

## NOTICE OF MEETING

# PLANNING SUB COMMITTEE

**Monday, 2nd June, 2025, 7.00 pm - George Meehan House, 294 High Road, Wood Green, London, N22 8JZ (watch the live meeting [here](#), watch the recording [here](#))**

**Councillors:** Sean O'Donovan, Lotte Collett, Barbara Blake (Chair), Reg Rice, Nicola Bartlett, John Bevan (Vice-Chair), Cathy Brennan, Scott Emery, Emine Ibrahim, Alexandra Worrell and Kaushika Amin

**Quorum:** 3

### 1. FILMING AT MEETINGS

Please note this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual, or may lead to the breach of a legal obligation by the Council.

### 2. PLANNING PROTOCOL

The Planning Committee abides by the Council's Planning Protocol 2017. A factsheet covering some of the key points within the protocol as well as some of the context for Haringey's planning process is provided alongside the agenda pack available to the public at each meeting as well as on the Haringey Planning Committee webpage.

The planning system manages the use and development of land and buildings. The overall aim of the system is to ensure a balance between enabling development to take place and conserving and protecting the environment and local amenities. Planning can also help tackle climate change and overall seeks to create better public places for people to live, work and play. It is important that the public understand that the committee

makes planning decisions in this context. These decisions are rarely simple and often involve balancing competing priorities. Councillors and officers have a duty to ensure that the public are consulted, involved and where possible, understand the decisions being made.

Neither the number of objectors or supporters nor the extent of their opposition or support are of themselves material planning considerations.

The Planning Committee is held as a meeting in public and not a public meeting. The right to speak from the floor is agreed beforehand in consultation with officers and the Chair. Any interruptions from the public may mean that the Chamber needs to be cleared.

### **3. APOLOGIES**

To receive any apologies for absence.

### **4. URGENT BUSINESS**

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 13 below.

### **5. DECLARATIONS OF INTEREST**

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

### **6. MINUTES (PAGES 1 - 10)**

To confirm and sign the minutes of the Planning Sub Committee held on 3<sup>rd</sup> April as a correct record.

### **7. PLANNING APPLICATIONS**

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

**8. HGY/2025/0818 TOTTENHAM HALE STATION, LONDON UNDERGROUND LTD, STATION ROAD, TOTTENHAM, LONDON, N17 9LR (PAGES 11 - 64)**

**Proposal:** Section 73 application to vary Conditions 1 and 11 of the approved development ref: HGY/2013/2610 (previously amended via application ref. HGY/2018/1897 which amended condition 2 of the original permission HGY/2013/2610 with changes to the works to extend the operational railway station at Tottenham Hale). The variations are to replace the requirement of providing a new station access point and footbridge from Hale Village to Tottenham Hale Station, to instead requiring pedestrian and cycle network improvements on Ferry Lane and accessory works.

**9. PRE-APPLICATION BRIEFINGS**

The following items are pre-application presentations to the Planning Sub-Committee and discussion of proposals.

Notwithstanding that this is a formal meeting of the Sub-Committee, no decision will be taken on the following items and any subsequent applications will be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

The provisions of the Localism Act 2011 specifically provide that a Councillor should not be regarded as having a closed mind simply because they previously did or said something that, directly or indirectly, indicated what view they might take in relation to any particular matter. Pre-application briefings provide the opportunity for Members to raise queries and identify any concerns about proposals.

The Members' Code of Conduct and the Planning Protocol 2016 continue to apply for pre-application meeting proposals even though Members will not be exercising the statutory function of determining an application. Members should nevertheless ensure that they are not seen to pre-determine or close their mind to any such proposal otherwise they will be precluded from participating in determining the application or leave any decision in which they have subsequently participated open to challenge.

**10. PPA/2025/0006 TIMBER YARD, 289-295 HIGH ROAD, WOOD GREEN, LONDON, N22 8HU (PAGES 65 - 94)**

**Proposal:** Redevelopment of the site for 36 x residential units within 2 x part three, four and five storey blocks and part two, part three storey mews buildings in conjunction with refuse and cycle stores, parking and re-landscaping.

**11. UPDATE ON MAJOR PROPOSALS (PAGES 95 - 108)**

To advise of major proposals in the pipeline including those awaiting the issue of the decision notice following a committee resolution and subsequent signature of the section 106 agreement; applications submitted and awaiting determination; and proposals being discussed at the pre-application stage.

**12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 109 - 142)**

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 1.03.25 – 30.4.25 .

**13. NEW ITEMS OF URGENT BUSINESS**

**14. DATE OF NEXT MEETING**

To note the date of the next meeting as 29<sup>th</sup> July.

Kodi Sprott, Principal Committee Coordinator  
Tel – 020 8489 5343  
Fax – 020 8881 5218  
Email: [kodi.sprott@haringey.gov.uk](mailto:kodi.sprott@haringey.gov.uk)

Fiona Alderman  
Assistant Director of Legal & Governance (Monitoring Officer)  
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Thursday, 22 May 2025

7:00 –

**1. FILMING AT MEETINGS.**

The Chair referred to the notice of filming at meetings and this information was noted.

**2. PLANNING PROTOCOL**

The Chair referred to the planning protocol and this information was noted.

**3. APOLOGIES**

Apologies for absence were received from Cllr Worrell, Cllr Emery and Cllr Bartlett.

**4. URGENT BUSINESS**

There were no items of urgent business.

**5. DECLARATIONS OF INTEREST**

There were no declarations of interest.

**6. MINUTES**

**RESOLVED**

To approve the minutes of the Planning Sub Committee held on the 4th March.

**7. PLANNING APPLICATIONS**

The Chair referred to the note on planning applications and this information was noted.

**8. HGY/2024/2851 COMMUNITY CENTRE, SELBY CENTRE, SELBY ROAD, TOTTENHAM, LONDON, N17 8JL (PAGES 9 - 304)**

Philip Elliot, Principal Planning Officer, introduced the report. This scheme sought planning permission for demolition of all existing buildings comprising Selby Centre and the erection of four buildings. New buildings of 4 to 6 storeys to comprise of residential accommodation (Use Class C3); and commercial accommodation (Use Class E (a), (b), & (g)). With car and cycle parking; new vehicle, pedestrian, and cycle routes; new public, communal, and private amenity space and landscaping; and all associated plant and servicing infrastructure.

The following was noted in response to questions from the committee:

- On the decentralised energy network, there was still a planning policy requirement in the London Plan and in the Local Plan to connect to a heat network to meet low carbon requirements.
- In terms of garden waste, officers had notified the applicant that extra space should be made available so that if people wanted to use the 'paid for waste collection service' they could do so.
- Sprinklers were not an absolute requirement, especially given the height of the buildings.

7:00 –

- There were conditions attached to make sure that the new Selby Centre, would be built and operational so that the Selby Trust, who is a partner for the development, could move into the new premises prior to any work taking place on the Haringey side and demolition works on the existing Selby Centre site. There would therefore be a continuation of service provision,, albeit within a new building of higher b quality.
- The new Selby Centre is in Ball Lane playing fields, in LB Enfield's jurisdiction. A planning application had been made to Enfield Council and has received resolution to grant from their Planning Committee. Conditions attached to the planning permission would mean that that building has to be constructed and operational before works commence on the existing Selby Centre building to build the new housing proposed.
- The reason for the delay from QRP to submission was because of the deliverability of the scheme. The scheme became undeliverable because of the funding and so there was a process of trying to make changes to the scheme and find different funding sources.
- The facility would be owned by Haringey Council, and they are proposing a long-term lease under the social value leasing policy with the Selby Trust.
- There had been discussions on this site for several years regarding the transport strategy. The transport consultant had measured the distance to the nearest station and this calculation was agreed by the Council.
- In regard to tenure and social mix, generally mixed tenure is expected in national and local planning policy. However, there are also requirements to meet housing need and that was best met through social rent homes, as evidenced in the national planning policy framework and Haringey strategic housing market assessment.
- In terms of lack of funding, that was related to the Sports Hall facility. The applicant was looking to raise funds for the housing elements of the site, looking at a mix of funding opportunities with governing bodies and with the Selby Trust fund raising themselves.
- It would be difficult to provide car parking for this scale of development because the local highway network would be put under considerable pressure. In this case, it would be similar to a lot of Council housing schemes approved recently, which were car free in line with policy.

Cabinet Member Ruth Gordon attended the committee and spoke in support of the application:

The aspiration from the very inception was that there would be a village of different amenities where people could come together. There would be a local school, workspace and sports facilities. The addition of the 200 homes in this scheme would be vital for reducing costs, but also for making sure that those 200 families get not only a roof over the heads, but a home that has got all of the environmental credentials as well.

The Chair asked Catherine Smyth, Head of Development Management and Enforcement Planning to sum up the recommendation as set out in the report. The Chair moved that the recommendation be approved following a unanimous decision.

7:00 –

## RESOLVED

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards is authorised to issue the planning permission and impose conditions and informatives subject to the signing of an agreement in the form of a Director's Letter providing for the obligations set out in the Heads of Terms below.

2.2 That delegated authority be granted to the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions and informatives as set out in this report provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 30th May 2025 or within such extended time as the Head of Development Management and Planning Enforcement or the Director Planning & Building Standards shall in their sole discretion allow; and

2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

2.5 Planning obligations are usually secured through a s106 legal agreement. In this instance the Council is the landowner of the site and is also the Local Planning Authority (LPA) and so cannot legally provide enforceable planning obligations to itself.

2.6 Several obligations which would ordinarily be secured through a S106 legal agreement would instead be imposed as conditions on the planning permission for the proposed development.

2.7 It is recognised that the Council cannot commence to enforce against itself in respect of breaches of planning conditions and so prior to issuing any planning permission, measures would be agreed between the Council's Housing and Regeneration services and the Planning service, including the resolution of noncompliance with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development

2.8 The Council cannot impose conditions on a planning permission requiring the payment of monies and so the Director of Placemaking and Housing or successor shall confirm in writing (through a 'Director's Letter') that the payment of contributions for the matters set out below shall be made to the relevant departments at an agreed time.

2.9 The Director's letter would secure obligations that would ordinarily be secured through agreements under s106 of the Town and Country Planning Act 1990 and s278 and s38 of the Highways Act 1980.

Summary of the heads of terms for the development are summarised below, with more detail on obligations provided in the report:

☐ Affordable housing – 202 affordable council homes let at low-cost social rents

7:00 –

- ☐ Parking permit restrictions (Residents of the development shall be prevented from obtaining on-street car parking permits)
- ☐ Traffic Management Order (TMO) amendments (£4,000)
- ☐ Travel plan monitoring (£15,000)
- ☐ Controlled Parking Zone (CPZ) review and amendments
- ☐ Car club contributions
- ☐ Off-site highway works and highway improvements
- ☐ Stage 1 and 2 Road Safety Audit to be completed during the design stage of the above works
- ☐ Monitoring of construction works (£15,000)
- ☐ Carbon offsetting contribution to be agreed prior to implementation (recalculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages)
- ☐ Connection to District Energy Network (DEN) and backup/alternative solution with deferred offset contribution if DEN not implemented
- ☐ Employment and Skills plan and measures to reflect Employment and Skills requests
- ☐ Employment and Skills management and apprenticeship support contributions
- ☐ Obligations monitoring payment calculated in accordance with the monitoring fee requirements of the Council's Planning Obligations Supplementary Planning Document (SPD) as well as a reasonable financial contribution for monitoring Biodiversity Net Gain

## 9. **HGY/2024/1456 30-48 LAWRENCE ROAD, TOTTENHAM, LONDON, N15 4EG (PAGES 305 - 436)**

Gareth Prosser, Deputy Team Leader, introduced the report. This scheme sought planning permission for alterations and extension to existing building (Class E) and erection of residential building (Class C3- Dwellinghouses) including ground floor commercial (Class E - Commercial, Business and Service), cycle and car parking, hard and soft landscaping, and all other associated works.

The following was noted in response to questions from the committee:

- There would be green roofs within the development. In addition, the scheme would provide ten additional trees. Most of the green spaces would be at roof and podium level, and on the top of the commercial element as well. There would be over a 400% biodiversity net gain, because there is virtually no greenery on the site at the minute.
- The proposal to provide an additional floor to the roof of the commercial unit was discussed at the Quality Review Panel meeting, and the design of the original proposal was set back. In terms of the BRE assessment - overshadowing and lighting conditions to rear gardens and to rear windows, the impact was considered acceptable.

Matt Lawrenson, a local resident, attended the committee and spoke in objection of the proposal:

This development would take place metres away from his home. The intense noise, dust and disruption from the construction over two or three years would not only affect his ability to work but would also affect his mental health and well-being. Further, he felt the daylight report included in the application did not consider the personal experiences of the residents and the true impact on their homes, as no consultation was carried out by the applicant with them.



7:00 –

The following was noted in response to questions to the objector:

- Since the deadline the objector had spoken to neighbours who did not know this development was taking place, in his view more people would have objected if they knew about the plans.
- Officers explained that they had notified over 800 people about the site by way of letter, and that site notices were also put up on Lawrence Rd and Collingwood Road. The council held a Development Management Forum inviting the local community to consider and feed back on the proposals. There had been numerous opportunities to engage with both the officers and with the developers.
- To clarify, it would be mainly deck access at the back of the residential scheme and this would be access to the new homes. The homes would be orientated towards Lawrence Rd at the back of the building, which would face Collingwood Rd but also there would be a substantial distance from the new residential properties to Collingwood Rd.
- There would be a visual impact to residents as they would be able to see the extension and the residential building, but that would be set back a substantial distance. In terms of the studies that officers received and considered the scheme complied with BRE guidelines.
- It would be standard to apply limitations on the hours of work, officers had recommended a condition on limiting the hours of operation. There would be a construction management plan which would be assessed and would look at the ways materials, for example, would be brought to the site.

The applicant, Sam Hein, addressed the committee in support of the proposal:

- This proposal would rejuvenate the site and provide modern flexible commercial floor space that met local small business needs. It would deliver 56 quality homes, both affordable and private. The final design had benefited from three rounds of examination by the Quality Review Panel. They have also been conscious of neighbours and undertaken direct public consultation events, including two public exhibitions and a Development Forum. Many of the closest neighbours were actually supportive of the regeneration proposals because it removed the existing operator that generated a lot of noise and odour. The design was climate conscious and would help meet aspirations to go green. This included air source heat pumps, solar panels and rainwater harvesting, and would deliver carbon savings to help go above standards and help keep bills down, the scheme would also be car free.

The following was noted in response to questions to the applicant:

- The applicant actively engaged with registered providers. They have a company called DS2 whose job was to place affordable housing with registered providers. The applicant had made sure by talking to those organisations that they would take on affordable housing and they had been to see the Council's property department as well. The Council sometimes took affordable homes as well and they had come to the same conclusion as them, which is that the number of affordable homes would be too low. But there was a prospect for the shared ownership, and that was probably the best solution for everybody.

7:00 –

- An alternative would be three social rented homes and one shared ownership. But the point is that it was not possible to deliver.
- Through the construction management plan, it was demonstrated how this development could be built with minimum disturbance to neighbours. The main bulk of the building that would take place would be some distance away from the objector's and neighbouring property, therefore there should not be so much disruption.

The Chair asked Catherine Smyth, Head of Development Management and Planning Enforcement to sum up the recommendations as set out in the report. The Chair moved that the recommendation be approved following a unanimous decision.

## RESOLVED

That the Committee authorise the Head of Development Management & Planning Enforcement or the Director of Planning & Building Standards to GRANT planning permission subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management & Planning Enforcement or the Assistant Director of Planning & Building Standards that secures the obligations set out in the Heads of Terms below.

2.2 That delegated authority be granted to the Head of Development Management & Planning Enforcement or the Director Planning & Building Standards to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 31st May 2025 within such extended time as the Head of Development Management & Planning Enforcement or the Assistant Director of Planning & Building Standards shall in her/his sole discretion allow; and

2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

2.9 Summary of the planning obligations for the development is provided below:

1. Carbon offset contribution:

- Estimated carbon offset contribution of £36,480 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO<sub>2</sub> at the Energy Plan and Sustainability stages;
- 'Be Seen' commitment to upload energy performance data;
- Energy Plan; and
- Sustainability Review.

2. Car-Free Agreement including a £4,000 contribution to amend the Traffic Management Order.

3. Car Club Membership Subsidies at £100 (one hundred pounds in credit) per year/per unit for the first 2 years.

4. Commercial Travel Plan including £2,000 per year per Travel Plan for monitoring of the travel plan for a period of 5 years.

5. Residential Travel Plans including a £15,000 to monitoring of the travel plan initiatives.

7:00 –

6. Highway Improvements

7. Employment Initiatives - participation and financial contribution towards Local training and Employment Plan.

- Apprenticeship support fees of £1,500;
- Provide a support fee of £1,500 per apprenticeship towards recruitment costs;
- 5% of the on-site workforce to be Haringey resident trainees;
- Submission of an employment and skills plan;
- No less than 20% of local labour. Residents shall be employed for a minimum of 26 weeks; and
- One full time apprenticeship per £3mill of development cost (up to max. 10% of total construction workforce).

8. Monitoring Contribution

- 5% of total value contribution (not including monitoring);
- £500 per non-financial contribution; and
- Total monitoring contribution to not exceed £50,000.

9. Construction Management Travel Plan obligation for £15,000.

10. Retention of Architect

**10. HGY/2024/3240 103-107 NORTH HILL N6 4DP (PAGES 437 - 486)**

Valerie Okeiyi, Principal Planning Officer introduced the item for demolition of existing buildings and redevelopment to provide a new care home and rehabilitation clinic (Class C2 - Residential Institution) fronting View Road and including up to 50 beds, hydro pool, salon, foyer/central hub, gym/physio room, lounge and dining rooms and consulting rooms, together with a new residential building (Class C3 - Dwelling Houses) fronting North Hill providing 9 flats (5 x 1 bed, 3 x 2 bed and 1 x 3 bed), car and cycle parking, refuse/recycling storage, mechanical and electrical plant, hard and soft landscaping, perimeter treatment and associated works.

The following was noted in response to questions from the committee:

- Cycle parking usage was aimed at staff and in place as per London plan proposals.
- There would be Community infrastructure levy adding up to over £90,000.
- Hard and soft landscaping proposals relate to both the care home and residential dwellings. The purpose of this condition is to ensure the development maintains an openness and sufficient amenity/green space. The wording doesn't expect that the garden would be retained exactly, there would be changes in terms of the landscaping itself.
- 9 residential dwellings would be market dwellings, the communal garden is for future occupants of these homes.
- There are three conditions relating to designing out crime.

The Chair asked Catherine Smyth, Head of Development Management and Enforcement Planning to sum up the recommendations as set out in the report. The Chair moved that the recommendation be approved following a unanimous decision.

**RESOLVED**

That the Committee resolve to GRANT planning permission and that the Head

7:00 –

of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.

2.2 That delegated authority be granted to the Head of Development Management and Planning Enforcement or the Director of Planning & Building Standards is authorised to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the SubCommittee.

2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 30 April 2025 or within such extended time as the Head of Development Management or the Director Planning & Building Standards shall in her/his sole discretion allow; and

2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

#### Conditions

1. Three years
2. Drawings
3. Detailed Drawings and External Materials
4. Boundary treatment
5. Hard and Soft Landscaping
6. External Lighting
7. Site levels
8. Secure by Design Accreditation
9. Secure by Design Certification
10. Secure by Design Accreditation at the final fitting stage
11. Contaminated Land
12. Unexpected Contamination
13. Non-Road Mobile Machinery (NRMM)
14. Air Quality and Dust Management Plan (AQDMP)
15. Considerate Constructors Scheme
16. Energy Statement
17. BREEAM
18. Living roofs
19. Whole Life Cycle Carbon Emission
20. Biodiversity Net Gain Plan
21. Urban Greening Factor
22. Overheating Report
23. Arboricultural Impact Assessment
24. Demolition and Construction Management Plan
25. Cycle parking
26. Delivery and Servicing Plan (DSP)
27. Active and Passive EV Charging
28. Wheelchair accessible car parking
29. Car Parking Management Plan
30. Satellite dish/television antenna
31. Extract flues/fans
32. Care Home – C2 Use restriction

7:00 –

- 33. Telecommunications infrastructure
- 34. Fire safety
- 35. Noise from Plant/Equipment
- 36. Legacy of Mary Feilding
- 37. Air Quality Neutral

**11. UPDATE ON MAJOR PROPOSALS**

To advise of major proposals in the pipeline including those awaiting the issue of the decision notice following a committee resolution and subsequent signature of the section 106 agreement; applications submitted and awaiting determination; and proposals being discussed at the pre-application stage.

**12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS**

To advise the Planning Committee of decisions on planning applications taken under delegated powers

**13. NEW ITEMS OF URGENT BUSINESS**

**14. DATE OF FUTURE MEETINGS**

The next meeting is scheduled for TBC.

This page is intentionally left blank

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

## 1 APPLICATION DETAILS

Reference Nos: HGY/2025/0818

Ward: Tottenham Hale

Address: Tottenham Hale Station, London Underground Ltd, Station Road, Tottenham, London, N17 9LR

**Proposal:** Section 73 application to vary Conditions 1 and 11 of the approved development ref: HGY/2013/2610 (previously amended via application ref. HGY/2018/1897 which amended condition 2 of the original permission HGY/2013/2610 with changes to the works to extend the operational railway station at Tottenham Hale). The variations are to replace the requirement of providing a new station access point and footbridge from Hale Village to Tottenham Hale Station, to instead requiring pedestrian and cycle network improvements on Ferry Lane and accessory works.

**Applicant:** London Underground Limited

**Ownership:** Public

**Case Officer** Contact: Gareth Prosser

**Date received:** 26/03/2025

**Plans and Document:** See Appendix 3 to this report.

- 1.1 The application has been referred to the Planning Sub-Committee for decision as the planning application is a major application.

### SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal seeks permission for amendments to the Tottenham Hale Station extension, approved originally under permission HGY/2013/2610, by way of a S73 application. A Section 73 application allows an applicant to either change or remove conditions that have previously been imposed on a planning permission.
- The proposed amendments will remove the requirement to construct a pedestrian link bridge to Hale Village and replace this with significant improvements to Ferry Lane, which will be delivered through a section 278 (s278) highways agreement with the Council.
- The works to be provided under the s278 agreement will improve existing pedestrian and cycling infrastructure on Ferry Lane and access to the Station, in addition to wider walking and cycling benefits which will provide comparable enhancements to the approved link bridge.
- The proposal is a revised scheme following the refusal of a S73 planning application (reference HGY/2023/3078) by the Planning Sub Committee on October 8<sup>th</sup> 2024, against officer recommendation.
- Section 278 works do not require planning permission; however, these works are proposed in order to improve the efficiency and safety of pedestrians and vehicular activity and movement so to mitigate the absence of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station. TfL would

provide funding of £4 million to enact a broad range of improvements to cycle and pedestrian infrastructure within the Ferry Lane and Tottenham Hale Station area secured through a s278 highways agreement with The Council.

