Planning Authority.</p> <p>Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.</p> <p>The local planning authority is satisfied that the pre-commencement requirement of the condition is so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p> |
| 36. | <p>PRE COMMENCEMENT Drainage Strategy (Thames Water)</p> <p>Development for each phase, excluding demolition and site preparation works, shall not commence until a drainage strategy for each phase detailing any on and/or off site drainage works, has been submitted in writing to and approved by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.</p> <p>Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.</p> <p>The local planning authority is satisfied that the pre-commencement requirement of the condition is so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p> |
| 37. | <p>PRE-COMMENCEMENT – Water supply (Thames Water)</p> <p>Prior to the commencement of development in each relevant phase, excluding demolition and site clearance, impact studies of the existing water supply infrastructure shall be submitted to and approved in writing by the local planning authority in consultation with Thames Water for that phase. The studies shall determine the magnitude of any new additional capacity required in the system and a suitable connection point. The development shall not be commenced until the studies have been approved in writing by the local planning authority. The development for that particular phase shall not be brought into use until any necessary mitigation measures identified by the impact studies have been approved in writing by the local planning authority and carried out in full in accordance with the approved details.</p> <p>Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with London Plan (2015) policies 5.14 ‘Water Quality and Wastewater Infrastructure’ and 5.15 ‘Water Use and Supplies’. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p> |

38. **PRE- COMMENCEMENT - Construction Environmental Management Plan**

No phase of the development hereby approved shall commence until a phase specific Construction Environmental Management Plan (CEMP), which includes Waste Management Plan (WMP), Construction Dust Management Plan (CDMP) and Construction Traffic Management Plan (CTMP), has been submitted to and approved in writing by the Local Planning Authority for the relevant phase. The WMP will demonstrate compliance with an appropriate Demolition Protocol. The CDMP will incorporate appropriate mitigation measures to minimise dust emissions and will be based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition). This should include an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring).

The CEMP shall provide details of how demolition and construction works are to be undertaken and include (a):

- i. The identification of stages of works;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays);
- iii. Details of all plant and machinery to be used during demolition and construction stage, including an inventory of all Non-Road Mobile Machinery (NRMM);
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of community engagement arrangements;
- vi. Details of any acoustic hoarding;
- vii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- viii. Details of external lighting
- ix. Dust mitigation strategy

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

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site. No phase of the development hereby approved shall commence

Reason: To safeguard residential amenity, protect areas of nature conservation interest and prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policies 7.14, 7.18 and 7.19 of the London Plan (2016), Policy SP13 of the Haringey Local Plan (2013) and Saved Policy ENV7 of the Haringey Unitary Development Plan (2006).

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

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| 39. | <p>PRE- COMMENCEMENT - Electricity Sub-station:</p> <p>Prior to the commencement of the development, excluding demolition and site preparation works, a survey report on the electricity sub-station and associated electro-magnetic field. The report shall include any mitigation measures that may be required, as well as predicted electro-magnetic levels in the adjoining residential, by reference to relevant standards and studies. The report and any mitigation required will be subject to the approval of the Local Planning Authority.</p> <p>Reason: In the interests of public safety.</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p> |
| 40. | <p>PRIOR TO SUPERSTRUCTURE WORKS - Waste Management Scheme</p> <p>Prior to the commencement of any superstructure works on the approved buildings, and notwithstanding the approved Delivery and Servicing Plan (dated November 2017) details of an updated scheme setting out the collection and storage of waste and recycled materials shall be submitted in writing to and for approval by the Local Planning Authority.</p> <p>The updated scheme shall address:</p> <ol style="list-style-type: none"> 1) Waste and recycling collection frequency, following liaison with Haringey's Waste Management Team and Veolia (Haringey's waste service provider) 2) The cost implications of collection frequency to future occupiers 3) The management of waste on site, including bin rotation and storage layout 4) The collection storage areas <p>The details shall be implemented as approved prior to the occupation of the development for residential purposes, and maintained thereafter.</p> <p>Reason: to protect the amenity of the locality.</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p> |