- Detailed designs are provided as indicative for illustration only at this point and the applicant has committed to continue final design work with engagement with local communities which will include Haringey Cycling Campaign (HCC), Disability Action Haringey and the Ferry Lane Action Group.

## 2 RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management or the Director of Planning and Building Standards to GRANT planning permission subject to the conditions and informatives set out below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Director of Planning and Building Standards to make any alterations, additions or deletions to the recommended conditions (planning permission) as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.
- 2.3 **Conditions Summary** (Full text of recommended conditions is contained in Appendix 1 of this report. Conditions are replicated and amended where necessary from the extant permission HGY/2018/1897).

- 1) Approved plans
- 2) Sample of materials (discharged in part)
- 3) Refuse and waste storage (discharged)
- 4) Archaeology (discharged in part)
- 5) Station management (discharged)
- 6) Signage strategy (discharged)
- 7) Demolition and construction (discharged in part)
- 8) Waste management plan (discharged)
- 9) Ecological receptors mitigation and enhancement strategy
- 10) Consideration constructors (discharged in part)
- 11) Section 278 agreement
- 12) Outline construction programme for Link Corridor.
- 13) Demolition and construction waste (discharged)
- 14) Arboricultural statement
- 15) Local labour (discharged)
- 16) Heating and hot water
- 17) Liaison group

- 2.4 **Informatives Summary** – (the full text of Informatives is contained in Appendix 1 to this report).

- 1) Waste management
- 2) Surface water drainage
- 3) Thames Water
- 4) Oil discharges
- 5) Archaeology
- 6) Watching brief
- 7) Consultation heritage
- 8) Network Rail procedure
- 9) Network Rail asset protection



10) Asbestos

11) CIL

12) Section 61 Agreement under Control of Pollution Act 1974

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

CONTENTS

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAIL
4.0 CONSULTATION RESPONSE
5.0 LOCAL REPRESENTATIONS
6.0 MATERIAL PLANNING CONSIDERATIONS
7.0 COMMUNITY INFRASTRUCTURE LEVY
8.0 RECOMMENDATIONS

### 3.0 PROPOSED DEVELOPMENT AND LOCATION DETAIL

#### Background

- 3.1. The planning permission to extend the operational railway station at Tottenham Hale involved the creation of a new station entrance, enlarged station concourse, improved access and a new pedestrian bridge with lifts to improve accessibility (reference HGY/2013/2610 (granted in 2014). The existing footbridge (in exclusive use by users of the Rail services) within the Station was also to be extended to form a new station entrance from Hale Village known as the Hale Village Link Bridge (HVLB) and involved the closure of the existing Ferry Lane subway.
- 3.2. The extension provided under the approved development would take the footbridge out of 'station operation' and allow the public to enter the station from Hale Village/ Daneland Walk and then proceed to the respective gates for either Underground or Network Rail / Greater Anglia services within the Station. A lift was required to be installed to provide step-free access to the HVLB, however due to uncertainty at the time regarding positioning of a 3<sup>rd</sup> and 4<sup>th</sup> platform TfL agreed to the imposition of a condition requiring further details of the proposed lift, its exact location and timetable for its installation prior to the completion of the works. A third platform has since been installed.
- 3.3. A S73 variation to the original planning permission (HGY/2018/1897) was approved in 2019 to facilitate changes to the 'access for all bridge' and to provide a link corridor between the ticket hall and the access for all bridge. No change to the requirement for the HVLB was sought. A Section 73 application allows an applicant to either change or remove conditions that have previously been imposed on an existing and extant planning permission.
- 3.4. Changes to design and circumstance since the original application have led to the Hale Village entrance not being delivered. The applicant's submissions outline how revised modelling from Network Rail and Greater Anglia show that unless the existing footbridge remained in use for rail passengers, there would be overcrowding on the platform (the next train would arrive before all passengers from the previous train had been able to exit). This now means that the link bridge would need to stay in operation serving the rail line and require ongoing staffing and revenue protection measures – in essence, this would mean that the Hale Village link bridge (HVLB) would need to become a paid rather than unpaid link.
- 3.5. Furthermore, due to updated regulations on clearance between the tracks and overhead cables, the level of any new bridge/ footbridge would also need to be raised in order to conform to the new standards.
- 3.6. All these changes have resulted in a substantial increase in estimated costs for delivering the link bridge. The estimated cost given within the applicant's Design and Access Statement is £14m at current prices (2025). The original cost within the original application was £2-3m.

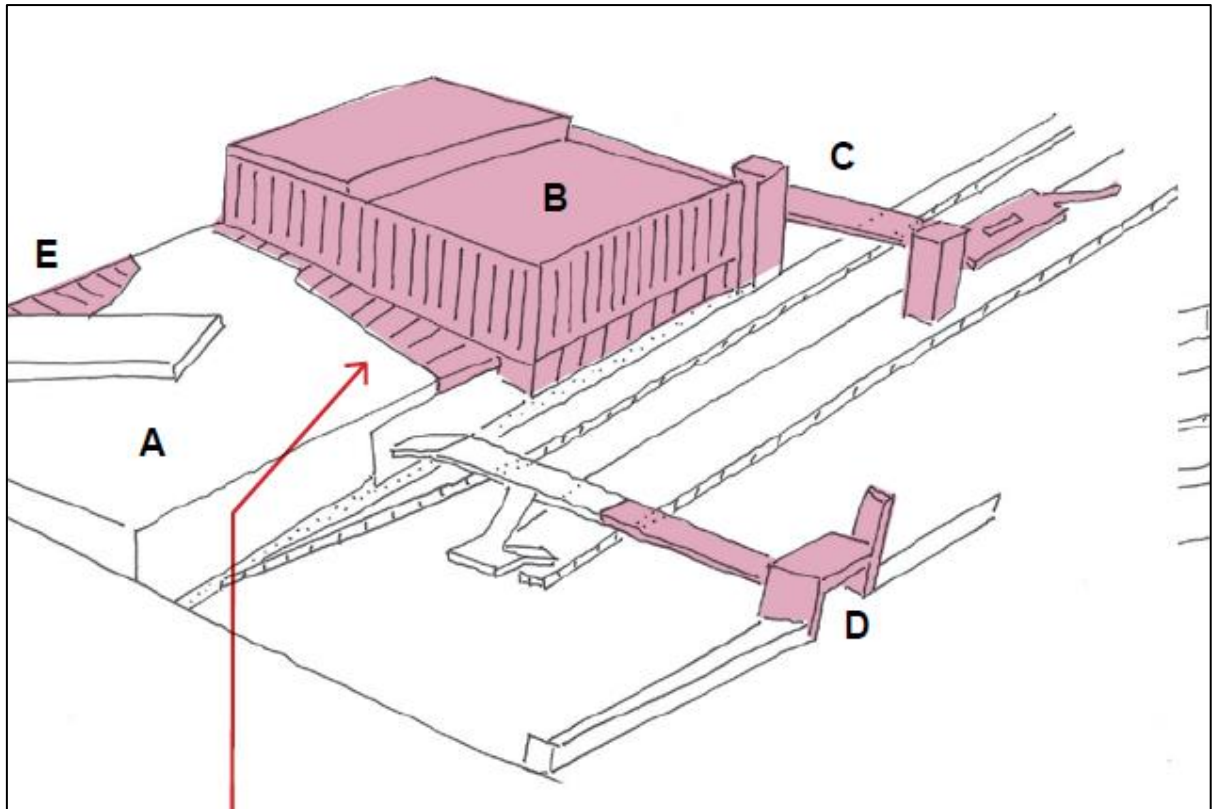


Figure 1 Pedestrian link bridge extension shown (D), pink being the area required to be constructed, the other annotations being: the modification of the existing concourse ('A'), construction of a new concourse structure ('B'), the access for all structures ('C') and infilling of the inset area of brick frontage ('E'). (Source: Design and Access Statement submitted with application HGY/2013/2610)

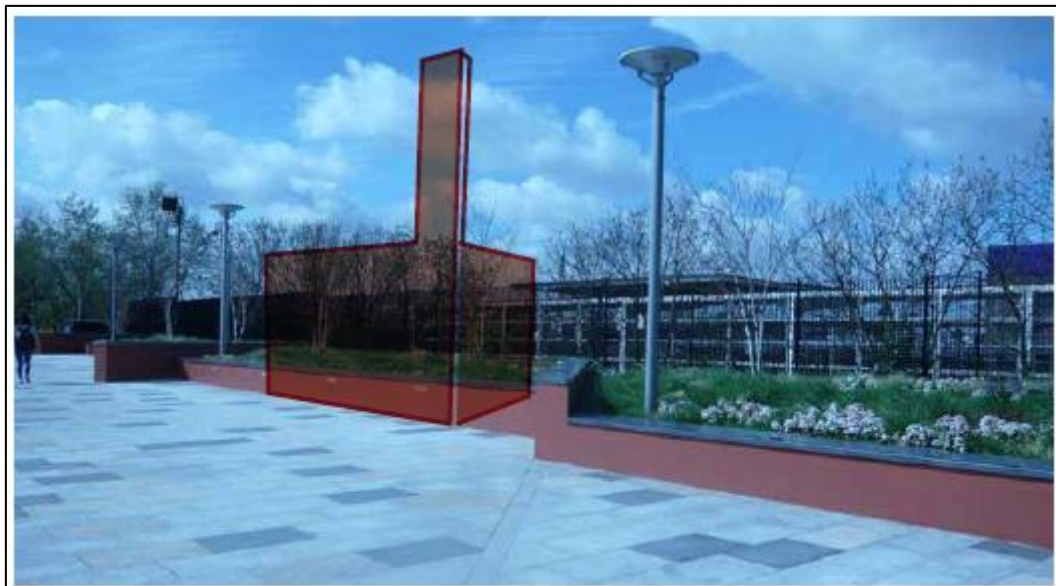


Figure 2 Public realm area on Hale Village illustrating the proposed location of the link gateway. (Source: Design and Access Statement submitted with application HGY/2013/2610)

- 3.7. The applicant has outlined the efforts undertaken to date to secure the additional funding necessary to construct the HVLB. This has included, in 2019, the development of a longlist of 18 different options, with 4 of these then further developed and presented to the Deputy Mayor of London (Transport), and senior TfL & DfT officers. A request was then made to National Rail and DfT seeking to match TfL's 50% funding offer, however this request was unable to be met.
- 3.8. Therefore, in an effort to deliver compensatory improvements to east-west access to the station instead of the HVLB, the current proposal has been developed and put forward.
- 3.9. Notwithstanding this, TfL have advised that the Ferry Lane proposal was acknowledged as being the most pragmatic way forward at this time, **as long as there remains a concerted commitment from all parties to securing the delivery of additional, and more significant, connections across the railway at a later point, and when funding can be identified. Should funding become available, as is expected in the future, TfL remain committed to collaborate on a plan with the Council, Network Rail, the rail operator and landowners to deliver the Link Bridge or a suitable alternative.**
- Refusal
- 3.10. Consent was sought under application HGY/2023/3078 (S73 application) for the variation of conditions 1 & 11 to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station and to instead require pedestrian and cycle network improvements on Ferry Lane and accessory works. The proposal was refused by Planning Sub-committee in November 2024 for the following reason:
- 3.11. *'The proposal would fail to support Haringey's regeneration and local access to London, provide the level of improvements to the Tottenham Hale interchange without sufficient mitigation through improvements to pedestrian and cycling infrastructure and road safety, contrary to Strategic Policies SP7 of the Council's Local Plan'.*
- 3.12. This new S73 variation application seeks to address the above reason for refusal. The proposed revisions are set out in the section 3.16 of the report below.

### Proposal

- 3.13. Consent is sought to vary conditions 1 (approved plans) and 11 (Hale Village Link Bridge) of planning permission reference. HGY/2018/1897 which amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale.
- 3.14. The proposed variations are to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station, to TfL instead providing funding of £4 million to enact a broad range of improvements to cycle and pedestrian infrastructure within the Ferry Lane and Tottenham Hale Station area secured through a s278 highways agreement with The Council.
- 3.15. The improvement works proposed in this application would be, but are not limited to:
- Restructuring the existing bridge at Ferry Lane, including:
    - Converting the nearside general traffic lane west of the bus station to a left only bus lane

- Upgrading the Bus Station Junction (western arm)
- New crossing and increased pedestrian space outside station entrance
- Moving kerbs and guards rail to widen footway
  - North side: wider 2.5m pedestrian space and a 1.5m segregated cycle track
  - Southern side: footway will be 1.85m and cycle track 1.5m wide
- Segregating cycles from general traffic (cyclist on pedestrian side of barriers)
- Bus stop bypass (remove conflict between cyclists and bus stop)
- Tightening the vehicular access to retail park
- Moving cycle off-slip away from the footway pinch-point
- Public realm, street art and wayfinding
- Community Safety/CCTV
- Cycle safety at westbound bus stop
- Street Lighting

**3.16. Changes / revisions since the refused planning application reference HGY/2023/3078:**

- A Extension of scope to the retail park access. Proposed raised table and changes to junction geometry to minimise crossing distance and slow vehicle movements on turning. Upgrade of surface materials to enhance pedestrian priority.
- B Amendment to the traffic island to improve the swept path clearance of buses turning out of the bus station, and deal with a potential conflict with the westbound segregated cycle track.
- C Addressing potential cycle/pedestrian conflict by amendment of the location where cyclists join the shared-use footway (avoiding the narrowest part of the footway).
- D Providing increased footway width outside the station to increase pedestrian capacity and clearance from the security bollards at the proposed crossing point.
- E Extending the 20mph limit from Broad Lane up to the Mill Mead Road junction, with regular markings.
- F Shifting the cycle lane transition westwards by the westbound bus stop to ensure cyclists can more safely access the proposed segregated cycle lane when the bus stop is occupied.
- G Bus stop on the north side of Ferry Lane (east of the station) - Increasing the island width by 0.5 metres at the eastbound bus stop to maximise waiting space and enhance feeling of safety for pedestrians and bus passengers. H The cycle track will be continuous as part of a bus stop bypass arrangement. The areas of footway adjacent to the cycle lane and the bus island widths will all exceed the November 2024 Bus Stop Bypass Safety Review. The proposed arrangement will be improved compared to the previous proposals and safer.

- 3.17. The main proposal for consideration by Committee is the principle of the acceptability for the removal of the bridge and mitigation with £4m for S278 works towards highway works / improvements. The proposed highways works do not actually require planning permission and have been proposed as part of this application for indicative purposes to show how the works would improve the safety of movement for pedestrians, cyclists and vehicular users. Details within the application which do not require a decision by Committee will be subject to further engagement post-decision.

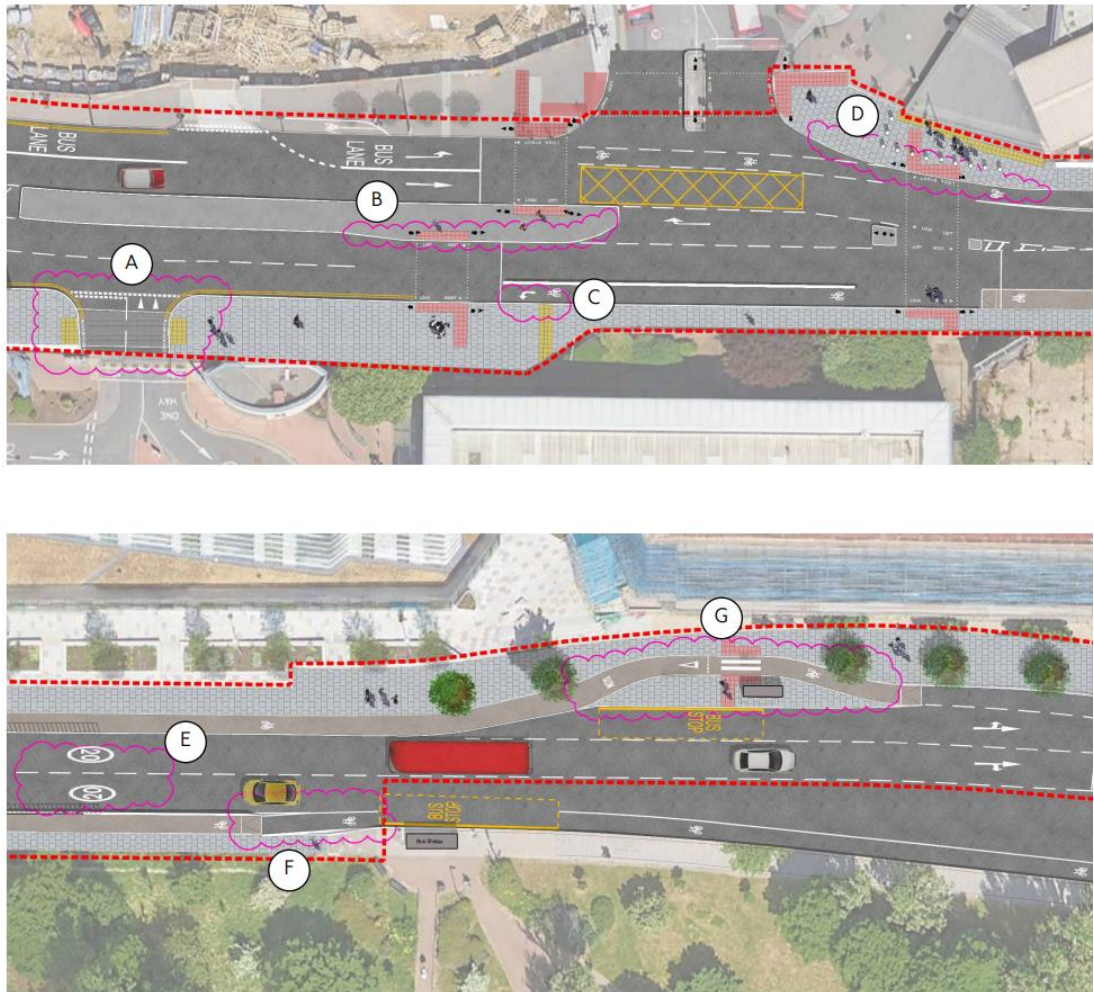


Figure 4 Changes since application HGY/2023/3078



## EXISTING

SOUTH SIDE OF BRIDGE



## PROPOSED

SOUTH SIDE OF BRIDGE



Figure 3 Existing and Proposed Indicative Ferry Lane Cross Section. (Source: Design and Access Statement).



- 3.18. The majority of works associated with the original planning permission reference HGY/2013/2610 as varied by planning permission HGY/2018/1897 have been implemented. Works remaining to be implemented relate to the corridor linking the ticketing hall and the Access for All bridge, and the Hale Village Link Bridge.
- 3.19. Conditions 1 and 11 of planning permission reference HGY/2018/1897 are proposed to be varied to:
- Condition 1: remove the requirements for the Hale Village Link Bridge, and the lift that was to be associated with this and;
  - Condition 11 to refer to a s278 agreement with Council. As such, the application to vary conditions 1 and 11 will also result in reference to the Hale Village Link Bridge being removed from the remaining conditions, e.g. condition 2 (samples).

- 3.20. The application also illustrates the additional mitigation measures proposed to address the council's previous reason for refusing the section 73 planning application ref HGY/2023/3078.

- 3.21. Condition 1 reads

The development hereby authorised shall be carried out in accordance with the following approved plans:

*128008-ATK-DRG-EAR-002100 Rev 06, 002102, Rev 07, 002104 Rev P07, 002105 Rev P07, 002016 Rev P07, 002107 Rev P06, 002121 Rev P07, 002132 Rev P07, 002133 Rev P07, 002134 Rev P02 Tottenham Hale Station upgrade plan*

*Reason: In order to avoid doubt and in the interests of good planning.*

- 3.22. Condition 1 as amended would read as follows:

- 3.23. The development hereby authorised shall be carried out in accordance with the following approved plans:

*Ferry Lane improvements Design and Access Statement (250325 TfL Ferry Lane Improvements DAS), Planning Statement (TH Planning Statement Final v2 25.3.2025), Illustrative Existing General Arrangement (1000009414-3-0101-01 Rev 0), Illustrative Proposed General Arrangement (1000009414-3-0101-02 Rev 0), Ferry Lane Existing Engineering General Arrangement (1000009414-2-010-1-Extg Eng GA Rev 1), Ferry Lane Proposed Engineering General Arrangement (1000009414-5-0100-01- Rev 0), Illustrative Section Comparison (1000009414-3-0101-03 Rev 0), Ferry Lane Section Comparison (1000009414-3-0100-02- Rev 0), Ferry Lane Key Dimensions (1000009414-3-0100-03 Rev 0), Proposed Site Plan (2383-HUK-PRM-DRG-0002-01\_Proposed Site Plan TfL Mark up\_231117), Eastern Elevation 1/2 (2383-HUK-PRM-DRG-6254-01 SW - External East Elevation - southern half), Eastern Elevation 2/2 (28008-ATK-DRG-EAR-002121\_P07 - External East Elevation - northern half).*

*Reason: In order to avoid doubt and in the interests of good planning.*

- 3.24. Condition 11 reads:

*No later than 6 months from the date of this permission details of the location and size of the lift linking the western extreme of the Hale Village footbridge to the ticket hall and the phasing and implementation of these works shall be submitted to and approved in writing by the Local Planning Authority, thereafter the works shall be carried out in accordance with the approved details and shall commence no later than 3 year from the date of this permission. The lift works should be fully implemented unless otherwise agreed in writing with the Local Planning Authority.*

*Reason: In order to ensure ease of access for the less mobile members of the community.*

- 3.25. Condition 11 as amended would read as follows:
- 3.26. *The applicant shall enter into a S278 agreement with the Council with respect to the proposed Ferry Lane highway works. The S278 agreement will include the necessary details/specifications etc. for approval along with the mechanism and timeframe for TfL's funding provision for the highway works. The Ferry Lane highway works shall be fully implemented unless otherwise agreed in writing with the Local Planning Authority.*

### **The Site and Surroundings**

- 3.27. The site is Tottenham Hale Station. The station consists of the London Underground concourse that provides access to the Victoria Line with services south to Brixton and north to Walthamstow Central. National rail tracks are immediately to the east. Greater Anglia staff and passenger facilities at surface platform level are accessed from the station, with northbound services towards Cambridge and southbound trains towards Liverpool Street. The Stansted Express service also stops at this station. Two footbridges span the tracks, providing access to the east-west rail line by passengers, including the recently constructed 'Access for All' bridge to the north.
- 3.28. The Station is bound by the major east-west road artery of Ferry Lane (A503) to the south, with Watermead Way to the north and the Tottenham Hale Bus Station to the west. Buses enter and exit the Tottenham Hale Bus Station from Ferry Lane and Watermead Way with right/ left turns in and right/ left turns out.
- 3.29. The Ferry Lane Bridge, located to the south of the station, consists of two general traffic lanes with central hatching. On-street east / west cycle lanes are provided with flexible bollards providing partial separation with the traffic lanes. The pedestrian footpaths are separated from the cycle lanes by a fixed fence that runs the length of the bridge.
- 3.30. The surrounding environment to the east, north and west consists of high density housing, of relevance to this application being Hale Village, and Hale Wharf developments. To the southeast is the Ferry Lane Estate, and to the southwest is the Tottenham Hale Retail Park.
- 3.31. The site lies in Flood Risk Zone 2 and to the east of the station is an Archaeological Priority Area. The station itself forms part of the Tottenham Hale District Centre.



Figure 4 Tottenham Hale Station and its surrounds

## Relevant Planning and Enforcement History

### Planning Applications

- 3.32. There have been a number of applications for the station and its surroundings as part of improvements to the area:
- HGY/1996/0230 - Improvements to station forecourt including pedestrian access routes, new canopies, paving, planting, formation and landmark beacon. Granted 23/04/1996
  - HGY/2011/1587 - Erection of canopies over proposed bus station, erection of bus drivers building, erection of public realm canopy, erection of taxi queue canopy. Granted 30/01/2012
  - HGY/2011/1594 - New and realigned public and private highway, pedestrian and cycle links, taxi, bus, drop off/collection and servicing facilities and including new altered surfaces, lighting, drainage and other infrastructure. New and relocated public realm with associated seats, lighting, bins, cycle parking, and infrastructure and planting. New and relocated bus stops and stands including shelters, posts, signs, barriers, lighting and other apparatus. Planning permission not required. 21/12/2011
  - HGY/2013/2610 - Works to extend the operational railway station at Tottenham Hale. Creation of a new station entrance, enlarged station concourse, improved access and a new access for all bridge. Extension of the existing footbridge to form a new station entrance from Hale Village, relocation of the station vent shaft and provision of a new station control facility, provision of retail units and associated works. Development involves the closure of the existing Ferry Lane subway. Granted 27/03/2014
  - HGY/2017/3649 - Reconfiguration of Tottenham Hale Bus Station to provide a new access onto Watermead Way, removal and replacement of fences, bus shelters and external lighting and other associated works. Granted - 02/05/2018

- HGY/2018/0663 - Erection (temporary) of four retail units outside Tottenham Hale Station. Associated relocation of bicycle parking racks. For a period of five years. Granted 21/06/2018.
- HGY/2018/1897 - Variation of condition 2 (plans and specification) attached to planning permission HGY/2013/2610 amending the drawings listed under Condition 2 to facilitate the following changes: 1. Re-location of the AFA bridge circa 50m further north. 2. AFA bridge no longer ties in with the LU ticket hall at mezzanine deck level. 3. Inclusion of a link corridor on the west side of the railway to provide a covered walkway, at ground level, between the LU ticket hall and NR AFA bridge. 4. Access/egress to the AFA bridge deck from the island platform is provided via a lift, stairs, or escalator. 5. Access/egress from the AFA bridge deck to the link corridor on the west side of the railway is provided via stairs, or a lift. Granted 29/03/2019.
- HGY/2020/1765 - Non-material amendments to the approved development (application ref. HGY/2018/1897 which amended the original permission HGY/2013/2610) for changes to internal layout and glass façade. Granted 03/11/2020
- HGY/2022/0284 - Installation of two air conditioning condenser units fitted to the roof in the dedicated plant area. Granted 25/04/2022.
- HGY/2022/2165 - Application for Prior Approval under Part 18 of the Town and Country Planning (General Permitted Development) (England) Order (As Amended) 2018 for the installation of a Maintenance Depot Unit (MDU) extension and office building, to improve railway services in Tottenham and London. The MDU proposed works are as follows: • Installation of a 9m x 9.8m extension of existing MDU modular building - Installation of a 30m x 9.6m modular office building; - The proposed colour is grey, which is a traditional colour for railway buildings across the network, and in keeping with existing MDU buildings; and - Comprising 3 and 10 No. 3m wide modules for a new MDU facilities at Tottenham Hale, London. Application not required.
- HGY/2023/3164 - Non-material amendment of planning permission ref. HGY/2018/1897 (which amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale), to amend the 'Description of Development' so as to remove reference to a new station entrance from Hale Village. Granted 21/12/2023.
- HGY/2023/3078 - Section 73 application to vary Conditions 1 and 11 of the approved development (application ref. HGY/2018/1897 amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale). The variations are to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station, to instead requiring pedestrian and cycle network improvements on Ferry Lane and accessory works. Refused 19/11/2024

## Enforcement Cases

- CON/2022/00511 – Complaint in progress – Breach of conditions relating to the HVLB, lift, and Link Corridor (conditions 1, 11, 12 of HGY/2018/1897).

## **4. CONSULTATION RESPONSE**

- 4.1. The following were consulted regarding the application:

(Comments are in summary – full comments from consultees are included in appendix 2)

## **INTERNAL:**

### LBH Transportation

No objections, subject to s278 agreement and further detailed development of alternative proposals to be undertaken as part of those works.

- LBH Design Officer

No objection.

- LBH Placemaking

Haringey Council's Placemaking Team support this application. The proposed improvements make an important contribution to providing enhanced accessibility to Tottenham Hale as part of the wider transport infrastructure and movement network, and improved quality of life for people living and working in and visiting Tottenham Hale.

## **EXTERNAL:**

### Met Police

No response

### Disability Action Haringey

No response

### Greater London Authority

No response. Their response on the previous (refused) application stated that, given the nature and scale of the amendments they do not give rise to any new strategic planning issues, therefore the Mayor of London does not need to be consulted further on the application.

### The Greater London Archaeology Advisory Service

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified in the Local Plan: [78468] Tottenham Hale. While I have no further comment on the revised scheme, I note there are outstanding reports under planning application number HGY/2013/2610, namely for a Watching Brief on the works, and Historic Building Recording on the now demolished station. This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters.

### Ferry Lane Action Group

Welcome:

- the new pedestrian crossing which will make it safer for our residents and others to cross in and out of the station
- the widened space on the station corner
- the wider pedestrian and cycle space on North side
- the extended 20mph speed limit up to Jarrow Road which we originally suggested
- the changes to cycle lanes at the retail park

We understand that there will be better lighting and CCTV which they support.

We remain concerned about cyclists using the pavement, particularly on the South side to go east. We would like to see stronger physical separation between cycles and pedestrians on this stretch, as suggested by Haringey Cycling Campaign. We would like the addition of a condition to any planning permission to ensure there is strong and clear signage on the south side to encourage east-bound cyclists to cross at the crossing and use the cycle lane there, and to stress that they cannot use the pavement. This could be reinforced by saying that CCTV is in use (as we hope it will be).

We would like a condition to any planning permission for better signage directing people going to the Wetlands to cross to Ferry Lane south-side by the station to further reduce congestion on the north side.

We carried out a cycle survey, details below, which showed that a large number (anecdotally, a majority) of cyclists heading west went through the red lights at the first set. Our concern is that when this becomes a proper pedestrian crossing cyclists will continue to do this and present a danger to pedestrians using the crossing. We therefore ask that there is a condition attached to any planning permission for strong signage to discourage this.

We also noted a large number of cyclists turning right into the station, sometimes crossing in front of traffic to do so. Cycling routes to and through the station are very unclear and we are disappointed that the proposals do not address this. We would like a condition to be added to any planning permission that there are safe and clear routes for cyclists into the station to avoid conflict with pedestrians and buses.

### Ferry Lane bridge cycle survey

We wanted to know how much of a problem cycles on the pavement are, and at the same time how much of a problem cyclists going through red lights will be when the pedestrian crossing is installed. We counted incidents on two days, the second over two time periods. We split pavement cyclists into electric and pedal powered, as electric bikes are heavier, faster and therefore more dangerous.

### Session 1

Cyclists on south side pavement going east 13 (8 pedal, 2 electric, 3 electric scooters)  
Cyclists on south side pavement going west 1 electric  
Cyclists on north side pavement 10 (9 pedal, 1 electric)  
Going through red lights 25 (9 delivery bikes and 16 others)

### Session 2

Cyclists on south side pavement going east 17 (10 electric, 7 pedal)  
Cyclists on south side pavement going west 2 (1 pedal, 1 electric)  
Cyclists on north pavement 8 (5 electric, 3 pedal)  
Going through red lights 23 (11 delivery, 12 others)

### Session 3

Cyclists on south side pavement going east 8 (1 electric, 7 pedal)signa

Cyclists on south side pavement going west 4 (2 pedal, 2 electric)  
None on north side  
Going through red lights 14

**[Officer response:** These points are addressed in the 'Material Planning Considerations' assessment at Section 6 of this Report)

### Haringey Cycling Campaign (HCC)

The revised proposals are very welcome and they are pleased to note some suggestions made in consultations have been included. In essence HCC supports the current scheme, however suggest some small adjustments which would greatly improve it. Separation of cycles and pedestrians at the toucan crossing. In a meeting some months ago, urged this to be considered and although the slight widening of the island is welcome, the mingling of cycles making two 90 degree turns, with pedestrians, on a main cycle route will continue to be a problem, encouraging unpredictable behaviour, such as staying on the wrong side of the road or cutting across the lights. The current scheme also appears not to take in to account the cycle route from the North confirmed in the 2017 Bus Station Planning Statement, as the extracts below-

Two-way use of the shared use pavement at the North of the crossing, will be significant, by cycles from the North or continuing to the Station. Suggest that with minimal adjustments cycles and pedestrians can be separated at the crossing

Signage: Suggest there be comprehensive signage to indicate all cycle routes, with particular emphasis on the correct changeover from two-way to with flow cycling. Pedestrian protection at bridge The raised division between cycles and pedestrians follows best practice and is as discussed, however we note there continues to be concern locally over the lack of a strong division. A possible measure may be to raise the footway 60mm above the cycle track, with a square profile kerb. This would keep cycles off the footway more effectively, while still avoiding the risk of pedal strike. In conclusion the new cycle tracks will be a good improvement to this important cycle route, however the access to them, at both the East and West, falls well below current standards such as LTN1/20. Haringey Council and TfL are urged to plan work to make the junctions at these locations safe for all users, including cycles.

**[Officer response:** These points are addressed in the 'Material Planning Considerations' assessment at Section 6 of this Report)

### London Underground /DLR Infrastructure Protection

I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application as submitted. This is a TfL project and any issues will be resolved internally.

### Network Rail (NR) (East of Borough)

Support - NR is aware of the proposed works being undertaken by London Underground Limited and NR supports the scheme. The applicant will need to obtain any necessary Asset Protection consents requested by NR in connection with the proposed works.

### Tottenham CAAC

No response

Tottenham Civic Society

No response

- 4.2. Furthermore, it is understood that TfL have been undertaking additional engagement with the local community and stakeholders regarding publicity of the proposed Ferry Lane Upgrades. Local engagement that had taken place prior to submission of the current application, as outlined in Section 3 of the submitted Design and Access Statement.
- 4.3. Following receipt of the refusal notice on the previous application on 19 November 2024, TfL has worked closely with Haringey Council to engage again with relevant stakeholders and local communities to develop revised designs addressing the reasons for refusal and key concerns expressed in objections to the S73 planning application. A new pre-planning submission engagement programme was developed to explore key concerns and inform the development of revised designs. A series of meetings was held in January and early February 2025 with elected Members (the Leader of Haringey Council and Lead Members) and David Lammy MP, to inform them of the approach to addressing the objections and the options being considered. Meetings were then held with the following local stakeholder groups:
- Haringey Cycling Campaign, 14 February 2025
  - FLAG committee at Ferry Lane Estate, 25 February 2025
  - Hale Village residents and stakeholders at the Engine Room, 26 February 2025

## **5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

- Neighbouring properties consisting of 2,741 letters
- 7 site notices erected in the vicinity of the site

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

Objections: 46

Support: 5

Representations: 7

5.3 The number of objections has almost halved when compared to the previously refused application (82 objections) and support has increased from 1 supporter to 5 supporters.

5.4 The Director of the Engine Room Church and Community Centre has provided a link on a petition that insists that the HVLB is built, with over 1,000 signatures. The petition was started in 2019 and was not set up specifically in relation to the current or previous application. The petition has grown by approximately 67 signatures since the previous application (HGY/2023/3078) was refused. The current total is 1178 signatures.

5.5 The issues raised in representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:



- The proposal is not a suitable replacement for the HVLB which should be retained and constructed as part of the approved development, due to the benefits to the community and noting the increase in people living in the area (such as Hale Wharf).
- Benefits cited include uplift in harmonious living, safety, reducing congested traffic
- Proposal undermines original planning permission and does not address lack of capacity/overcrowding on Ferry Lane Bridge
- The bridge is a 'strategic investment' which justifies cost
- No meaningful or significant change from previous application. Will not address existing safety concerns
- A new station entrance is badly needed
- Barriers should be removed over the Ferry Lane Bridge
- The study of pedestrian and cycle behaviours was conducted in November. It is questioned whether the outcome would be different at differing times
- The station requires more than one entrance, to allow a safer alternative for pedestrians to the Ferry Road bridge
- The initial plan upon which Hale Village and other future developments were approved to go ahead was an enhancement on infrastructure such as the remodelling of the station and construction of a new footbridge between the Hale Village and the station, with an alternative direct access
- Another bridge is required, or another such solution if the HVLB is not to be provided
- The removal of a barrier between pedestrians and cyclists on the shared footpath raises concerns for safety. Having a shared path for pedestrians and cyclists would lead to conflict
- Objection to the reduction in width of the southern footpath and cycleway on Ferry Lane Bridge
- The proposed changes to the footpath will not help access for people with disabilities, as there will be conflict between other users (cyclists and pedestrians) and will facilitate more accidents
- The introduction of a floating bus stop will create conflict between pedestrians and cyclists
- Cyclists trying to cross from east to west on Ferry Lane use the northern side of Ferry Lane, causing conflict with pedestrians
- The proposal will not address pedestrian congestion, and may lead to impact on road safety as a result of pedestrians using roadways
- Additional lighting should be provided on the bridge
- The proposal does not address the escalating crime activity such as phone thefts that occurs on this footpath/ bridge
- The existing pedestrian route over the bridge is inadequate at peak times, and for people with disabilities or with pushchairs or the elderly
- More trees should be included in the public realm
- Bridge should be widened to address conflict between pedestrian and cyclists/scooters and to aid emergency services
- Dissatisfaction with the quality of the pavement outside of the current entrance to the station
- Conditions should include clear signage to discourage pedestrian/cyclist conflict

5.6 The following issues raised are not material planning considerations:

- The proposed changes should have been done years ago, perhaps funded by development that has occurred within the area
- People have invested in the area based on the original plan for the Station development, including the HVLB. Changing this is illegal

- The proposal is an attempt to merge two different projects into one, i.e. the station development, and the need to refurbish Ferry Lane Bridge, that was not part of the original project

5.5 Other points noted in responses:

- The proposed pedestrian crossing point is necessary and welcome. The changes to the east bound traffic lane to provide a bus only turn will help avoid aggressive driving
- Support improved cycle lanes, but they are not equivalent to a new station entrance/bridge
- Removing the existing fence that separates pedestrians and cyclists is supported, as it will stop cyclists cutting through the footpath so much
- The proposal could make a significant improvement to the area, with the wider pavement feeling much safer and more pleasant to walk on
- A temporary parking space is needed on Gerry Lane near the Coppermill Heights entrance to flats 1-42 to address safety concerns

## 6 MATERIAL PLANNING CONSIDERATIONS

The main planning considerations raised by the proposed development are:

1. Scope of Section 73 application
2. Principle of development
3. Transportation
4. Other matters

### **Assessment:**

#### **Scope of Section 73 Application**

- 6.1 An application can be made under Section 73 (S73) of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. A S73 application results in a new permission being issued.
- 6.2 Guidance for determining S73 applications is set out in the National Planning Practice Guidance (NPPG) and recent case law has clarified that provided changes do not impact on the 'operative part' of a planning permission they can be considered through a S73 application.
- 6.3 Consequently, the extent of the material planning considerations is somewhat restricted and only the amendments being applied for should be considered at this stage. Having said that, when determining the application, the local planning authority (LPA) will have to consider the application in the light of current policy. The LPA therefore has to make a decision focusing on national, regional or local policies which may have changed significantly since the original grant of planning permission, as well as the merits of the changes sought.
- 6.4 In this context, the provision of physical infrastructure, which would improve access to Tottenham Hale Station, is within the aims of the approved development, and the proposed changes would remain in accordance with the objectives of the extant approval.
- 6.5 The S73 application proposes to amend conditions 1 (Approved Plans) and 11 (provision of lift details). Determination of a S73 amendment also requires other amendments made or details now approved to be consolidated to reflect the current approved documents.

#### **Principle of the development**

- 6.6 Within the original planning permission (HGY/2013/2610), the principle of the improvements to the station interchange at Tottenham Hale were considered to support and contribute to the regeneration aims for this area in accordance with the policies of the time.
- 6.7 With the exception of the adoption of a new London Plan in 2021 and alterations made to the National Planning Policy Framework (NPPF) in 2023, 2024 and 2025 in this case since the granting of planning permission and amendments, the same planning policy documents used in the assessment of the original proposal (HGY/2013/2610) are currently adopted, and there are no further policy documents that have been adopted that materially alter the assessment of the current proposal.

#### National Policy

The current National Planning Policy Framework was last amended in December 2024 and February 2025 (hereafter referred to as the NPPF). The NPPF establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process.

#### Development Plan

For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies Development Plan Document (DM DPD) and Site Allocations Development Plan Document (DPD) 2017, Tottenham Area Action Plan (AAP) and the London Plan (2021).

#### The London Plan

- 6.8 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance (LPG) that provide further guidance.

#### Local Plan

- 6.9 Local Plan Policy SP16 states that the Council will work with its partners to ensure the much-needed infrastructure and community facilities and services are provided for local communities. Existing facilities will be protected and where possible, enhanced. This will be based on the projects identified in the Council's Infrastructure Delivery Plan (IDP).

#### Tottenham Area Action Plan

- 6.10 The Tottenham AAP sets out a strategy for how growth will be managed to ensure the best quality of life for existing and future Tottenham residents, workers, and visitors. The plan sets area wide, neighbourhood and site-specific allocations.
- 6.11 Policy AAP7 states that the Council will support applications which enhance the transport interchange between tube, train, bus and pedestrian/ cycling modes at Tottenham's interchanges. Policy AAP7 further states that the Council will support future improvements in the levels of public transport accessibility and capacity, expecting development proposals to:

a Seek improvements to connectivity and permeability for pedestrians whilst minimising the likelihood of conflicts with vehicular traffic.

b Consider opportunities for improving walking and cycling across the AAP area, which could include the introduction of a wider cycling and walking network; and

c Promote where appropriate, traffic calming, pedestrian accessibility enhancements, road safety measures and cycle facilities such as on street cycle parking.

- 6.12 The AAP Site Allocations 'TH2 Tottenham Hale Station' and 'TH8 Hale Village' for the site to the east of the station do not specifically require an eastern entrance or link bridge and instead provide more general requirements, though it is noted that the Development Guidelines for TH8 references the bridge landing included within Planning Permission HGY/2013/2610, and to be taken into account for that development. TH2 requires the creation of a new station interchange to act as a new high-quality point of arrival, departure and interchange with links into routes which are easy, safe and pleasant for people to move through and support east-west and north-south movement. TH8 states more generally 'The connection to Tottenham Hale station will be optimised, and a high-quality public realm will be created through this site'. These AAP Site Allocation guidelines do specifically reference Planning Permission HGY/2013/2610, noting that the Council will support amendments to this permission, to improve access to and from the station, and facilitate the creation of Tottenham Hale as a District Centre.
- 6.13 The proposal will result in the removal of the requirement for a Hale Village Link Bridge, with improvements to Ferry Lane for both pedestrians and cyclists. Whilst the removal of the HVLB will remove the direct pedestrian accessibility to the station envisaged in the original permission, the current proposal will nevertheless provide improvements of access to and from the station from what currently exists for both pedestrians and cyclists. The proposal will result in an enabling of additional benefits to the highway environment surrounding the station to be delivered. The proposal is therefore considered to be supported in principle in line with the AAP the Local Plan and the London Plan.
- 6.14 The merits of the proposal, and the improvements to be provided as part of the s278 agreement, are assessed further below.

#### **Transport impacts and Hale Village Link Bridge**

- 6.15 The provision of the HVLB was one of several components of the original proposal (refer to Figure 1) and was noted in the Design & Access Statement for the original planning permission for the station upgrades (reference HGY/2013/2063) as 'creating a much-needed pedestrian connection to Hale Village and the Lee River beyond' and as meeting the aspirations of both the Council and local landowners. At the time, this modification was considered to have a limited impact on the operational railway.
- 6.16 It is relevant to note that the application remains to be considered as a whole, i.e. alongside the other works included under the original planning permission HGY/2013/2610 to improve the station, which have since been largely carried out. The assessment would then involve consideration of the question: would the HVLB have never been proposed, would the improvements outlined along Ferry Lane under the current application have resulted in the overall application being unacceptable?

- 6.17 The HVLB was noted in the original Planning Committee Report (HGY/2013/2610) to 'improve the accessibility of the station from Hale Village and the Lee Valley', and which would be further enhanced by a condition to provide lift access to the HVLB. It was concluded that, 'along with the other improvements to the accessibility within the station will lead to a high level of accessibility in the long term'.
- 6.18 The HVLB would have provided some mitigation for the loss of the original subway (which ran under Ferry Lane) to the station for those in the eastern parts of the Ferry Lane Estate that cross to the northern side of Ferry Lane using the Mill Mead Road and Jarrow Road junction (Figure 6). The HVLB would also have provided additional connectivity and accessibility benefits to the users of Hale Village and others to the north of Ferry Lane from what currently exists.