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| 41. | <p>PRE COMMENCEMENT - Updated Construction Logistics Plan</p> <p>No development shall take place for each phase until such times as an updated Construction Logistics Plan (CLP) for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The CLP shall include the following details:</p> <ul style="list-style-type: none"> i) Update to the Construction Logistics Plan prepared by dated October 2017 to include phased development; ii) Monitoring and joint working arrangements, where appropriate; iii) Site access and car parking arrangements; iv) Delivery booking systems; v) Construction phasing and agreed routes to/from the development replace lorry routing; vi) Timing of deliveries to and removals from the site (to avoid peak times as agreed with HA) L07.00 to 9.00 and 16.00 to 18.00 where possible); vii) Construction works shall only proceed in accordance with the approved relevant CLP; viii) Travel plans for staff/ personnel involved in construction. <p>Reason: To update the existing CLP to account for phased development in the area, reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p> |
| 42. | <p>PRE COMMENCEMENT - Piling method statement</p> <p>No piling shall take place within a phase until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water for that phase. Piling or any other foundation designs using penetrative methods shall not be permitted except for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition is so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p> |

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| 43. | <p>PRE-COMMENCEMENT - Landscaping – Arboricultural Method Statement</p> <p>Within each phase of the outline and detailed development hereby approved no development shall commence until an Arboricultural method statement relating to works in that phase, including a tree protection plan, has been prepared in accordance with BS5837:2005 Trees in Relation to Construction”, and approved by the Local Planning Authority for each phase. A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturalist, Council Arboriculturalist and Contractors) to confirm all the protection measures to be installed for trees. Robust protective fencing / ground protection must be installed prior to commencement of construction activities for that phase on site and retained until completion of that phase. It must be designed and installed as recommended in the method statement within each phase. Within each phase the protective fencing must be inspected by the Council Arboriculturalist prior to any works commencing on site and remain in place until works are complete.</p> <p>Reason: Reason: In order to safeguard the root systems of those trees on the site which are to remain after building works are completed in the interests of visual amenity. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p> |
| 44. | <p>PRE COMMENCEMENT – Details of Flues</p> <p>Within each phase where a flue is required, full details of the location and appearance of any flues, including height, design, location and sitting shall be submitted and approved in writing by the Council before work commences on that phase prior to commencement of the superstructure works (excluding Site Preparation Works).</p> <p>Reason: To prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policy 7.14 in the London Plan (2016).</p> |
| 45. | <p>PRIOR TO ABOVE GROUND WORKS- Affordable Housing Strategy</p> <p>Prior to commencement of above ground works excluding Building C1 for each phase an affordable housing strategy shall be submitted to and approved in writing by the local planning authority setting out how that phase contributes to a site wide requirement of 32.5% Affordable Housing (by habitable rooms) as per the table shown in Condition 16.</p> <p>The details set out in the strategy shall thereafter be implemented in accordance with the approved strategy for each phase, unless otherwise agreed by the Local Planning Authority. Such a strategy for each phase must include:</p> <ul style="list-style-type: none"> i. The overall %, numbers, tenure, affordability and location of the affordable housing provision to be made within the related phase; ii. The timing of the construction of the affordable housing; iii. The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing subject to staircasing. <p>Reason: To secure details relating to the provision of affordable housing and accord with London Plan Policy 3.11 Affordable housing targets.</p> |

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| 46. | <p>PRIOR TO ABOVE GROUND WORKS – Fibre Broadband Strategy</p> <p>Prior to the commencement of any above ground works, except enabling and demolition works and Building C1 a strategy to facilitate ultra-fast broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling or commercial unit, ducting to facilitate the provision of an ultra-fast broadband service to that dwelling or unit from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground or other infrastructure. The development of the site shall be carried out in accordance with the approved strategy.</p> <p>Reason: to accord with Site Allocation policies that support the provision of high speed broadband infrastructure and economic development objectives.</p> |
| 47. | <p>PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan</p> <p>a) Prior to commencement of above ground works for each phase, a Biodiversity Enhancement Plan (BEP), for that phase shall be submitted to and approved in writing by the Local Planning Authority. The BEP shall be in accordance with the Environmental Statement (dated October 2017) and include:</p> <ul style="list-style-type: none"> i) Integration of bird and bat boxes; ii) Details of native and ‘nectar rich’ landscaping; and iii) Soft landscaping management & maintenance. <p>b) The Biodiversity enhancement measures set out in the approved BEP shall be implemented.</p> <p>Reason: In order to ensure that the authorised development makes a positive contribution to biodiversity in accordance with Policies 7.18 and 7.19 of the London Plan (2015), Policy SP13 of the Haringey Local Plan.</p> |