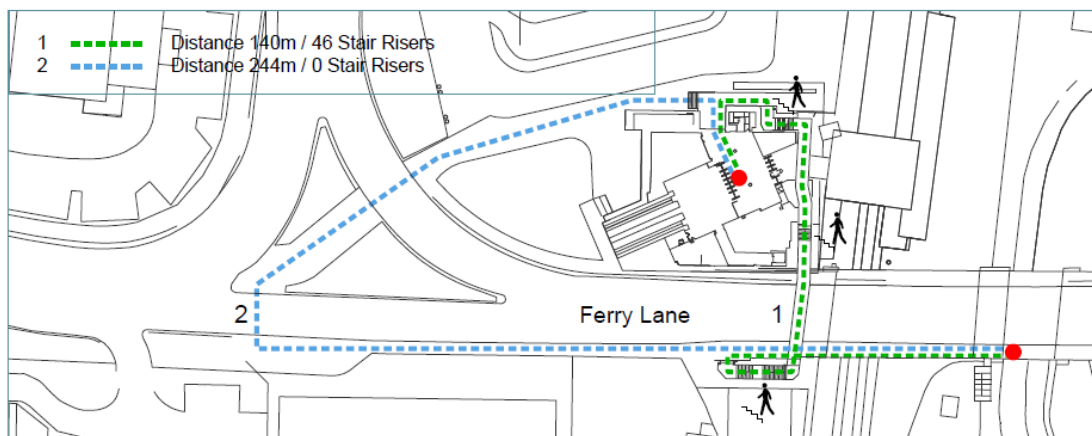


Figure 5 Pedestrian access to the Station via the subway (green) and pedestrian crossing in 2013.

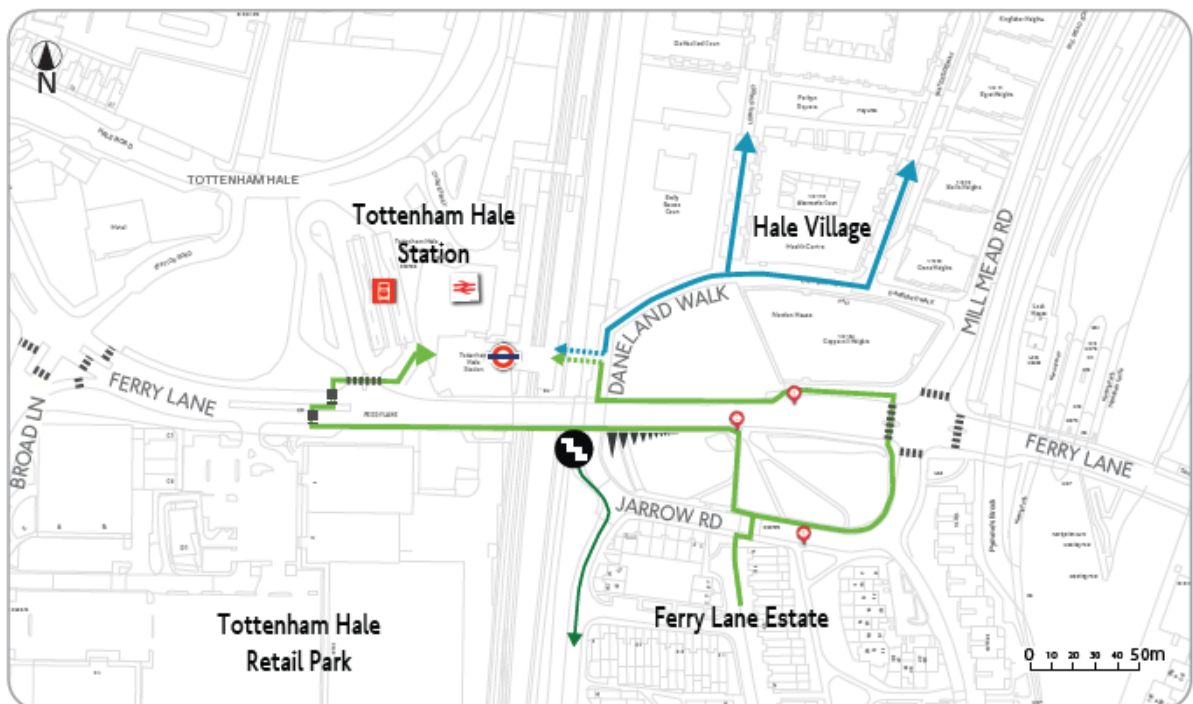


Figure 6 Pedestrian route to the Station with the HVLB. Green being to/from Ferry Lane Estate and blue being to/from Hale Village.

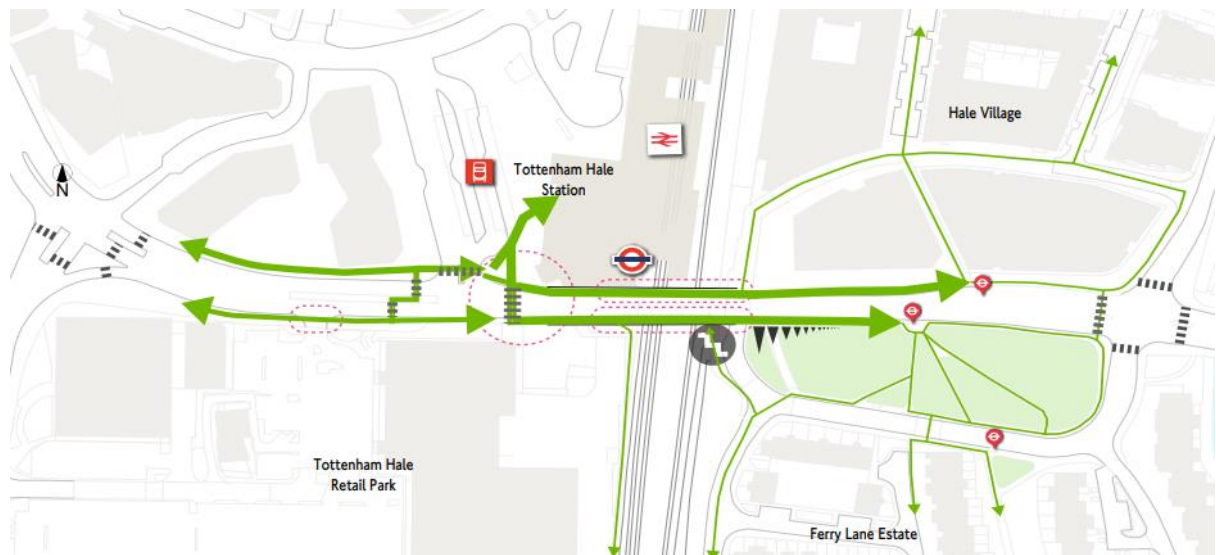


Figure 7 Proposed pedestrian accessibility improvements, showing the impact of a new crossing on the directness of walking trips from the east and south to and from the station

- 6.19 With regard to the removal of the pedestrian subway under Ferry Lane, the following considerations were noted within para 8.4.5 of the Planning Committee Report for planning permission HGY/2013/2063:

*On the basis of the assessments by TfL and the Council's Transportation Team it is considered that, on balance, the loss of the subway is acceptable in this instance. Alternative pedestrian crossings are available at the junction of Ferry Lane, Mill Mead Road and Jarrow Road to the east of the existing subway or the proposed new crossing to the west of the site opposite Hale retail park. The residents of the eastern parts of the Ferry Lane Estate will be able to use the Mill Mead Road/Jarrow Road crossing and the Hale Village Footbridge without a significant increase in their journey and those in the western parts of the Ferry Lane Estate will have to walk a further 100 metres to use the surface level crossing adding approximately 30 seconds to their journey time. Weighing this up against the transport benefits of the new station, the potential disbenefit to cyclists along Ferry Lane if a surface level crossing were provided and the support from the Met Police for the closure of the subway is considered acceptable.*

- 6.20 The HVLB would have reduced the distance for those approaching the station from the east and on the north side of Ferry Lane. It was noted within the original Transport Statement that this would decrease walking distance to the station by those users by approximately 100m, representing a time saving of 80 seconds each way. Therefore, whilst a desirable and positive enhancement to access, not providing the HVLB would not have a substantial impact on pedestrian accessibility or journey times. The current route to the station is fully accessible for users.
- 6.21 As detailed within the submitted Design and Access Statement and summarised in the 'Background' section earlier in this report, funding to provide for the construction of the HVLB has been a matter of investigation and discussion for a number of years. Various options are stated as having been investigated to replace the HVLB, including to gate both ends of the link bridge with a lift to the ticketing hall, and a new pedestrian bridge from Perkyn Square to Watermead Way. Improvements to Ferry Lane Bridge Road were identified as the most deliverable mitigation for not delivering the HVLB at this point. However, TfL have confirmed their commitment to collaborate with borough, NR, and

Landowners to deliver the Link Bridge or suitable alternative, if funding can be found/became available in the future.

- 6.22 Whilst the proposed highway works do not require planning permission, the works should be considered for their mitigation impact when considering the proposed removal of the HVLB which is the main proposal for consideration within this planning application.
- 6.23 With regard to those travelling from the south, works, to the public highway secured by a condition and implemented through a S278 agreement, will include an additional signalised pedestrian crossing to the west of Ferry Lane Bridge. Its location will result in a shortening of travel distance (by approximately 80m) and time for those accessing the station from the Ferry Lane Estate, who currently use the existing pedestrian crossing south west of the station (Figure 6 and Figure 7). This provides compensation for the loss of the pedestrian tunnel significantly reducing the walking distance to a crossing.
- 6.24 The proposed works to be provided and implemented under the S278 agreement will result in the improvement of cycle infrastructure within the locality of the station, benefiting both users of the station and non-users. Footways on Ferry Lane Bridge will be widened and cyclists will be separated from general traffic by moving cycles onto the same side as pedestrians. This would improve links to the existing east-west cycle network and Lee Valley Regional Park, while improving cyclist safety. A 'left-only' bus lane is proposed, which will move the merge point away from the junction allowing cyclists to more safely travel across the junction with no merging vehicle conflict. The bus lane will also allow cycles to re-enter the carriageway more safely, if approaching using the shared-use footway in advance of the junction.
- 6.25 The proposed improvements to cycle infrastructure will also provide an important link between the existing cycle infrastructure on Ferry Lane to the east and the proposed cycleway between Camden and Tottenham Hale to the west of the site. This will deliver a strategic improvement to cycling in North London.

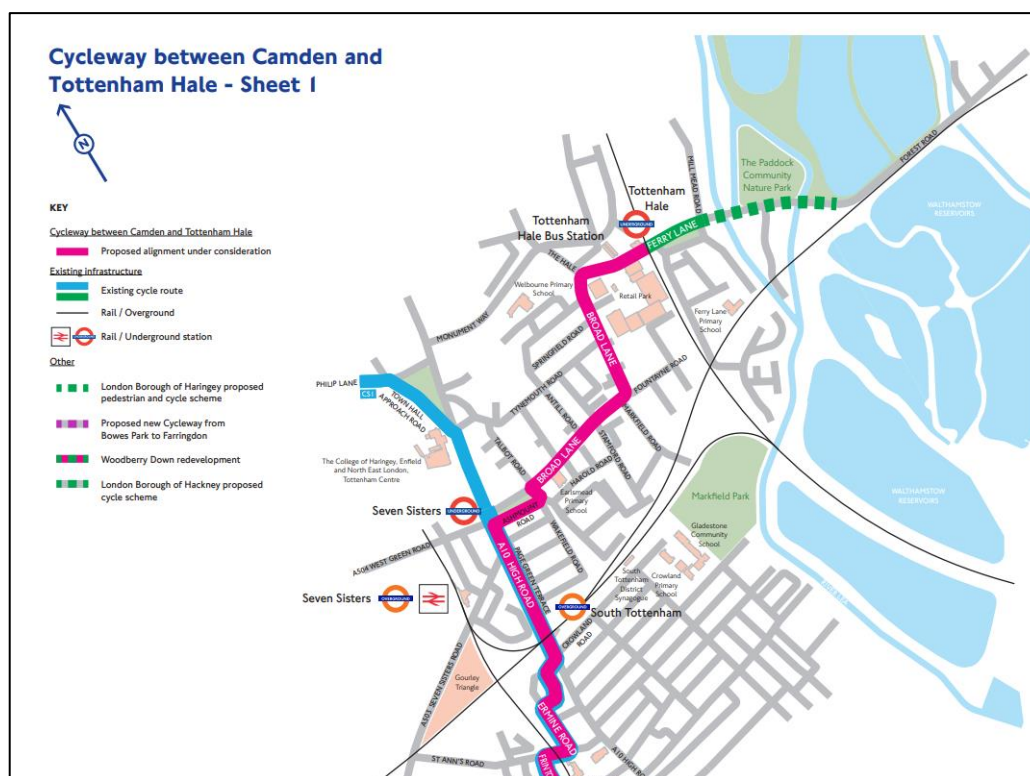


Figure 8 Draft Cycleway between Camden and Tottenham Hale rout (source TfL 8.05.2019).



- 6.26 Many objections received raised concerns regarding the uplift in number of residents as the Hale Village residential and commercial developments are implemented, and the resulting impacts upon safety, the quality of existing infrastructure, and accessibility to the station. Objections also assert that the development of Hale Village and other future developments were approved on the basis of enhanced infrastructure, such as remodelling of the Tottenham Hale Station and the construction of the HVLB. Objectors also state that the condition of the existing access to the station along Ferry Lane from the east has been described as inadequate for people with disabilities, creating concerns that the proposal will amplify this issue and make the station even less accessible to those with mobility issues.
- 6.27 A Pedestrian Comfort Level Analysis (PCLA) has been conducted to assess whether the proposals can accommodate the present and future levels of pedestrian congestion. The PCLA and associated guidance aims to ensure that footway designs are appropriate to the volume and type of users of the environment, with a Pedestrian Comfort Level (PCL) given on a scale of A (best) to F (worst) with the recommended PCL for most areas being a B+.
- 6.28 At present it is stated that the northern footway over the Ferry Lane Bridge has a rating of 'F', with the footway on the south side of Ferry Lane Bridge rated as 'F' for the majority of its length.
- 6.29 Adjustments have since been made to increase the width of the proposed northern footpath on Ferry Lane from the existing 2m to 2.5m, providing additional space for pedestrian movements, with a 1.5m segregated cycle track. The current width of the southern footpath on Ferry Lane is approximately 2.07m. This will be reduced to 1.85m (plus a cycle track of 1.5m in width). Following these revisions, the proposed northern side of Ferry Lane would deliver a Pedestrian Comfort Level (PCL) of B+ at peak hour flow, whilst the southern footways are stated to deliver pedestrian comfort levels equivalent of 'A'. This is a both a significant increase in the PCL when compared to both the existing situation and an increase above the previously refused proposal.
- 6.30 Previous objections have noted the existing conflict between cyclists and pedestrians on the Ferry Lane Bridge and describe the need for a degree of separation to remain between cycling and pedestrian paths. Previous objections also raise, amongst other points, a desire for a reduction in speed limit on Ferry Lane to 20mph, better lighting, and addressing crime in the area.
- 6.31 The application addresses comments received following formal consultation on the scheme and the previous reason for refusal in relation to planning application reference HGY/2023/3078. These include the following:
- Improved cycle safety by providing the benefit of segregated facilities and improved cycle infrastructure.
  - Improved cycle safety by providing new cycle bus stop bypass arrangement which is an improvement from the previous proposals and overall, a safer and more supportive environment for active travel modes
  - The scheme will deliver improvements to existing footpath widths and quality, better accommodating the needs of users with disability, wheelchairs and pushchairs compared to the existing situation. Further discussions with key stakeholders will be undertaken at detailed design stage.
  - A 20 mph speed limit is also to be implemented along Ferry Lane which will bring highway safety benefits for all.



- The detailed design will consider measures to reduce and prevent crime, in consultation with relevant stakeholders.

6.32 With regard to potential impacts on the functioning of the station, were the HVLB no longer to be provided at this point, modelling information has been undertaken and supplied as part of previous work to design the Access for All bridge, that has since been installed at the station and which includes the provision of a lift. The modelling included the uplift from local developments such as Hale Wharf and Meridian Water. The revised modelling also conducted sensitivity testing which demonstrated that the station design could accommodate an uplift in passengers of between 20% and 30%. The modelling demonstrates that the removal of the HVLB would not result in the station layout being compromised at peak levels, and that it would continue to operate within safe levels, with TfL noting that the modelling data was undertaken using pre-pandemic forecasts, which has higher predictions for passenger patronage that would be made now.

6.33 The non-delivery of the HVLB at this point was also stated to have no impact on Tottenham Hotspur event days, as the event management plan for the station would involve closure of the HVLB to prevent people 'skipping' to the front of the controlled queuing at the main station entrance. Officers accept the results of the modelling.

#### Street Lighting

6.34 With regard to lighting, the submitted Design & Access Statement states that the improvements along Ferry Lane will provide an improvement in street lighting and increasing the sense of safety at night. Officers support these proposals in principle. This matter and others raised in submissions will be further considered and agreed with Officers consulted during the detailed works under the s278 agreement should the application be granted.

6.35 In addition, comments have been received via the public consultation relating to signage, pedestrian protection on the Ferry Lane Bridge and the separation of cycles and pedestrians at the proposed toucan crossing. TfL have responded to these comments as follows;

#### Signage

6.36 TfL have confirmed that Improved and additional signage can be investigated at the detailed design stage in consultation between TfL and LBH as highway authority. Officers are supportive of this approach and as such, this is accepted.

#### Pedestrian protection at bridge

6.37 The HCC have produced a detailed suggestion to raise the footway/lower the cycle lane however, this option was considered during earlier design development and this is not possible due to drainage and loading restrictions on the existing bridge deck.

6.38 TfL also conducted some surveys of pedestrian and cycle use during 3-hour AM and PM peaks and also observed cycles in the footway. Widening the useable combined space of both the cycle lane and footway will provide more space for both pedestrians and cyclists, this combined with clear and visible signage will encourage users to stay within their respective spaces.

6.39 TfL recognise concerns regarding sub-standard access to the cycle tracks in as much as this is only one link in what TfL hope will be a longer segregated route and therefore beyond this section, there may be sub-standard areas, such as Mill Mead Road junction. Regarding transitions from carriageway to cycle track / shared footway, TfL believe the proposals conform with LTN1/20 requirements, particularly after Project Centre made some improvements to the westbound entry into the cycle track.

Separation of cycles and pedestrians at the toucan crossing

6.40 Regarding the northward link through the island site; nothing TfL have proposed would preclude that link from happening, via shared-use footway.

6.41 A straight-across crossing would not be desirable or workable on the western arm, so it has to stay staggered, on the ground and in time. For that reason, an effectively straight-across cycle crossing in parallel with the pedestrian crossing would not work; cycles would still need to cross in two stages and it would be unsafe for them to believe that they could cross in one. A straight-across, two-stage crossing would need a 5-metre-wide central island for which there isn't space.

As to whether the two parts of the staggered crossing could be separated between pedestrians and cycles, this may be possible but would depend on space and impact because stop lines would need moving back, further investigation would be required.

6.42 TfL also recognises that the proposed crossing is not optimum but that it would be looked at again once the retail park site comes up for development

Floating Bus Stop

6.43 With regard to the proposed floating bus stop, the revised design maintains the eastbound cycle lane all the way to the Mill Mead Road junction, avoiding cycles having to overtake a stationary bus in the live traffic lane. This has been designed with sensitivity to safety concerns regarding bus stop bypasses and focused on reducing risks. TfL undertook and published a Bus Stop Bypass Safety Review in 2024, the findings of which have been considered in the design.

6.44 The proposed layout exceeds the TfL design requirements for floating bus stops which require a minimum 2.0 metres of clear footway and a bus island 2.5m wide. The proposals have a minimum of 3.0-metre wide, clear footways and the bus island is 3.0 metres wide. This extra space, combined with the recommended zebra crossing over the cycle track, will provide a safe and convenient facility for both cyclists and bus users. The surveys of cyclists show a maximum of 40 in the AM and 76 in the PM travelling eastbound through the bus stop area in the existing cycle lane. There were also a small number of eastbound cyclists observed on the footway, 3 in the AM and 4 in the PM. The proposed bypass, as a more attractive and direct facility for cycles, would remove the need to cycle on the footway. Cycles and pedestrians have their own, clearly demarcated spaces, and pedestrians have priority when crossing the cycle track.

6.45 LBH Transport planners have examined the new cycle bus stop bypass arrangement and note the improvement from the previous proposals offering, a safer and more supportive environment for active travel modes.

6.46 Overall, Officers consider that while the removal of the HVLB will result in a change to the way pedestrians access the station from that originally envisaged in the approved development, the revised proposal provides improvements to both walking and cycling infrastructure to the station and those not using the station. The revised development will continue, on balance, to deliver on the policies of the AAP (in particular AAP7 relating to Transport) and support access to the station.

6.47 The Transportation Planning and Highways Authority have concluded that the design is safe and meets all current highways design guidance and standards. Subject to the committee's decision, the design will also undergo further engagement and refinement. The Transportation Planning and Highways Authority are supportive of this application.

- 6.48 Considering the points above, the changes in circumstance, design and funding from the time the HVLB was approved, and the scope of improvements to be secured via the s278 agreement, the proposal is on balance considered to be acceptable and in accordance with the relevant policies of the London Plan, and Local Plan documents including the AAP.

**Other matters**

- 6.49 The majority of works covered by the original Planning Permission reference HGY/2013/2610 (as varied by HGY/2018/1897) have either been constructed or are not impacted by the changes proposed as part of this application. Considering the scale and nature of the proposed changes, there are no significant impacts on the following matters as a result of the proposed removal of the HVLB:

- Design and Appearance of the area
- Archaeology
- Flood Risk
- Biodiversity and Trees
- Contaminated Land
- Sustainability
- Air Quality
- Waste
- Local Employment

- 6.50 Changes are also required to be made to conditions other than condition 1 and condition 11. The changes relate to consequential changes i.e. removing references of the HVLB, and updating current conditions where discharged/ discharged in part and so do not materially affect the extant planning permission.

**Conclusion**

- 6.51 The main proposal for consideration by Committee is the principle of the removal of the bridge and further mitigation measures proposed in response to the previous refusal of the section 73 planning application, with £4m, S278 towards highway works. The proposed highways works do not require planning permission and have been provided by the applicant as part of this application for indicative purposes. Details within the application which do not require a decision by Committee will be subject to further engagement post-decision.
- 6.52 The proposed amendments to the extant planning permission will provide holistic benefits along Ferry Lane, improving access to and from Tottenham Hale Station by both cyclists and pedestrians.
- 6.53 The removal of the Hale Village Link Bridge would not result in the station layout being compromised at peak levels, and that it would continue to operate within safe levels.
- 6.54 While not providing a dedicated walking bridge for users east of the station is acknowledged, considering all details of the case, this will be acceptable on balance.
- 6.55 Subject to the recommended planning conditions and s278 agreement to secure necessary mitigation and policy objectives, officers consider that the proposed scheme, which proposes additional mitigation measures in order to address the councils reason for refusing the previous section 73 planning application (ref HGY/2023/3078) is acceptable on its own merits, when considered against the development plan and all other material considerations.

## **7 COMMUNITY INFRASTRUCTURE LEVY (CIL)**

- 7.1 The proposal does not introduce additional floor space. CIL would be applicable as per the requirements of the extant permission.

## **8 RECOMMENDATIONS**

GRANT planning permission for the reasons set out in Section 2 above.

APPENDICES:

APPENDIX 1: PLANNING CONDITIONS & INFORMATIVES

APPENDIX 2: INTERNAL AND EXTERNAL CONSULTEE RESPONSES

APPENDIX 3: PLANS

APPENDIX 1

1. The development hereby authorised shall be carried out in accordance with the following approved plans, save for any changes which form the final worked up and detailed implementable scheme which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. These changes shall have been co-designed with local stakeholders, including Disability Action Haringey, which shall be clearly evidenced in the submission, and the development shall be carried out in accordance with those details:

Ferry Lane improvements Design and Access Statement (250325 TfL Ferry Lane Improvements DAS), Planning Statement (TH Planning Statement Final v2 25.3.2025), Illustrative Existing General Arrangement (1000009414-3-0101-01 Rev 0), Illustrative Proposed General Arrangement (1000009414-3-0101-02 Rev 0), Ferry Lane Existing Engineering General Arrangement (1000009414-2-010-1-Extg Eng GA Rev 1), Ferry Lane Proposed Engineering General Arrangement (1000009414-5-0100-01- Rev 0), Illustrative Section Comparison (1000009414-3-0101-03 Rev 0), Ferry Lane Section Comparison (1000009414-3-0100-02- Rev 0), Ferry Lane Key Dimensions (1000009414-3-0100-03 Rev 0), Proposed Site Plan (2383-HUK-PRM-DRG-0002-01\_Proposed Site Plan\_TfL Mark up\_231117), Eastern Elevation 1/2 (2383-HUK-PRM-DRG-6254-01 SW - External East Elevation - southern half), Eastern Elevation 2/2 (28008-ATK-DRG-EAR-002121\_P07 - External East Elevation - northern half).

Reason: In order to avoid doubt and in the interests of good planning.

2. Samples of materials and a schedule of the exact product references to be used for the external surfaces of the development shall be constructed shall be submitted to, and approved in writing by, the Local Planning Authority before any phase of development is commenced.

The development shall be constructed in accordance with the approved materials (including those approved under reference HGY/2020/1728) and any further details submitted to discharge this condition; and maintained as such thereafter.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity and to comply with Policies DM1, DM8 and DM9 of the Development Management DPD 2017.

3. The refuse and waste storage and recycling facilities shall be implemented and permanently retained thereafter in accordance with the Waste Management Plan (18.01.16) approved under HGY/2016/4109, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of the Development Management DPD 2017 and Policy SI 7 of the London Plan 2021.

4. No development or demolition shall take place other than in accordance with the Written Scheme of Investigation set out in the Archaeological Report Ref:16e176wb approved under HGY/2016/4109.

The site investigation and post investigation assessment shall be completed in accordance with the programme set out in the Written Scheme of Investigation approved under HGY/2016/4109.

Reason: Heritage assets of archaeological interest are expected to survive on the site. The Local Planning Authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results and to comply with Policy DM9 of the Development Management DPD 2017.

5. Station management for the development shall be implemented in accordance with the Construction Phase Plan Issue 05 approved under HGY/2017/1855 unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the passengers and members of the public have safe, legible routes to access the station during the period of construction to ensure there is coherent and clear strategy for the management of passengers and customers at the interchange and to comply with Policy DM4 of Haringey's DMDPD 2017.

6. Prior to the completion of construction activities on the Concourse Extension (as set out in the Tottenham Hale Station upgrade plan), signage shall be installed in accordance with the approved Signage Strategy under (HGY/2020/1730) and retained thereafter for the duration of the works.

Reason: To ensure the safe movement for passengers and members of the public have safe, legible routes to access the station and to comply with Policies T4, T7 and D14 of the London Plan 2021 and Policy DM1 of the Development Management DPD 2017.

7. Prior to any works associated with the development hereby granted and remaining to be constructed the Demolition and Construction Management Plan and Construction Logistics Plan (CLP) as approved under HGY/2020/1729, updated with any required amendments, shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highways Authority and Transport for London.

The Demolition Management Plan and the Construction Management Plan shall include but not be limited to:

- details of phasing and methodology to be used in the demolition process;
- the times during which works may be undertaken and the times during which deliveries may be made to the Site consistent with the Council's Environmental Code of Construction Practice;
- the routes which construction traffic shall be directed to use;
- any measures to deliver construction materials and remove construction waste by rail;
- any necessary temporary road closure orders or diversions on the highway network in the vicinity of the Site;
- the interface between the Development and any works being carried out at the time to the Tottenham Hale Gyratory and Bus Station developments; should not be required since the Gyratory Works will be completed by July 2014.

- details of the form siting and installation of temporary wayfinding signage to the Destinations;
- measures necessary to ensure the continued provision of bus and taxi services to Tottenham Hale station;
- measures to ensure the safety of the public during the period in which works are being carried out on the site including lighting in the streets surrounding the Site;
- measures to monitor construction traffic impacts generally;
- measures to mitigate against the effects of the Development works on the Site including the effects of dust noise and vibration on the amenity of occupiers in the vicinity of the Site including any infrastructure protection measures in respect of TfL's assets
- measures to be taken prior to road closures and construction
- measures to be taken (if required) in terms of a formal monitoring action plan (with associated trigger levels) of the London Underground escalator, Victoria Line tunnels and tracks and London Underground assets to record and mitigate the effects of potential movement through heave or settlement during the demolition, excavation and construction phase
- details of such matters which are likely to cause nuisance during construction including noise, dust, smoke, road cleaning and any other matters relevant to this particular site.
- construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

The development shall only be implemented in accordance with the details as approved.

Reason: To ensure there are appropriate safeguards during the demolition and construction process to allow the continued operation of the station interchange, the necessary safeguards for TfL infrastructure protection, to reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network and to ensure that any demolition and the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties and to comply with Policies T4, T7 and D14 of the London Plan 2021 and Policy DM1 of the Development Management DPD 2017.

8. Waste soils removed from site as a result of the development are to be sampled and analysed and disposed of in accordance with current regulations in accordance with the Waste Management Plan (18.01.16) approved under HGY/2016/4109 unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and to comply with Policy DM23 of the Development Management DPD 2017.

9. Prior to the commencement of the development hereby permitted, a mitigation and

enhancement strategy for the ecological receptors around the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved details.

Reason: To ensure that the development will make a positive contribution to the protection, enhancement, creation and management of biodiversity and protect and enhance the adjoining Site of Importance for Nature Conservation (SINCs) and to comply with Policy G6 of the London Plan 2021 and Policy SP13 of the Local Plan 2017.

10. No development remaining to be constructed shall be carried out until such time as the person carrying out the work is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To safeguard residential amenity, reduce congestion, protect air quality and the amenity of the locality, in accordance with Policies T1 and SI1 of the London Plan (2021), Policy SP7 of the Haringey Local Plan (2017) and Policy DM1 of the Development Management DPD (2017).

11. The applicant shall enter into a S278 agreement with the Council with respect to the proposed Ferry Lane highway works. The S278 agreement shall include the necessary details/specifications etc. for approval along with the mechanism and timeframe for TfL's funding provision for the highway works. The Ferry Lane highway works shall be fully implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to provide improved access to the station and to comply with Policy DM31 of Haringey's DMDPD 2017.

12. No later than 6 months following the completion of the Concourse Extension phase (as set out in the Tottenham Hale Station upgrade plan) an outline construction programme for the Link Corridor phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The programme must ensure the Link Corridor will commence within 1 year of completion of the Concourse Extension. The development shall be constructed in accordance with the approved programme thereafter. The Link Corridor shall be fully implemented unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to ensure ease of access for the less mobile members of the community and to comply with Policy SP11 of the Local Plan.

13. Demolition and construction waste shall be recovered and re-used on the site or at other sites, in accordance with the Waste Management Plan (18.01.16) approved under HGY/2016/4109 unless otherwise agreed in writing with the Local Planning Authority.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Local Plan 2017.

14. The demolition and construction works shall be carried out in accordance with the submitted Arboricultural Method Statement (AMS) and the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.



Reason: In order to ensure the safety and well being of the trees adjacent to the site during constructional works that are to remain after works are completed consistent with Policy G7 of the London Plan 2021, and Policy SP11 of the Local Plan 2017.

15. Local Labour shall be employed on the site in accordance with TfL's Strategic Labour Needs and Training Programme details of which shall be supplied to the Council 3 months prior to works commencing on site.

Reason: In order to ensure that the scheme provides employment opportunities within the Borough and for the local community and to comply with Policy SP8 and SP9 of the Local Plan 2017.

16. The heating and hot water provision for the development hereby permitted shall be built in accordance with the Sustainable Design and Construction Statement and CEEMP, the heating and hot water provision shall be thereafter retained in perpetuity without the prior approval, in writing, of the Local Planning Authority.

Reason: To reduce pollution and to comply with Policy SI 1 of the London Plan 2021 and Policy SP4 of the Local Plan 2021.

17. For the duration of the works the applicant shall establish and maintain a liaison group having the purpose of:

- Informing local residents and businesses of progress of the work
- Considering methods of working such as hours, noise, wayfinding and site traffic
- Providing advance warning of exceptional works or deliveries
- Providing local residents and businesses with a contact for information and for comments or complaints with a view to resolving any concerns that might arise
- Providing phone and email contact for resident concerns and advice
- Producing publicity identifying progress of the works – the sites and distribution of such publicity to be agreed with the Liaison group

The liaison group will meet at such frequency as they believe necessary but not more often than monthly. The first meeting to take place one month prior to the start of works. The applicant will organise and minute all meetings.

Reason: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development and to enable compliance with London Plan Policy T7.

#### INFORMATIVE: Waste Management

Waste Management Waste generated by the station after completion of the work will need to follow the same management plan as the Waste Management Plan (18.01.16) approved under HGY/2016/4109. Waste will need to be stored and disposed of in a manner so as to not contravene the Environmental Protection Act 1990. TfL will need to make their own arrangement with a registered carrier of waste for collection and disposal of waste generated on the site.

#### INFORMATIVE: Thames Water Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. 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. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

INFORMATIVE: Thames Water

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer, are likely to have transferred to Thames Water's ownership. Should the proposed building work fall within 3 metres of these pipes it is recommended to contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. Thames Water can be contacted on 0845 850 2777 or for more information please visit their website at [www.thameswater.co.uk](http://www.thameswater.co.uk)

INFORMATIVE: Thames Water

Thames Water would recommend that petrol / oil interceptors be fitted in all carparking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

INFORMATIVE: Historic England

In relation to condition 4 the written scheme of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. It must be approved by the Local Planning Authority before any on-site development related activity occurs. Heritage England advises that the archaeological fieldwork would comprise the following:

Watching Brief

An archaeological watching brief involves observation of groundworks and investigation of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive. It is recommended that the watching brief solely target specific items identified in the brief/project outline or specification as requiring significant ground work.

INFORMATIVE: Historic England

The required written scheme should be prepared in consultation with Historic England Greater London Archaeological Advisory Service.

INFORMATIVE: Network Rail

Implementation of the proposed scheme will be subject to Network Rail's internal Clearance

procedure to ensure the proposed development is accepted by all relevant internal stakeholders.

INFORMATIVE: Network Rail

Network Rail strongly recommends the developer contacts the relevant Asset Protection team prior to any works commencing on site, which for this site is the Anglia Route Asset Protection team: [AssetProtectionAnglia@networkrail.co.uk](mailto:AssetProtectionAnglia@networkrail.co.uk). 'More information can also be obtained from their website at [www.networkrail.co.uk/aspix](http://www.networkrail.co.uk/aspix).

INFORMATIVE: Asbestos

Prior to refurbishment 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.

INFORMATIVE: Community Infrastructure Levy

The application is advised that the proposal will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £107,026.92 (2,178 sqm x £35 x 1.404), This will be collected by LB Haringey after the scheme is 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.

INFORMATIVE: Pollution

The applicant is advised of the requirement to enter into a Section 61 agreement under the Control of Pollution Act 1974.

This page is intentionally left blank

APPENDIX 2: Internal and External Consultee Response

Stakeholder	Question/Comment	Response
Internal and external	The full consultee responses are set out below this table.	The consultee comments are directly addressed in the body of the report.
LBH Transportation	<p>This application follows on from an earlier Section 73 application 2023/3078, which was refused at committee. It is a similar natured Section 73 application seeking to vary original conditions from 2018/1897 relating to replacing the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station, to instead providing pedestrian and cycle network improvements on Ferry Lane and accessory works. The applicant has updated their public realm and highways proposals and provided further information since the previous application to improve the designs and address concerns discussed at the committee meeting.</p> <p>Planning History There is a long and complex planning history with the proposals to make improvements to Tottenham Hale Station, with a number of applications going back to 2013. This is covered in detail in the Planning Committee report for 2023/3078 and will no doubt also be referenced for any future committee for these proposals.</p> <p>Briefly, the overall Tottenham Hale Station improvements package was originally submitted with 2013/2610, a second application making amendments was 2018/1897.</p> <p>After this, TfL communicated that the footbridge connecting Hale Village to the front of the station is no longer practical or viable, for a number of reasons. Their proposals moved to enhancing the walk route that uses Ferry Lane to the front of the station. Considering the walk journeys between Hale Village, the Ferry Lane estate, the retail park, station and town centre, this route would only result in a longer walk for journeys from the centre of Hale Village to Tottenham Hale Station.</p> <p>The Section 73 application in 2023/3078 was supported by planning officers including transportation officers, however, it was refused at planning committee. The member reasons for refusal were that the proposals failed to support Haringey's regeneration and local access to London, and provide the level of improvements to the Tottenham Hale interchange without sufficient mitigation through improvements to pedestrian and cycling infrastructure and road safety,</p> <p>Updated scheme included in this application. The applicant has made a number of changes from the proposed arrangements submitted in the previous S73 application, to both refine and improve the designs, and to address the concerns raised at committee with the previous s73 application.</p> <p>The changes made all contribute to providing an alternative to the previously proposed footbridge, that provides an improved, safer arrangement and environment for pedestrians and cyclists, buses accessing the bus station, increased personal safety, and alignment with the Council's placemaking objectives.</p> <p>The component parts of the proposed scheme will be commented on below. A 20 mph speed limit is also to be implemented along Ferry Lane which will being highway</p>	Noted.

	<p>safety benefits for all.</p> <p>Features of the updated/revised design</p> <p>Below is an overview of the physical changes made to the scheme.</p> <ul style="list-style-type: none"><li>• Conversion of the eastbound nearside approach to the bus station junction from a general traffic lane to a bus lane. These eases turning movements for buses and removes the traffic merge close to the bus station junction which provides a safer environment for cyclists heading eastbound.</li><li>• Upgrading the western arm of the Ferry Lane/Bus station junction. This will include conversion of the existing pedestrian crossing at the western arm of the bus station junction to a toucan crossing, enabling cyclists to cross safely from north to south and vice versa, and physical amendments to the central island that makes more space for pedestrians and cycles and enables buses to turn out more safely.</li><li>• Provision of a new pedestrian crossing adjacent to the station on the east side of the Ferry Lane/Bus station junction. This will provide a safe crossing facility and remove the hazardous practice of pedestrians crossing Ferry Lane informally, where up to 150 people per hour have been recorded crossing.</li><li>• Along Ferry Lane east of the railway station, the highway arrangements will change.</li></ul> <p>The Trief kerbs and safety guardrail arrangements will be moved inwards, as they are required to be retained to provide structural impact protection for the bridge. Moving these allows a reconfiguration of the running lane/footway/cycleway regime.</p> <p>This will enable provision of wider segregated footways and cycle tracks, which will be physically separated from vehicular running lanes. A 3.5m carriageway running lane width in both directions will be retained, which will provide Highway Network resilience in that a combined 7m road width can accommodate highway incidents and still enable two-way traffic without the need to implement long diversion routes.</p> <p>1.5m wide segregated cycle lanes will be provided which is an improvement on the existing on carriageway cycle lanes. This width and arrangement accords with the London Cycle Design Standards as produced by TfL, and 1.5m wide segregated lanes can comfortably accommodate twice the current recorded cycle flows.</p> <p>At the bus stop on the north side of Ferry Lane east of the station, the cycle track will be continuous as part of a bus stop bypass arrangement. The areas of footway adjacent to the cycle lane and the bus island widths will all exceed the November 2024 Bus Stop Bypass Safety Review. The proposed arrangement will be improved compared to the previous proposals and safer.</p> <p>Segregated footways will also be provided, 2.5m wide to the northern side and 1.85m to the southern side. Pedestrian counts from November 2024 recorded peak pedestrian flows of 1346 on the north footway and 316 to the south.</p>	
--	---	--

	<p>A Pedestrian Comfort Assessment has been undertaken in accordance with TfL's design tool and comfort levels will improve dramatically, increasing from 'F' on both sides to 'B' on the north side and 'A' on the south side. These improvements result from the relocation of the Trief kerb and handrail and removal of the existing kerb upstand increasing the effective width of the footway enabling improved comfort.</p> <ul style="list-style-type: none"><li>• Amended junction to retail park on the southern side of Ferry Lane. The corner radii will be tightened, and a raised table crossing provided to slow down vehicle manoeuvres and provide a continuous footway level across this junction. This will provide a safer junction and crossing for pedestrians and cyclists.</li><li>• The cycle lane offslip on the south side of Ferry Lane approaching the retail park access will be altered so that it comes off the carriageway further on from a pinch point on the south side footway thus increasing pedestrian and cyclist safety.</li><li>• The slip feature for westbound cyclists onto the segregated track to the south side of Ferry Lane will be amended to provide a safer arrangement for cyclists adjacent to the bus stop east of the station.</li><li>• Public realm signage and wayfinding will be improved, following the Tottenham Hale Strategy, and providing legible London signage. There will be improved</li></ul> <p>CCTV to improve personal security, and improved street lighting providing both highway safety and personal security improvements.</p> <p>Summary We have concluded that the proposed design will result in:</p> <ol style="list-style-type: none"><li>1) The enhancement of the pedestrian walk routes from the station to the west, east and south of the station by providing wider segregated footways.</li><li>2) Improve pedestrian safety by providing new and improved crossings.</li><li>3) Improve cycle safety by providing the benefit of segregated facilities and improved cycle infrastructure.</li><li>4) Improved cycle safety by providing new cycle bus stop bypass arrangement which is an improvement from the previous proposals and overall, a safer and more supportive environment for active travel modes.</li><li>5) Maintain the integrity and resilience of the high ways network by providing 3.5m carriageway running lane widths in each direction on Ferry Lane.</li><li>6) The proposed design will provide improvements to signage and wayfinding, improved CCTV, street lighting which will contribute towards creating an improved, safer environment and connectivity to and from the station and bus interchange and retail park.</li><li>7) Implementation of the 20mph speed limit on Ferry Lane will further enhance the environment for active travel users and provide highway safety benefits.</li></ol> <p>The revised scheme submitted with this application is an improvement compared to the earlier Section 73 application. The design has been the subject of an independent Stage 1 road safety audit and will be subjected a Stage 2 road safety audit before implementation. Post implementation the scheme will also be subjected to a Stage 3 road safety audit. The Transportation planning and highways authority have concluded that the design is safe and meets all current highways design guidance and standards.</p>	
--	---	--

	<p>Subject to the committee’s decision the design will also undergo further engagement and refinement. The transportation planning and Highways authority are supportive of this application</p>	
<b>LBH Design</b>	<p><i>Section 73 application to vary Conditions 1 and 11 of the approved development (application ref. HGY/2018/1897 which amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale). The variations are to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station, to instead requiring pedestrian and cycle network improvements on Ferry Lane and accessory works.</i></p> <p>Thank you for asking me for my comments on this application.</p> <p>The approved scheme, which primarily consisted of a new station entrance / ticket hall and new “Access For All” bridge to the platforms, included extending the existing bridge to the east side of the tracks into the entrance square to Hale Village; this would form and be designed as a secondary station entrance, with simple TfL &amp; Network Rail branding, but the whole bridge would have been “outside the gate line” and therefore could have also acted as a public route between the communities either side of the railway, relieving some of the pressure on the narrow footways beside the roadway and cycle lanes over the older existing Ferry Lane road bridge, as well as being an entrance to and exit from the tube and rail stations from east of the tracks.</p> <p>However, unfortunately, regulations on the height of new bridges over overhead rail electrification cables have changed since that planning permission, meaning the bridge as designed in that planning permission would not be compliant. The level change this would require, means that a cunning, economically cost-effective method of securing an eastern entrance to the station and additional pedestrian route across the railway, by reusing and repurposing the existing bridge, is no longer possible.</p> <p>The separate proposal, in the Tottenham AAP and Tottenham Hale District Centre Framework adopted masterplans, for a pedestrian and cycle bridge on the “Green Link”, aligned with pedestrianised Chesnut Road, the new east-west pedestrian-priority street between the Argent Related and Berkeley Square developments at Lower Ashley Road, the central green space in Hale Village and the new canal and river bridges in Hale Wharf, is still considered to be planned, and is not directly affected by this application, although the design of that bridge will also be affected by the changes to the overhead line electrification regulations. The recently approved “2 Berol Yard” development will contribute stairs and a lift to that bridge, and it is understood The Council will continue to seek funding sources to complete the bridge over the road and railway separately to this work.</p> <p><i>This proposal consists solely of road, cycle lane and pavement changes to better accommodate pedestrians and cyclists within the existing street space on Ferry Lane, where it crosses the existing road bridge over the railway and to a short distance either side. In particular, over the bridge, the vehicular space will be shifted south and reduced to the minimum necessary for current traffic, with the current similar width pavements on the quieter south side and busier north rebuilt with a narrower (but still of adequate, standard width) pavement on the south side, wider on the north. New regulation-width cycle lanes will be built, with better segregation from vehicles, in place of continuous fences separating them from pedestrians. West of the bridge,</i></p>	Noted.