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| 48. | <p>PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage</p> <p>Prior to the commencement of above ground works for each phase details of the design, implementation, maintenance and management of the sustainable drainage scheme for each phase shall be submitted to, and approved in writing by, the local planning authority. Those details shall include:</p> <ol style="list-style-type: none"> 1. Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters; 2. Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant); 3. Flood water exceedance routes, both on and off site; 4. A timetable for its implementation, and 5. A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. <p>Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.</p> <p>Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system in accordance with Policy 5.13 of the London Plan.</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p> |
| 49. | <p>PRIOR TO ABOVE GROUND WORKS Sustainability Standards – Non-residential</p> <p>Evidence that each commercial unit of the development is registered with a BREEAM certification body and that a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the stipulated BREEAM level “Very good” shall be submitted to and approved in writing by the local planning authority prior to the commencement of the works to which the certification relates and a final certificate shall be submitted for approval to the local planning authority within 6 months of the occupation of each phase of the development.</p> <p>Reason: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan (2016) and Policies SP0 and SP4 the Haringey Local Plan (2013).</p> |

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| 50. | <p>PRIOR TO ABOVE GROUND WORKS - Green and Brown Roofs</p> <p>Prior to the commencement of above ground development for each phase, details of green/brown roofs, including planting and maintenance schedules, and ecological enhancement measures shall be submitted to and approved in writing by the Council for that phase. Development shall accord with the details as approved.</p> <p>This will include the following:</p> <ul style="list-style-type: none"> • A roof(s) plan identifying where the living roofs will be located; • Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s); • Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat; • Details on the diversity of substrate types and sizes; • Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates; • Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native); • Details of the location of log piles / flat stones for invertebrates; <p>The living roof will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.</p> <p>The living roof (s) shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p> |
| 51. | <p>PRIOR TO ABOVE GROUND WORKS - Secured by Design</p> <p>Part A</p> <p>Prior to carrying out above ground works of the relevant phase details shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate that such phase (and buildings contained therein) has incorporated the principles and practices of Secured by Design where these can be practically achieved. Where the principles cannot be achieved, then justification for this will be required. The development shall be implemented in accordance with the approved details.</p> <p>Part B</p> <p>Prior to first occupation of each building or part of a building or use of that phase, details shall be submitted and approved in writing to demonstrate that such phase (and buildings contained therein) has delivered the principles and practices of Secured by Design, and as agreed by the Local Planning Authority in the discharge of Part A.</p> <p>Reason: To ensure that the proposed development meets the Police standards for the physical protection of the buildings and their occupants, and to comply with London Plan (2016) Policy 7.3 and Haringey Local Plan 2013 Policy SP11.</p> |

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| 52. | <p>PRIOR TO ABOVE GROUND WORKS – External Solar Shading and Passive Ventilation Study (Residential only)</p> <p>Prior to the commencement of any superstructure work on each phase, an overheating model and report shall be submitted to and approved by the Local Planning Authority. The model will assess the overheating risk using future weather temperature projections (2050) and London weather files, and the report will demonstrate how the risks have been mitigated and removed through design solutions.</p> <p>This report will include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and passive cooling and ventilation) to ensure adaptation to higher temperatures are addressed, and the units do not overheat beyond the assessment methodology thresholds. The report will include the following:</p> <ul style="list-style-type: none"> - the standard and the impact of the solar control glazing; - that all heating pipework is appropriately insulated - that passive cooling and ventilation features have been included - highlight the mitigation strategies to overcome any overheating risk <p>Air Conditioning will not be supported unless justification is given.</p> <p>Once approved the development shall be constructed in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.</p> |
| 53. | <p>PRIOR TO SUBMISSION OF RMA – Updated Energy Strategy</p> <p>Notwithstanding the submitted details and prior to the submission of any reserved matters, excluding demolition and site preparation works, an updated energy strategy shall be submitted to and approved in writing by the local planning authority. The Energy Strategy shall, unless otherwise agreed by the local planning authority, be based on connection of all residential and non-residential buildings to a district energy and heating network. Details of the site wide heating and hot water facilities, the phasing of delivery, and associated network infrastructure will be submitted for approval to the Council. The strategy shall explore all reasonable options for improving the energy efficiency of the building and reducing carbon dioxide emissions in accordance with the energy hierarchy set out in London Plan policy 5.2 ‘Minimising carbon dioxide emissions’. The Strategy will comply with the targets and measures set out in London Plan (2016) Policy 5.2 and will be submitted using the format set out in the GLA guidance on Energy Strategies. The development shall be carried out strictly in accordance with the details approved.</p> <p>Reason: To ensure that the development hereby approved is energy efficient and to contribute to the avoidance of need for new fossil fuel or other primary energy generation capacity and to reduce emissions of greenhouse gases and to minimise the impact of building emissions on local air quality in the interests of health, in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan.</p> |
| 54. | <p>PRIOR TO INSTALLATION - Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)</p> <p>Prior to installation, details of the Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority for approval. The details shall be implemented as approved and shall be maintained thereafter.</p> <p>Reason: To protect local air quality.</p> |