	<p>there will be a new signalled pedestrian crossing east of the bus station entrance, making it easier and safer for pedestrians on the south side of the bridge to get into the station square. East of the bridge, a new “floating bus stop” will hugely clarify the separate route cyclists should take to both vehicles and pedestrians on the busier north side of Ferry Lane, with lower key changes to improve cycling and pedestrian safety on the quieter south side.</p> <p>It is valid for Urban Designers to be concerned about the design of the <i>public realm</i>, including the design of streets and provision of space within streets for the movement of vehicles, cycles and pedestrians, as well as for more static uses of streets as part of the public realm. This palette of streetscape features, including cycle lanes segregated from vehicles by a high kerb and flexible posts (“wands”) and from pedestrians by a further raised continuous kerb, as well as floating bus stops with clear visual separation between pedestrian and cycle space, and very obviously marked pedestrian crossing over the cycle lane, with tactile paving for the visually impaired and clear markings instructing cyclists to stop and give way to pedestrians, are considered urban design best practice, resulting from extensive research and trials, and should be effective at safely accommodating different road users, including vulnerable ones. New street art and “Legible London” wayfinding is promised, including to the bridge parapet wall, which is particularly to be welcomed.</p> <p>It is comparatively unusual for the design of streets for movement to be subject to a planning application, and therefore to the consideration of the Council’s Design Officers within the Planning Service. The detailed technical design of these elements, from a capacity and safety point of view, is properly purely the preserve of the Council’s Transportation Planning Officers. But the provision of direct, convenient and legible pedestrian and cycle routes, is a matter of good urban design, and is considered to be achieved in this proposal. Also, from the point of view of attractiveness, elegance, absence of clutter and use of good quality materials, this proposal promises to be a robust, durable, attractive, high-quality design that will improve the appearance and effectiveness of the public realm in this growing, increasingly significant location.</p> <p>It should be noted that the works to the station to which this is an amendment, which included a superbly designed new station booking hall by renown station architects Landolt and Brown, which does look excellent in some views in its completed state, has nevertheless been disappointingly and frustratingly finished / unfinished as actually built. In particular, the appearance of the wide, spacious, main entrance to the booking hall has been hugely compromised by the late insertion of a door to a rarely used maintenance stair, necessitating the entrance steps being partially replaced by a balustrade, over which station staff normally do not bother to completely open the unsightly, utilitarian, overnight closure gates; and the corridor connecting the booking hall to the access for all bridge, that runs in front of the elegant and distinctive Alsop &amp; Lyall designed café and waiting room, from an earlier station upgrade, has been left incomplete, but with the completed portion built in a considerably clumsier, less transparent form than originally designed. Rail operators, as statutory undertakers, are not generally subject to the same planning controls as other developers over details such as these, but it remains to be hoped that these errors will one day be “cleaned up” so that the main, Station Square frontage to the station can be seen in all the elegant glory its originally approved design could achieve. However, neither the originally approved works to extend the older bridge to an eastern station entrance, nor these alternative streetscape improvements, can be considered to make any difference to the main station building’s architectural qualities.</p>	
--	--	--

Transport for London.	<p>I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application as submitted. This is a TfL project and any issues will be resolved internally.</p> <p>This response is made as a Railway Infrastructure Manager under the “Town and Country Planning (Development Management Procedure) Order 2015”. It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.</p>	Noted.
Ferry Lane Action Group (FLAG)	<p>Response from FLAG Ferry Lane Action Group We have always supported the original plan for a bridge into the station. But we understand that that is not the current proposal. Whether or not the bridge into the station is built, there are real safety issues for our residents and others using the south side of the railway bridge and we believe these plans go some way to address these.</p> <p>We welcome:</p> <ul style="list-style-type: none"> <li>• the new pedestrian crossing which will make it safer for our residents and others to cross in and out of the station.</li> <li>• the widened space on the station corner,</li> <li>• the wider pedestrian and cycle space on N side</li> <li>• the extended 20mph speed limit up to Jarrow Road which we originally suggested.</li> <li>• the changes to cycle lanes at the retail park.</li> </ul> <p>We understand that there will be better lighting and CCTV which we support.</p> <p>We remain concerned about cyclists using the pavement, particularly on the South side to go east. We would like to see stronger physical separation between cycles and pedestrians on this stretch, as suggested by Haringey Cycling Campaign.</p> <p>We would like the addition of a condition to any planning permission to ensure there is strong and clear signage on the south side to encourage east-bound cyclists to cross at the crossing and use the cycle lane there, and to stress that they cannot use the pavement. This could be reinforced by saying that CCTV is in use (as we hope it will be). We would like a condition to any planning permission for better signage directing people going to the Wetlands to cross to Ferry Lane south-side by the station to further reduce congestion on the north side.</p> <p>We carried out a cycle survey, details below, which showed that a large number (anecdotally, a majority) of cyclists heading west went through the red lights at the first set. Our concern is that when this becomes a proper pedestrian crossing cyclists will continue to do this and present a danger to pedestrians using the crossing.</p> <p>We therefore ask that there is a condition attached to any planning permission for strong signage to discourage this. We also noted a large number of cyclists turning right into the station, sometimes crossing in front of traffic to do so. Cycling routes to and through the station are very unclear and we are disappointed that the proposals do not address this.</p>	<p><b>Signage</b> Broadly both FLAG and HCC want improved signage and we can certainly investigate additional signage at the detailed design stage and this will be linked to conversations with between TfL and LBH as highway authority.</p> <p><b>Pedestrian protection at bridge</b> The HCC have produced a detailed suggestion to raise the footway/lower the cycle lane however, this option was considered during earlier design development and unfortunately this is not possible due to drainage and loading restrictions on the existing bridge deck.</p> <p>We also conducted some surveys of pedestrian and cycle use during 3-hour AM and PM peaks and also observed cycles in the footway. Widening the useable combined space of both the cycle lane and footway will provide more space for both pedestrians and cyclists, this combined with clear and visible signage will encourage users to stay within their respective spaces.</p> <p>The point about sub-standard access to the cycle tracks is understandable in as much as this is only one link in what we hope will be a longer segregated route and therefore beyond this section, there may be sub-standard areas, such as Mill Mead Road junction. But if it is specifically about transitions from carriageway to cycle track / shared footway, then TfL believe the proposals conform with LTN1/20 requirements, particularly after Project Centre made some improvements to the westbound entry into the cycle track.</p> <p><b>Separation of cycles and pedestrians at the toucan crossing</b> Regarding the point about the northward link through the island site; this isn't shown but nothing TfL have proposed would preclude that link from happening, via shared-use footway.</p>

	<p>We would like a condition to be added to any planning permission that there are safe and clear routes for cyclists into the station to avoid conflict with pedestrians and buses. Ferry Lane bridge cycle survey</p> <p>We wanted to know how much of a problem cycles on the pavement are, and at the same time how much of a problem cyclists going through red lights will be when the pedestrian crossing is installed. We counted incidents on two days, the second over two time periods. We split pavement cyclists into electric and pedal powered, as electric bikes are heavier, faster and therefore more dangerous.</p> <table><tr><th></th><th>Cyclists on pavement South side heading east</th><th>Cyclists on pavement South side heading west</th><th>Cyclists on pavement North side</th><th>Number of cyclists going through red lights</th></tr><tr><td>Weds 9 April 17.03 to 18.15</td><td>8 pedal, 2 electric, 3 electric scooters</td><td>1 Electric</td><td>9 pedal, 1 electric</td><td>9 delivery bikes, 16 others</td></tr><tr><td>Tues 29 April 17.05-18.05</td><td>10 electric (plus one in bike lane going wrong way!), 7 pedal</td><td>2 (1 pedal, 1 electric)</td><td>5 electric, 3 pedal</td><td>23 (11 delivery, 12 others)</td></tr><tr><td>Tues 29 April 18.05-18.45</td><td>1 electric (plus one in bike lane going wrong way!), 7 pedal</td><td>4 (2 pedal, 2 electric)</td><td>0</td><td>14</td></tr></table>		Cyclists on pavement South side heading east	Cyclists on pavement South side heading west	Cyclists on pavement North side	Number of cyclists going through red lights	Weds 9 April 17.03 to 18.15	8 pedal, 2 electric, 3 electric scooters	1 Electric	9 pedal, 1 electric	9 delivery bikes, 16 others	Tues 29 April 17.05-18.05	10 electric (plus one in bike lane going wrong way!), 7 pedal	2 (1 pedal, 1 electric)	5 electric, 3 pedal	23 (11 delivery, 12 others)	Tues 29 April 18.05-18.45	1 electric (plus one in bike lane going wrong way!), 7 pedal	4 (2 pedal, 2 electric)	0	14	<p>TfL has provided a detailed explanation in the DAS of why a straight-across crossing would not be desirable or workable on the western arm so it has to stay staggered, on the ground and in time. For that reason, an effectively straight-across cycle crossing in parallel with the pedestrian crossing would not work – cycles would still need to cross in two stages and it would be unsafe for them to believe that they could cross in one. A straight-across, two-stage crossing would need a 5-metre-wide central island and there isn't space for this. As to whether the two parts of the staggered crossing could be separated between pedestrians and cycles, this may be possible but would depend on space and impact because stop lines would need moving well back – we'd need to get views from Network Performance again. Also, this would not solve the admittedly awkward two-ninety-degree-turns problem and it is doubtful the benefits justify it.</p> <p>TfL recognises that the crossing is not optimum but that it would be looked at again once the retail park site comes up for development, and that there's not much to gain at this stage from second-guessing what changes that development might require from the junction.</p>
	Cyclists on pavement South side heading east	Cyclists on pavement South side heading west	Cyclists on pavement North side	Number of cyclists going through red lights																		
Weds 9 April 17.03 to 18.15	8 pedal, 2 electric, 3 electric scooters	1 Electric	9 pedal, 1 electric	9 delivery bikes, 16 others																		
Tues 29 April 17.05-18.05	10 electric (plus one in bike lane going wrong way!), 7 pedal	2 (1 pedal, 1 electric)	5 electric, 3 pedal	23 (11 delivery, 12 others)																		
Tues 29 April 18.05-18.45	1 electric (plus one in bike lane going wrong way!), 7 pedal	4 (2 pedal, 2 electric)	0	14																		
Haringey Cycle Campaign	<p>Dear Mr Prosser, Tottenham Hale Station Planning Application ref HGY/2025/0818 The revised proposals are very welcome and we are pleased to note some suggestions made in consultations have been included. In essence HCC supports the current scheme, however we suggest some small adjustments would greatly improve it. Separation of cycles and pedestrians at the toucan crossing In our meeting some months ago, we urged this to be considered and although the slight widening of the island is welcome, the mingling of cycles making two 90 deg. turns, with pedestrians, on a main cycle route will continue to be a problem, encouraging unpredictable behaviour, such as staying on the wrong side of the road or cutting across the lights. The current scheme also appears not to take in to account the cycle route from the North confirmed in the 2017 Bus Station Planning Statement, as the extracts below-</p> <p>Signage We suggest there be comprehensive signage to indicate all cycle routes, with particular emphasis on the correct changeover from two-way to with flow cycling. Pedestrian protection at bridge The raised division between cycles and pedestrians follows best practice and is as discussed, however we note there continues to be concern locally over the lack of a strong division. A possible measure may be to raise the footway 60mm above the cycle track, with a square profile kerb. This would keep cycles off the footway more effectively, while still avoiding the risk of pedal strike. In conclusion the new cycle tracks will be a good improvement to this important cycle route, however the access to them, at both the East and West, falls well below current standards such as LTN1/20. Haringey Council and TfL are urged to plan work to make the junctions at these locations safe for all users, including cycles.</p>																					
Network Rail	NR is aware of the proposed works being undertaken by London Underground Limited and NR supports the scheme. The applicant will need to obtain any necessary Asset Protection consents requested by NR in connection with the proposed works.	Noted.																				

GLAAS	No further Comment on the revised scheme.	Noted.
<b>Local residents objections</b>	Comments are discussed with main report	
<b>Objections Material to Planning</b>	The proposal is not a suitable replacement for the HVLB which should be retained and constructed as part of the approved development, due to the benefits to the community and noting the increase in people living in the area (such as Hale Wharf). Benefits cited include uplift in harmonious living, safety, reducing congested traffic.	Comments are discussed within Section 6 of the Planning Sub-committee report. The proposals have been revised in accordance with feedback from stakeholder's post refusal of the previous S73 application.
	The Station requires more than one entrance, as it could not otherwise cope with the expansion the plan envisaged.	Existing footpaths along the north side of Ferry Lane will be increased in width, aiding in pedestrian movement and those with disabilities and pushchairs.
	The initial plan upon which Hale Village and other future developments were approved to go ahead was an enhancement on infrastructure such as the remodelling of the station and construction of a new footbridge between the Hale Village and the Station with an alternative direct access.	Proposed street works are indicative and will be subject to further development should permission be granted.
	The proposal will not address pedestrian congestion, and may lead to impact on road safety as a result of pedestrians using roadways.	TfL have also stated that they will work with key stakeholder groups through the detailed design process
	The existing pedestrian route over the bridge is inadequate at peak times, and for people with disabilities or with pushchairs or the elderly. This is even worse.	
	The proposed changes to the footpath will not help disabled access, as there will be conflict between other users (cyclists and pedestrians) and will facilitate more accidents.	
	Objection to the reduction in width of the southern footpath and cycleway on Ferry Lane Bridge	The Applicant has revised the indicative design and undertaken a Pedestrian Comfort Level Analysis to assess the suitability of the footpath widths proposed,  Following these revisions, the proposed northern side of Ferry Lane would deliver a Pedestrian Comfort Level (PCL) of B+ at peak hour flow, whilst the southern footways are stated to deliver pedestrian comfort levels equivalent of 'A'. This is a both a significant increase in the PCL when compared to both the existing situation and an increase above the previously refused proposal.
	Speed reductions on the road to 20mph should be considered to provide additional safety.	Accepted. Implementation of the 20mph speed limit on Ferry Lane will further enhance the environment for active travel users and provide highway safety benefits.
	The introduction of a floating bus stop will create conflict between pedestrians and cyclists.	Proposal has been revised in accordance with feedback and TfL Guidance. Revised proposal supported by LBH Transportation
	Additional lighting should be provided on the bridge.	Additional lighting and Wayfinding to be developed.
	The proposal does not address the escalating crime activity such as phone thefts that occurs on this footpath/ bridge.	Noted. How the design will respond to crime and promote the prevention of crime will be developed further through the detailed design stage, with the Applicant noting that a key outcome of the final design will be to ensure reduced visibility spots across the bridge will be addressed.
	Resurfacing of the footpath/ bridge to be provided.	Noted. The footways and cycleways are proposed to be repaved.
	Another bridge is required, or another such solution if the HVLB is not to be provided.	Improvements to Ferry Lane are proposed to be undertaken in place of the HVLB. TfL are committed to further works should funding become available.

<u>Objection Non-Material to Planning</u>	The proposed changes should have been done years ago, perhaps funded by development that has occurred within the area.	Noted. Council must however assess the proposal as it is presented.
	Cyclists trying to cross from east to west on Ferry Lane use the northern side of Ferry Lane, causing conflict with pedestrians.	Noted. While this describes an existing circumstance rather than related to the proposed changes, the matter of pedestrian/ cyclist conflict is noted above.
	Consultation and the meeting with TfL should have been better advertised and extended to Bream Close and Hale Wharf.	Noted. It is understood that this relates to meetings undertaken prior to submission of the proposal.
	People have invested in the area based on the original plan for the Station development, including the HVLB. Changing this is illegal.	In the context of planning, a condition of planning permission is able to be changed via an application under s73 of the Town and Country Planning Act 1990.
	National Rail need to take responsibility for underestimating the traffic needs of the station.	Noted. This is outside the scope of the current application.
	The proposal is an attempt to merge two different projects into one, i.e. the Station development and the need to refurbish Ferry Lane Bridge that was not part of the original project.	Noted. Council must however assess the proposal as it is presented.
	Dissatisfaction with the quality of the pavement outside of the current entrance to the Station	Noted. The proposal primarily deals with works along Ferry Lane, rather than in front of the current Station entrance.

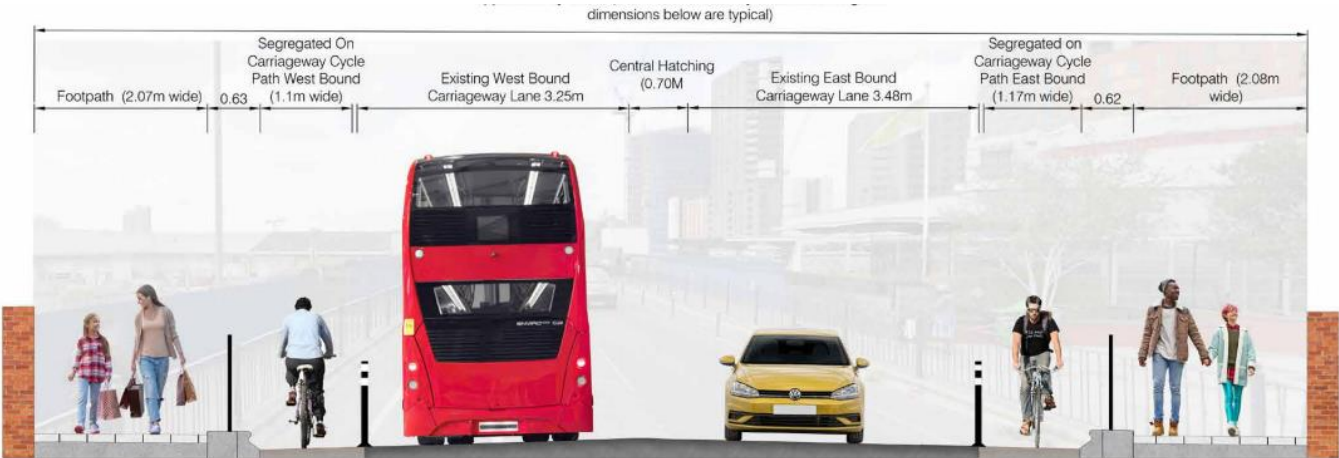
This page is intentionally left blank

APPENDIX 3: PLANS

IMAGE 1: Proposed Scheme overview - Sections

EXISTING

SOUTH SIDE OF BRIDGE



PROPOSED

SOUTH SIDE OF BRIDGE





IMAGE 2: Existing & Proposed Plans

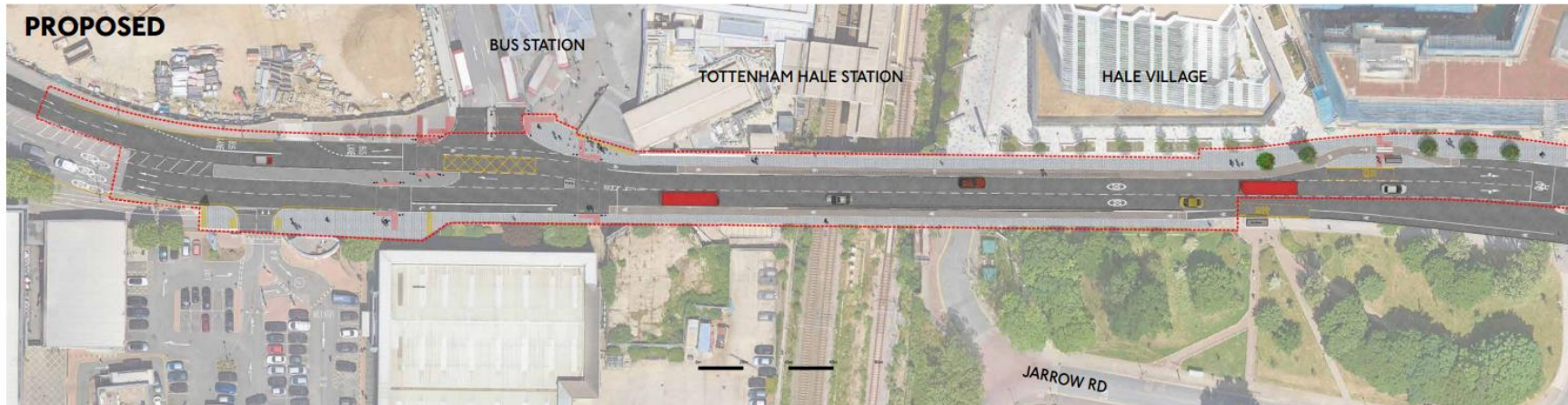
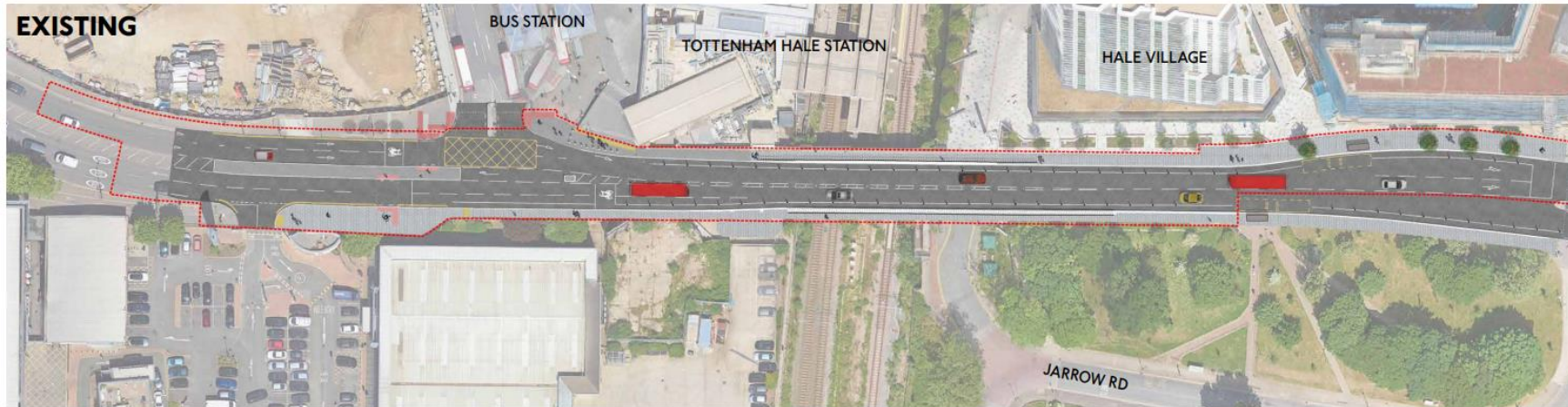




IMAGE 3: Proposed Scheme – Summary of Improvements

**1. Converting the nearside general traffic lane west of the Bus Station to a left-only bus lane** – this improves cycle safety by moving the point where traffic merges away from the junction, where there is currently a conflict with cycle movements

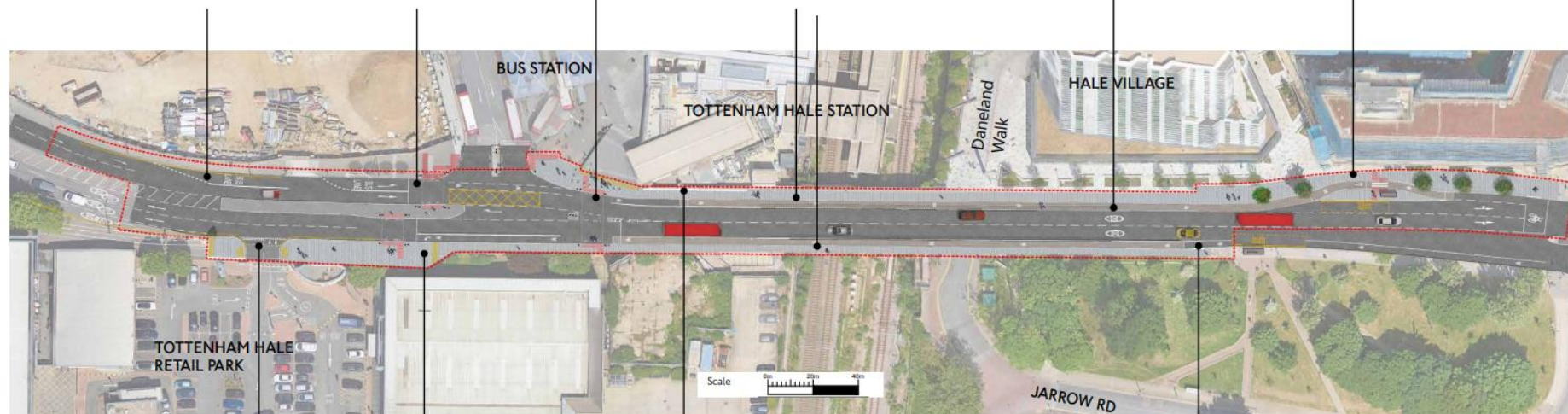
**2. Upgrading the Bus Station junction (western arm)** – change to a toucan making it safer for cycles to cross Ferry Lane, and amendments to the central island to make more space for pedestrians and cycles and enable buses to turn out more safely

**3. New crossing and increased pedestrian space outside station entrance** – increasing road safety by serving a key desire line for pedestrians where people already risk crossing

**4. Moving kerbs and guard rail to widen footway**  
Making the existing 2m pedestrian-only space on northern side into a wider 2.5m pedestrian space and a 1.5m segregated cycle track, which improves pedestrian comfort levels (on southern side, footway will be 1.85m and cycle track 1.5m wide)

**5. Segregating cycles from general traffic**  
Moving cycles onto the other side of the barriers

**6. Bus stop bypass**  
Enhancing cycle safety on the approach to Mill Mead Road junction by removing the conflict in the carriageway between cyclists and stopping buses



**7. Tightening the vehicular access to the Retail Park**  
Prioritisation of pedestrians and cycles through use of materials, a raised entry treatment and reducing the corner radii, which minimises the crossing distance and slows turning movements by vehicles

**8. Moving cycle off-slip away from the footway pinch-point**  
Addressing potential cycle/pedestrian conflict by amending the location where cyclists join the shared-use footway, avoiding the narrowest part of the footway

**9. Public realm, street art and wayfinding**  
Legibility improvements in line with the Tottenham Hale Wayfinding Strategy (including Legible London signage), improved cycle signage, improved parapet design over the bridge, street art (to be developed by Haringey Council) and repaved footways and cycleways, including clear demarcation between the two spaces where appropriate

**10. Community Safety/ CCTV**  
Additional CCTV units will be provided outside the station and Ferry Lane Gardens

**11. Cycle safety at westbound bus stop**  
Start of segregation is moved back to allow a smoother, safer transition from carriageway to cycle track for cycles overtaking a stationary bus

**12. Street lighting**  
Ensuring a consistent level of light coverage and increasing the sense of safety at night, particularly over the bridge section where lighting levels will be significantly improved

IMAGE 4: Proposed pedestrian accessibility improvements, showing the impact of a new crossing on the directness of walking trips from the east and south to and from the station

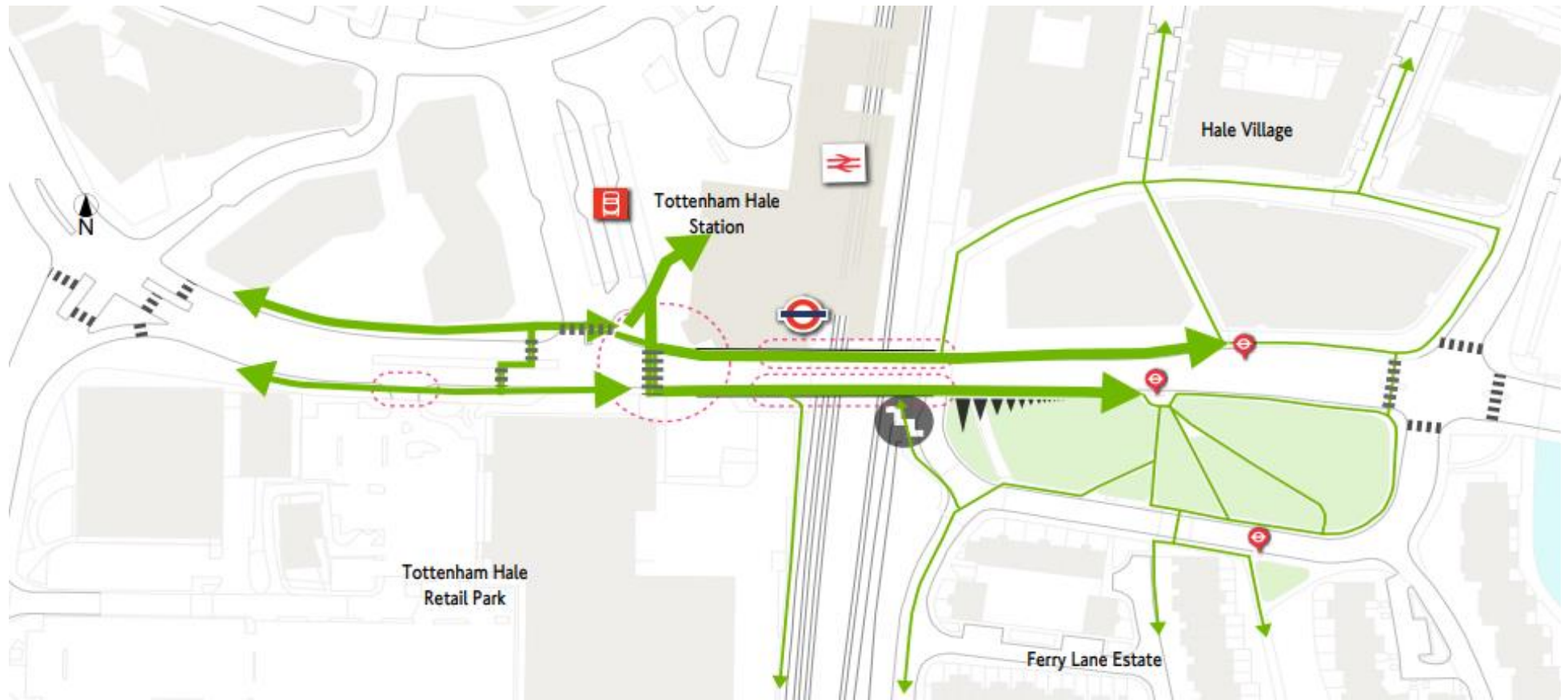




IMAGE 5: Visualisation of the proposed bus stop bypass



This page is intentionally left blank

**Pre-Application Briefing to Committee****1. DETAILS OF THE DEVELOPMENT****Reference No:** PPA/2025/0006**Ward:** Woodside**Address:** Timber Yard, 289-295 High Road, Wood Green, London, N22 8HU

**Proposal:** Redevelopment of the site for 36 x residential units within 2 x part three, four and five storey blocks and part two, part three storey mews buildings in conjunction with refuse and cycle stores, parking and re-landscaping.

**Applicant:** John Silvester**Agent:** SY2 Planning**Ownership:** Private**Case Officer Contact:** Samuel Uff**2. BACKGROUND**

- 2.1. The proposed preapp development is being reported to Planning Sub-Committee to enable members to view it ahead of the submission of a full planning application. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once received, would be presented to the Planning Sub-Committee towards the end of 2025. The applicant has engaged in pre-application discussions with Council Planning Officers, with formal pre-application meetings and QRP meetings in the past two years.

**3. SITE AND SURROUNDINGS**

- 3.1. The site is referred to as Wood Green Timber Merchants and is located on the western side of High Road and the southern side of Neville Place. The site contains a single storey, commercial building and associated storage areas for the sale and distribution of timber, extending back into the site with a large flank wall along Neville Place.
- 3.2. The southern part of the site, up to the highway of Neville Place, is located within Trinity Gardens Conservation Area. The site adjoins the locally listed former public house (Fishmongers Arms) and the Grade II Statutorily Listed fountain / trough in front of that site. Other notable listed buildings in the general vicinity of the site include the Grade II statutorily listed Civic Centre and Trinity Academy Primary School, both of which are located to the south of the site.

- 3.3. Neville Place is adopted highway and contains a row of two storey buildings currently in employment use. This highway is subject to a CPZ with pay and display in operation. To the north of the site is the staggered building line of Morant Place, a four storey residential development, by Ivor Smith & Cailey Hutton Architects. Back gardens of two-storey residential terraced houses at 1-8 Trinity Road adjoin the southern edge of this site.
- 3.4. There is a large forecourt area in front of the building, which is currently used by the Timber Merchants for additional storage of material. It has come to light in preapplication discussions that this is in fact Highways land and does not fall within the title deeds for the site. Regardless of the development of this site, the land is expected to revert to Highways land and that storage in this area will cease.

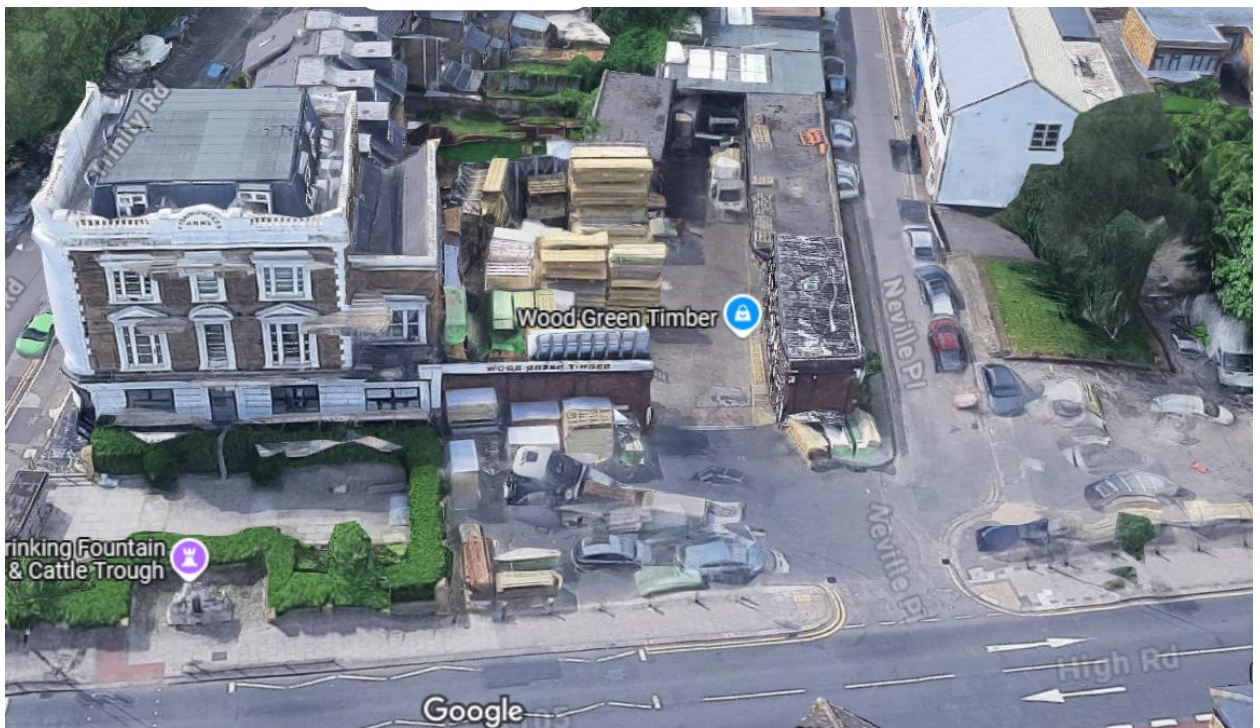


Image 1 Image of the site



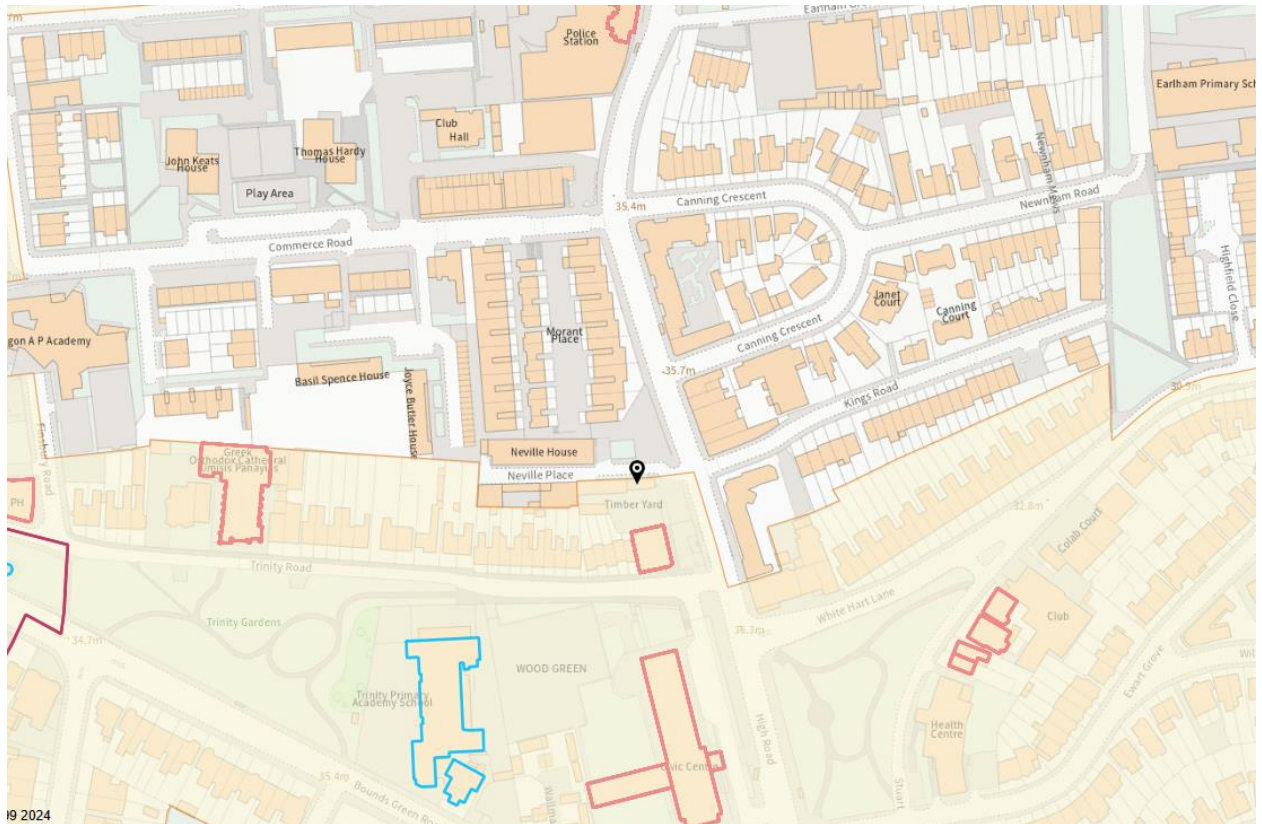


Image 2 location of site in context

#### 4. PROPOSED DEVELOPMENT

- 4.1. The pre-application scheme proposes the demolition of the existing buildings and redevelopment of the site for residential use. The proposal consists of 2 x three to five storey buildings on the High Road frontage and part two, part\three storey mews buildings, to the rear of the site fronting onto Neville Place. The development would provide a total of 36 residential units, alongside parking and re-landscaping.
- 4.2. The proposed Blocks A and B, on the High Road frontage, would have maximum heights of five storeys. Block A would have a stepped massing, matching the three storey height of the adjoining side extension to the former Fishmongers Arms, stepping up to a four storey element before meeting the maximum fifth storey height. Block B would also have a lower four storey 'shoulder' height toward the side boundary, similar to that of the adjacent Morant Place. These buildings would be constructed of predominantly brickwork throughout.



*Image 3 - Proposed Blocks A and B in High Road frontage context*

- 4.3. The building line of Block B would project beyond that of the staggered massing of Morant Place. Block A would align with the line of the established building line of the former Fishmongers Arms pub. These blocks would be separated by the retained access to Neville Place. The ground floor of both buildings would provide an active frontage, including a generous lobby area / residential frontage. The remainder of the ground floors would provide cycle and refuse stores and plant areas.



*Image 4 – Site layout showing Blocks A and B and Mews Terrace*



- 4.4. The rear mews development would consist of a two storey brickwork building with metallic roofs, which would be broken up by roof terraces between buildings. These mews buildings would have the coherent appearance of a terrace but would comprise of ground floor 1 bed flats and upper floor 2 bed maisonettes. The ground floor homes would be served with a modest private, rear amenity space. The upper floors would have amenity spaces at second floor level, accessed from the main living area. The maisonette entrances would have generous sized lobbies, which could accommodate bike / buggy stores.



*Image 5 - Proposed 'Mews Terrace' development*

- 4.5. The main communal amenity area of approximately 200 sqm would be sited behind Block A and the flank elevation of the mews development. This would contain play space area and landscaping. Additional landscaping would be located at the northern corner, in front and to the side of proposed Block B. A refuse store and single parking bay would be located adjacent to the southern edge of this main amenity area, adjacent to the highway of Neville Place.



*Image 6 - Main communal amenity space and parking bay, r/o Block A*

## **5. PLANNING HISTORY**

5.1. None relevant

## **6. CONSULTATIONS**

### **6.1. Public Consultation**

6.2. A Development Management Forum has not been considered to be necessary for this pre-application proposal as the developers undertook two online consultation events which were presented by the applicant on Monday 28 April at 7pm and Tuesday 29 April at 1pm.

6.3. Details of these events were publicised to local councillors, businesses and residents through letters. A website has also been set up for the project, which allows consultation comments to be sent direct to the applicant.

6.4. The applicant has confirmed that 41 people took part in their public engagement events and 18 responses to the applicant's associated survey were received. The feedback in these survey responses were concerns around parking; retaining access to the local businesses on Neville Close during the construction period; the relationship of the proposed scheme to existing properties (particularly Trinity Gardens); additional pressure on local infrastructure (schools, doctors etc); and the additional pressure on the existing substation and drainage,

- 6.5. Full details of these consultation events will be provided in a Statement of Community Involvement should a formal planning application be submitted. Local residents will also have an opportunity to provide written comments on the proposed development as part of the Council's statutory consultation process associated with any formal submission of a planning application.

**6.6. Quality Review Panel**

- 6.7. The proposal was assessed by the Quality Review Panel (QRP) on 5<sup>th</sup> March 2025. The QRP's report is attached as **Appendix 2**.
- 6.8. The Panel were generally positive regarding the site layout, height and massing. However, they highlighted potential conflicts and the need to balance amenity space, servicing and potential intensity of development.
- 6.9. The Panel have suggested changes to the mews development to provide family housing and suggested how entrances could be improved, removing the basement and review of siting or requirement of any commercial space.
- 6.10. A suggestion of alterations and greening of Highways land in Neville Place and in front of the proposed Block A was also suggested, but there is an acknowledgment that this would require approval from LBH Highways officers as it is outside of the applicant's ownership.

**7. MATERIAL PLANNING CONSIDERATIONS**

- 7.1. The Planning team's initial views on the development proposals are outlined below.
- 7.2. *Policy position*
- 7.3. The site, in planning policy terms is a non-designated employment use. There is no site allocation relevant to the site.
- 7.4. London Plan Policy E4 states that any proposal resulting in the loss of industrial / employment capacity should be suitably justified and where appropriate should be focused in locations that are well-connected by public transport, walking and cycling and contribute to other planning priorities including housing.
- 7.5. Policy SP8 of the Local Plan 2017 makes it clear that there is a presumption to support local employment and small sized businesses that require employment land and space.

- 7.6. The proposal would also need to be assessed against the requirements of Part B of Policy DM40 - Non-Designated Employment Land and Floorspace of the Development Management Development Plan Document (DM DPD). The policy states:

*On all other non-designated employment sites (i.e. those which do not meet the location criteria of (A), the loss of employment land and floorspace will only be permitted where it can be demonstrated that the building or land is no longer suitable for continued employment use having regard to:*

*a Feasible alternative employment uses;*

*b The age and condition of the existing building(s) and the potential for refurbishment or adaptation, in particular to more flexible unit sizes;*

*c Site layout, access, and relationship to neighbouring uses;*

*d Periods of long-term vacancy; and*

*e Evidence of recent, continuous and suitable marketing, covering a minimum period of 3 years.*

- 7.7. Policy DM40 of the DM DPD states that support will be given to proposals that deliver community uses either as the sole use or as part of a mixed-use development. Where proposals involve the total loss of employment floorspace a financial contribution towards employment related initiatives may be sought, in line with Policy SP9 of the Local Plan (Strategic Policies) and DM48 of the DM DPD.
- 7.8. The site has a Public Transport Accessibility Level (PTAL) rating of 6(a) and is a non-designated employment site, so is therefore reasonably considered appropriate for redevelopment. Policy DM40 of the DM DPD requires a number of steps to be satisfied for a complete loss of existing employment land use on non-designated employment sites, such as this site. The loss of employment on this site may be acceptable subject to compliance with Policy DM40 of the DM DPD.
- 7.9. During the earlier stages of pre-application discussions, the applicant previously proposed to include a commercial use on the ground floor of Block B but the most recent proposal (April 2025) has now removed this unit and the applicant has provided details to support their view that this site would be unsuitable for a commercial use and would be more appropriate for a wholly residential development.
- 7.10. A full justification for a wholly residential development on the site would be required in accordance with relevant policy for the loss of existing employment use on the site. Officers are of a view that this loss may be acceptable and would be outweighed by the benefit of a more comprehensive and viable residential led scheme. If this is the case, and subject to the above, a financial contribution may be acceptable, which would compensate for the loss of employment on the site, which is in accordance with the Council's Planning Obligations SPD.