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| 55. | <p>PRIOR TO OCCUPATION – Commercial and Workspace Strategy Prior to the occupation of any commercial floorspace within a phase, a strategy for commercial and workspace for that phase shall be submitted to and approved in writing by the Local Planning Authority (LPA).</p> <p>The strategy shall include:</p> <ul style="list-style-type: none"> a) a strategy that complements the existing and emerging cultural and economic offer in and around the site b) setting out a timetable for the marketing and occupation of such workspace; c) explaining how such workspace is designed to meet the needs of commercial undertakings; d) indicating the proposed lease terms and the proposed levels of rent for businesses together with an explanation of how those terms and rent compare with the lease terms and rent for equivalent commercial space elsewhere within the Borough; <p>Reason: to ensure the placemaking and economic objectives of the Wood Green AAP are secured.</p> |
| 56. | <p>PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details Prior to any superstructure works on each approved phase, details of arrangements for cycle storage (including provision for a total of cycle parking spaces, means of enclosure for the storage area and the bicycle stairway and trough system) for that phase shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with Transport for London (Borough Planning), and the approved arrangements shall be completed to the satisfaction of the Authority before any part of the development is first occupied, and permanently maintained thereafter to the Authority's satisfaction.</p> <p>Reason: To ensure that adequate cycle storage facilities are provided and promote sustainable travel.</p> |
| 57. | <p>PRIOR TO SUPERSTRUCTURE WORKS – Sample Materials Samples of all materials to be used for all external facing surfaces and roofing materials for each phase of the development, shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced on that phase. Samples shall include sample panels in addition to a schedule of the exact product references. All approved materials shall be erected in the form of a samples board and shall be retained on site throughout the works period for the phase concerned. Thereafter only such approved materials and finishes shall be used in carrying out the development.</p> |
| 58. | <p>PRIOR TO SUPERSTRUCTURE WORKS – CCTV and Security Lighting Prior to commencement of the superstructure works for each phase (excluding Site Preparation Works), a scheme showing full details of the following for that phase shall be submitted to and approved in writing by the Local Planning Authority.</p> <ul style="list-style-type: none"> a) CCTV; b) Security lighting <p>Reason: To ensure that future development is safe and secure for future residents and visitors.</p> |

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| 59. | <p>PRIOR TO SUPERSTRUCTURE WORKS – Shopfronts</p> <p>Prior to commencement of the superstructure works for each phase (excluding Site Preparation Works) the design and external appearance of the shopfronts for that phase, including detailed design of the fascias, shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: In the interests of the character and appearance of the area in accordance with London Plan (2015) policy 7.4 ‘Local Character’.</p> |
| 60. | <p>PRIOR TO SUPERSTRUCTURE WORKS - Environment Agency – Landscape Management Plan</p> <p>Prior to commencement of the superstructure works for each phase (excluding Site Preparation Works) a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.</p> <p>Reason: In the interests of the character and appearance of the area in accordance with London Plan (2015) policy 7.4 ‘Local Character’.</p> |
| 61. | <p>PRIOR TO OCCUPATION – Soft landscaping and play space</p> <p>Prior to occupation of each phase, details of the children’s playspace and soft landscaping provision contained within the private and communal amenity areas in accordance with the Design and Access Statement (October 2017) of that phase shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The details shall include the:</p> <ol style="list-style-type: none"> a. location, layout, design of the playspace; and b. equipment/ features c. hard surfacing materials d. minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting). <p>Soft landscape details shall include:</p> <ol style="list-style-type: none"> a. Planting plans b. Written specifications (including cultivation and other operations associated with plant and grass establishment) c. Schedules of plants, noting species, planting sizes and proposed numbers / densities where appropriate d. Implementation timetables. <p>The landscaping, playspace and equipment/features shall be laid out and installed prior to the first occupation of the development. The children’s playspace shall be provided strictly in accordance with the details so approved, installed/erected prior to the first occupation of the residential dwellings and shall be maintained as such thereafter.</p> <p>REASON: To secure the appropriate provision and design of children’s playspace.</p> |

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| 62. | <p>PRIOR TO OCCUPATION - Estate Management & Maintenance Plan Prior to the occupation of each phase an Estate Management and Maintenance Plan for that Phase in which development would be located, setting out maintenance and management responsibilities for all communal play spaces, communal amenity spaces and all publicly accessible open spaces, shall be submitted to and approved in writing by the Local Planning Authority and the open spaces shall thereafter be maintained and managed in accordance with the approved details.</p> <p>Reason: In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of local places in accordance with London Plan Policy 3.5.</p> |
| 63. | <p>PRIOR TO OCCUPATION- Lighting strategy Prior to the occupation of each phase a lighting strategy to address all external lighting across within the phase shall be submitted to and approved in writing by the local planning authority. The development shall only be carried out in accordance with the approved details.</p> <p>Reason: In the interests of the character and appearance of the area in accordance with London Plan (2015) policy 7.4 'Local Character'.</p> |
| 64. | <p>PRIOR TO OCCUPATION - Details of Central Dish/Receiving System Prior to the occupation of each phase development, details of a Central Satellite Dish/Receiving System for the residential units hereby approved shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.</p> <p>Reason: to protect the amenity of the locality.</p> |
| 65. | <p>PRIOR TO OCCUPATION – Delivery and Servicing Plan Prior to occupation of each phase of development, an updated Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority for that phase and the development thereafter managed in accordance with the approved details.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p> |

INFORMATIVES:

Working with the Applicant (LBH Development Management)

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

Community Infrastructure Levy (LBH Development Management)

INFORMATIVE: The Community Infrastructure Levy will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

CIL

This is a phased development for the purposes of the CIL Regulations (2010 as amended). A phase can comprise: site preparation and demolition works, sub-structures, and/or buildings, plots or groups of plots. The extent of the CIL phase will be defined on the relevant phasing plan.

Hours of Construction Work (LBH Development Management)

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

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

Party Wall Act (LBH Development Management)

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

Requirement for Groundwater Risk Management Permit (Thames Water)

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

Connection for removal of ground water precluded. Approval required for discharge to public sewer (Thames Water).

INFORMATIVE: In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres (Thames Water).

INFORMATIVE: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover. Water Main Crossing Diversion (Thames Water)

INFORMATIVE:

There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

Minimum Pressure and Flow Rate from Pipes (Thames Water)

INFORMATIVE: 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.

Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)

INFORMATIVE:

Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

Asbestos Survey (LBH Environmental Services and Community Safety)

INFORMATIVE: The applicant is advised that 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.

New Development Naming (LBH Transportation)

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

INFORMATIVE: The Environment Agency has provided advice to the applicant in respect of Ground Water Protection and Land Affected by Contamination. This advice is available on the Council's website using the application reference number.

Archaeology

INFORMATIVE: The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

Asbestos

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

Highways Licenses

INFORMATIVE: The following highways licences may be required: crane licence, hoarding licence, on-street parking suspensions. The applicant must check and follow the processes and apply to the HA.

For the Outline Permission Application:

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.

Piling Works

In one of the gas holders there remains at depth asbestos materials and other contaminants, such as lead and hydrocarbons. At the time of writing a concrete capping in place to prevent risk to human health. Any piling works on/in the environs of proposed residential Block B3 and surrounding proposed amenity / open space land has the potential to cause exposure of the contaminants in the gas holder and so a risk to human health.

Site Preparation Works:

Site Preparation Works comprise the following “Demolition of buildings and structures, surveys, site clearance, works of archaeological, ground investigation, remediation and Gasholder pit infill, the erection of fencing or hoardings, the provision of security measures and lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, and temporary estate roads”

SubStructure:

Substructure works are defined as building foundations or underlying supporting substructure

Superstructure:

Superstructure works are defined as part of the building above its foundations

Phasing

A phase of development relates to a phase defined by planning condition (CIL condition), or any subsequent construction sub-phase agreed with the Local Planning Authority, or the outline component or detailed component and/or Site Preparation Works.

Meanwhile Uses:


Interim works comprise, inter alia, meanwhile uses.

INFORMATIVE:

The applicant is referred to details within the Design Code and Design and Access Statement encouraging the use of Green & Living Walls. Green walls are essentially vertical gardens that can attach to either the inside or outside of a wall and are slightly different from other designs, utilising plants such as climbing ivy or clematis, in that the plant material is actually rooted into the wall fixing itself. The use of living and green walls is encouraged as part of future detailed design and soft landscape details submitted in support of planning conditions.

INFORMATIVE:

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2016, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke extending to the right.

Dean Hermitage
Head of Development Management and Planning Enforcement
Planning Service

19/04/2018