*Residential Use*

- 7.11. London Plan Policy H1 sets a 10-year target (2019/20-2028/29) for the provision of 522,870 new homes across London as a whole and 15,920 for Haringey. Local Plan Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement.
- 7.12. London Plan Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites.
- 7.13. Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 7.14. Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing. Policy DM10 seeks to increase housing supply and seeks to optimise housing capacity on individual sites.
- 7.15. The pre-application scheme, consisting of 36 new homes would contribute towards the Council's overall housing targets and much needed housing stock including family sized homes. Officers consider that an isolated commercial use as part of the redevelopment may not be the most efficient use of the site, given its limited size and that there may be benefits of optimising the site for a wholly residential development. However, this aspect of the scheme would be comprehensively assessed upon submission of a formal planning application.
- 7.16. Accordingly, given the above policy context, the principle of a residential led scheme may be supported, which will contribute to the Borough's housing stock. However, the applicant will need to demonstrate that the benefits of redeveloping the site with a wholly residential development outweighs the loss of the current employment use of the site or any alternative commercial or community use.
- 7.17. *Scale, Massing and Detailed Design*

- 7.18. Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 7.19. Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 7.20. Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieve a high standard of design, in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.
- 7.21. Policy DM9 of the DM DPD states that proposals will be supported where they do not detract from the character and appearance of the conservation area and where the new proposal is compatible with the special characteristics and significance of the area.
- 7.22. The existing timber merchant site contains single storey warehouse storage buildings and open storage. The buildings currently occupying the site have limited architectural merit nor any potential to be retrofitted. As such demolition of the existing buildings is considered acceptable if a more appropriate redevelopment of the site can be achieved.
- 7.23. The existing built form in the surrounding area is predominantly four storeys along this part of the High Road frontage, with a more conventional residential scale to the rear. In this existing context, Officers consider the staggered height of the proposed buildings fronting the High Road (A and B) would provide an acceptable transition between the existing link of the former Fishmongers Arms and the existing massing of Morant Place along the northern site boundary. The scale, height and massing of the proposed buildings on the High Road frontage are considered to be appropriate within the site's context. The layout, height and massing has also been supported by the QRP.
- 7.24. The two / three storey height of the 'Mews Terrace' building (located behind the buildings, A and B, fronting the High Road) is considered to be a suitable transition to the more residential setting. The proposed recessed and angled roof profile would allow for roof terraced areas between each of the upper floors, thus breaking up the massing at roof level. The 'Mews Terrace' buildings would have independent street access and generous internal lobby areas. The street level is proposed to be enlivened through the use of benches / planting and larger windows, incorporating QRP advice.

- 7.25. The High Road buildings (Blocks A and B) would be constructed in brick with a strong base, middle and roof level and inset balconies. The mews building would have a brick base with recessed metallic sheet roofs. The simple palette of materials is supported. Window openings in both blocks A and B and the 'Mews Terrace' have been increased and amended following QRP comments.
- 7.26. A commercial unit was previously proposed in the base of Block B, but this has since been removed to provide a residential unit and additional storage areas for bikes and plant machinery. This is in part due to a perceived lack of demand for a commercial / community use and allows for the removal of the basements in Blocks A and B, which in turn 'unlocks' the potential to provide a residential development of high quality. The removal of the basements was suggested by Officers and QRP.
- 7.27. Pre-application proposals included substantial landscaping in front of Block A. However, Transport Officers have commented that although that area of land has been (and currently still is) used by the applicant for material storage, it is actually Highways land and therefore outside of the applicant's ownership. It is unclear at this point how the Council's Transport officers might progress the use or design of that area of land or what would be required in any potential S278 but significant landscaping is unlikely to be appropriate. Discussions are continuing to resolve how best to address that area.
- 7.28. The proposal would provide approximately 200 square metres of communal amenity space in the form of play space and landscaping, which would be sited behind Block A. There is potential for a further two parking bays to be provided adjacent to this area if the need for those spaces arises. An additional landscaped area would be sited in front of Block B and along the northern boundary of Morant Place.
- 7.29. Overall, officers and the QRP agree that the proposed layout, scale and massing is broadly appropriate for this site, subject to design refinement.
- 7.30. *Heritage impact*
- 7.31. The site is partially located within the Trinity Gardens Conservation Area and is adjacent to the locally listed former Fishmonger's Arms. The proposal will have additional prominence in some longer views into and out of the conservation area and preliminary views have been tested.
- 7.32. The proposed staggered footprint of the High Road buildings stepping back to align with the adjoining Fishmonger's Arms has been supported by the Conservation Officer, as this approach would establish a transition between these two buildings. The detailing of this link is subject to ongoing discussion but is broadly supported at this stage.



7.33. Further discussion of the materiality and the refinements and greater detail of the link to the former Fishmonger's Arms are welcomed but have been well received so far from officers.

7.34. *Affordable Housing*

7.35. The London Plan requires a minimum of 35 per cent affordable homes threshold (and other eligibility criteria) to be achieved in order to be applicable for the Fast Track Route, thus avoiding a viability review. The Council's Local Plan requires a minimum of 40% affordable homes. It is unknown, at this stage what level of affordable housing the development will be able to achieve. The applicant is engaging a viability consultant to evidence what level of affordable housing can be reasonably delivered on that site and the Council will appoint a viability consultant to independently review the viability assessment and ascertain whether the scheme can provide affordable homes.

7.36. *Layout and living conditions*

7.37. All proposed new homes would exceed minimum space standards including bedroom sizes, complying with policy. All dwellings will be required to be well laid out, to provide useable living spaces and sufficient internal storage space. The proposed angled layout of the massing of Blocks A and B will aid the provision of dual aspect homes. Likewise, for the layout of the mews apartments and maisonettes. All of the proposed homes would have private amenity space in the form of a balcony that meets the requirements of the Mayor's Housing SPG. It is noted that QRP made observations about usability of some of the flats and the applicant is working on refining these.



Image 7 – 'Mews Terrace' ground floor layout



- 7.38. The main amenity space for all future residents would be sited behind Block A and this will provide doorstep play equipment for the youngest children. This would be approximately 200sqm, with a landscaped buffer between this space and the ground floor residential units. An additional landscaped area would be sited in front of Block B and along the northern boundary of Morant Place. Ecology and urban greening will be incorporated into the design of the landscaping and roofscape of the proposed buildings.
- 7.39. *Amenity of Nearby Residents*
- 7.40. The scale, mass and siting are of particular importance given the proximity to the residential dwellings in Morant Place, along the northern boundary of the site, and the rear of the terrace along Trinity Road, which the proposed mews development would back onto.
- 7.41. The staggered footprint and setting off from the boundary from Morant Place is expected to minimise any oppressive impact of the development on the nearest windows in the front elevation of that building. Detailed assessment of layouts of these neighbours and potential impact will be required.
- 7.42. There are existing buildings and structures along the rear of the existing timber yard in the area of the proposed mews building. The applicant has highlighted that all rear windows in the main rear elevations of 1-9 Trinity Road are approximately 17 metres from the rear of the proposed mews. Approximately half of the proposed ground floor would be flush to the rear boundary, with a small ground floor terrace proposed in the inset area. The first floor would be largely set back from the rear boundary by approximately 2.5m, but part of that massing (approximately 2.8m wide) would be flush to the rear boundary. That section would have a sloping roof at second floor level. This is considered to be a reasonable approach to massing and attenuating a sense of enclosure for the neighbours in Trinity Road but will be assessed in full by officers should a formal planning application be submitted.
- 7.43. The rear gardens in the eastern end of the terrace (1-5 Dogan Terrace) are shorter than those of 1-9 Trinity Road but the area to the rear of these gardens is not proposed to have significant development, as this area would be used as the main communal amenity space for the proposed future residents. The massing of Block A and impact on these neighbours will need to be examined in more detail as the proposal progresses but the relationship appears to be reasonably designed to mitigate any significant impacts on amenity concerns.
- 7.44. Further daylight, sunlight and overshadowing testing will be required to satisfy that the proposed development does not have a material adverse impact on residential windows or shading of gardens. This is particularly relevant given the southern siting of the rear gardens along Trinity Road in relation to the site.

- 7.45. Rear windows are proposed at first floor in the set back part of the rear elevation. Detailed floor plans are yet to be finalised but these windows are likely to serve habitable rooms, so are expected to be clear glazed. It is considered that the distance between these windows in the rear of the Trinity Road houses is sufficient to mitigate significant overlooking but will be considered in full by officers should a formal planning application be submitted.
- 7.46. A series of roof terraces are proposed as part of the mews buildings, breaking up the massing of the second floor. As with the first floor windows, the setback from the rear boundary is considered to mitigate significant overlooking of existing windows and gardens in Trinity Road. It should be noted that these, as with most gardens in urban settings, are already overlooked by existing neighbours but the introduction of significant overlooking is still a relevant consideration. The proposed design appears to be successful in this regard, but officers will assess this in more detail through site visits and a detailed assessment as part of any formal submission of a planning application.
- 7.47. The rear balconies in Blocks A and B would be sited and designed to avoid any material levels of overlooking of existing neighbours.
- 7.48. The opposite, northern side of Neville Place is occupied by commercial units at ground and first floor. The distance between the front elevation of that commercial parade and the proposed mews buildings would be approximately 9 metres. This is a tight relationship and will need to be addressed in order to avoid any material loss of amenity as part of any formal planning application.
- 7.49. As mentioned above, BRE assessment will be required with the planning application provided in relation to daylight / sunlight / overshadowing requirements to ensure that the amenity of neighbouring residents is not materially affected.
- 7.50. *Transportation and Parking*
- 7.51. The site has a Public Transport Accessibility Level (PTAL) rating of 6a – Excellent. A single blue badge parking bay is proposed to the rear of Block A, between the main amenity space and Neville Mews highway land. A small strip of landscaping in this part of the amenity space will be designed so that it could be converted to accommodate further parking if required.
- 7.52. Cycle parking for the High Road blocks would be accommodated in the ground floor and would provide ample space for storage of bikes and larger bikes. The maisonettes in the mews are proposed to have generous lobby areas that could accommodate bicycle storage, as well as potential for push chairs or other storage.

- 7.53. The ground floor flats would not be able to accommodate such lobbies, so are expected to have access to the cycle store in the High Road blocks. These are easily accessible to mews residents, with desirable proximity to the entrance / exit route of the site.
- 7.54. *Sustainability, biodiversity and ecology*
- 7.55. In accordance with the London Plan Policy SI2 all major development should be 'zero carbon' by minimising operational emissions and energy demand in accordance with the Mayor of London's energy hierarchy.
- 7.56. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 7.57. Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques
- 7.58. Sustainability and low carbon will be a key actor in the detailed design and should inform materiality, fenestration and layout. The applicant has initially proposed to maximise the flat roof areas for PV panels and use of air source heat pumps.
- 7.59. The QRP had suggested bold window designs and the applicant has responded with use of panelled sections to the openings, aware that increasing the amount of glazing would have impacts on overheating. The angled floor plans allow for greater dual aspects and passive ventilation. The proposal will require assessment against current policies.

**Appendix 1 – Plans and Images**  
**Appendix 2 – Quality Review Panel report**

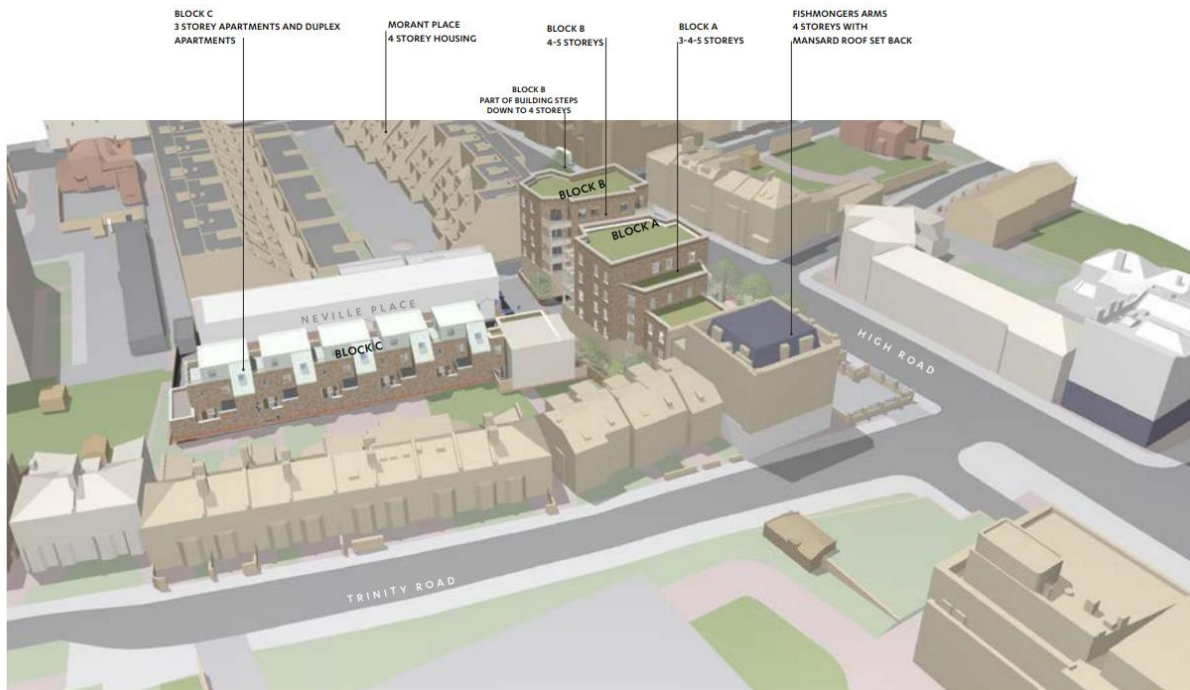
**APPENDIX 1 - PLANS AND IMAGES**

**Existing Site Plan**

## Proposed Site Layout



### Overview of massing



### Images of High Road





**Entrance detail of Blocks A and B**





View of Block B



Image of Mews and r/o Block A



Image of proposed mews, amenity space and parking bays





## APPENDIX 2 – QRP NOTES

CONFIDENTIAL



**London Borough of Haringey Quality Review Panel**

Report of Full Review Meeting: Wood Green Timber Yard

Wednesday 5 March 2025

Alexandra House, 10 Station Road, London N22 7TY

**Panel**

Andrew Beharrell (chair)

Phil Askew

Angie Jim Osman

Paddy Pugh

Craig Robertson

**Attendees**

John McRory	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Joshua O'Donnell	London Borough of Haringey
Biplav Pagéni	London Borough of Haringey
Catherine Smyth	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Samuel Uff	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

**Apologies / report copied to**

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Saloni Parekh	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
Roland Sheldon	London Borough of Haringey
Ashley Sin-Yung	London Borough of Haringey
Tania Skelli	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Bryce Tudball	London Borough of Haringey

Report of Full Review Meeting

5 March 2025

HQRP146\_Wood Green Timber Yard

## CONFIDENTIAL

### Confidentiality

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

#### 1. Project name and site address

Wood Green Timber Yard, 289-295 High Road, London N22 8HU

#### 2. Presenting team

Alan Peacock	Stockwool Architects
Ewout Vandeweghe	Stockwool Architects
Warren Standerwick	Standerwick Land Design
Frances Young	SY2 Planning
John Silvester	Wood Green Timber Yard
Tom Silvester	Wood Green Timber Yard

#### 3. Planning authority briefing

The 0.22 hectare site is currently in use as a timber merchant. Whether or not the loss of employment space would be acceptable needs to be justified by the applicants and agreed with the council. The site is not allocated, and is outside the designated town centre.

The site is bounded to the north by Morant Place, a staggered four-storey development, and to the south by the back gardens of two-storey houses on Trinity Road. The rear of the site is on Neville Place, which is an adopted highway and contains a row of two-storey employment buildings. The highway is currently used as a controlled parking zone. London Borough of Haringey Highways Department is unable to formally release the land in front of the Timber Yard for landscaping and amenity space.

The south of the site, up to the highway of Neville Place, is located within Trinity Gardens Conservation Area. The site adjoins the locally listed former public house (Fishmongers Arms), and there is a Grade II listed fountain in front of the pub. The Grade II listed Civic Centre and Trinity Academy primary school are also nearby.

A mixed-use development is proposed in two buildings, three to five storeys tall (plus a basement level) on the High Road frontage, and a three-storey mews building on Neville Place. This will provide 36 homes and 100 square metres of commercial use, alongside parking and landscaping.

Officers asked for the panel's comments on the quality of accommodation, relationship to neighbours, response to heritage, public realm and landscaping.



## CONFIDENTIAL

### 4. Quality Review Panel's views

#### *Summary*

The Haringey Quality Review Panel welcomes the site layout, height and massing, and building typologies, which are well considered and respond appropriately to the historic setting. However, the conflicts between amenity, play, parking, and servicing on the ground plane are symptoms of the intensity of development, and need to be resolved. It may be necessary to alter the quantum of development to find the optimum that the site can support without compromising on quality.

The panel supports the relationship with the conservation area but asks that long views of the church spires are protected as the scheme develops. Significant further work is needed to ensure that the ground plane will deliver for the people who will live and work here, as well as for the wider community. An alternative solution should be found for the children's play space, which is next to refuse and parking, and likely to be overshadowed. Neville Place could be remodelled as a shared surface mews, the Blue Badge parking reduced and relocated, and the play space extended. The highway land and the land in front of the former Fishmongers Arms should make a significant contribution to the high street setting and public realm greening. The project team is encouraged to work with Haringey officers and neighbours to resolve the land ownership and use issues for public benefit.

The project team should consider replacing the proposed mews flats with a terrace of mews houses on Neville Place. This would resolve many of the design issues, and provide more suitable family housing than upper floor flats. The panel suggests carrying out a detailed review to check that all rooms are of an appropriate size and shape to be usable, and that entrances are welcoming. The panel suggests that a community use, in the proposed wing adjoining the former Fishmongers Arms, would be more successful than a commercial space. The success of the architecture will depend on the quality of the detailing and execution. A simple brick materials palette is recommended, with further articulation to create a distinctive external appearance, especially on the High Road elevations.

The panel suggests that the basement is removed to reduce embodied carbon and encourage residents to use the bicycle store. Further work is needed to improve the form factor and reduce heat loss. The windows should be sized in relation to noise, daylight, resident quality of life, and the wider context, as well as overheating.

#### *Site layout*

- The panel supports the site layout, which will help to repair the urban fabric. The two mansion blocks fronting onto the High Road and a mews terrace on Neville Place are an appropriate solution for the site, and could relate well to the existing context while also referring back to the historic building footprints.
- However, the ground plane is under significant pressure to meet the scheme's amenity, play, parking and servicing needs, and the highway land to the front of Block A shows amenity space that may not be deliverable. The panel is also





## CONFIDENTIAL

concerned that the floor layouts will not have sufficient flexibility to accommodate any adjustments needed for Building Regulations compliance at the next stage of design development.

- The project team is asked to reconsider the intensity of the development and to find a level that will optimise the site's potential. It suggests that the scheme would be more successful if the quantum is slightly reduced.

### *Response to heritage*

- The panel supports the relationship that the scheme establishes with Trinity Gardens Conservation Area. It thinks that the proposed footprint has been extended as far as it can be, but nevertheless forms a positive response to the heritage setting of the high street and the locally listed Fishmongers Arms.
- As the scheme is refined, the project team should ensure that long views of the nearby church spires and the cupola of Trinity Primary Academy school are not lost. These are an important characteristic of the conservation area.
- The panel is comfortable with the idea of moving the sign on the exterior of the Fishmongers Arms building so that it can be retained when this scheme abuts the flank wall, as long as it remains on the former pub building. Views should be tested to ensure the sign is clearly visible in its new location.

### *Landscape*

- The conflicts between servicing, amenity and parking needs have led to a compromised set of conditions on the ground plane, particularly for the children's play space which is squeezed between the buildings, the refuse store and the Blue Badge parking bays. As well as requiring children to play next to refuse and vehicles, this leftover space is likely to be overshadowed. The panel asks for an alternative solution that will create a high-quality, green and sunny play space, with a place for parents to sit.
- The panel understands that curb-side parking has already been allocated, but strongly encourages the project team to explore (in collaboration with planning officers) whether Neville Place could be pedestrianised or shared surface. If the number of Blue Badge parking bays could be reduced to reflect the minimum provision, it may also be possible to relocate them to a more suitable kerbside location. This would allow the play space to extend to Neville Place, prioritising the quality of the outdoor environment for residents over vehicles.
- The ownership and legal use for the highway land to the front of Block A is not clear. This space could make a significant contribution to greening the high street, providing a suitable setting for the buildings, doorstep amenity, and green relief from the busy High Road. If the land in front of the Fishmongers Arms could also be released and integrated, it would deliver a continuous, green public realm. The project team, highways officers and landowners are



## CONFIDENTIAL

encouraged to collaborate to resolve the current issues and transform the high street frontage.

- The panel recommends further work to ensure that the tree planting strategy can be delivered. The highway land is the only space on the site that would be sufficient for planting trees of stature, which will be important to provide shade and screening for residents.
- Neville Place mews is dominated by hard landscaping in the visualisations. The panel suggests finding ways to soften the threshold space in front of the homes so that it will feel safer, more human, and will allow residents the opportunity to take ownership of the space for gardening. This has been achieved in similarly constrained urban spaces in Amsterdam simply through greening and seating.
- A significant amount of space on the private terraces is consumed by the air source heat pumps. The panel advises reviewing whether this is the best location for them, and providing accurate figures for the amount of space remaining for resident amenity.

### *Quality of accommodation*

- The panel is concerned about the strategy of splitting the mews houses along Neville Place into flats. Ten flats with the larger family homes on the upper floors is overly complex, and requires families to climb a staircase as soon as they arrive home, with inadequate space for arrival and storage at ground level.
- Seven houses could be cheaper to build, easier to market, and help the project team to provide affordable family homes. This solution would also mean that each house would deal with its own refuse, removing the need for the bin store at the end of the mews next to the children's play space. The panel thinks that this alternative solution is worth exploring for its multiple commercial, design and planning benefits.
- Further work is needed to check that all home layouts will work in terms of both functionality and welcome. Practicalities such as a space to store prams or shopping should be considered, particularly for the upper floor homes. The entrances would also be improved by adding a threshold space.
- The internal views are welcome, and help to convince the panel of the usability of the living rooms in some cases. However, many of the homes are tightly planned, with little flexibility.
- The external massing, angled in response to the context, has led to unusual room shapes inside many of the flats. The panel is concerned that these homes will be difficult to furnish. The flat in the southeastern corner of Block B is particularly challenging as the bathroom, bedroom and balcony doors all open onto the open plan kitchen-living room.



## CONFIDENTIAL

- The panel suggests carrying out a detailed review of every home to check that all rooms are of an appropriate size and shape to be usable. It may be necessary to remove some habitable rooms, or for two smaller flats to be combined into one.

### *Commercial space*

- The panel recognises the planning policy to retain employment uses on the site, but is concerned that the commercial space may not be attractive to a suitable tenant compatible with the residential setting, and could lie empty.
- If this could provide space for a community use, then the panel recommends relocating the space to the southern part of the ground floor of Block A. A generous community space here could benefit from light at both the front and back of the building, connecting the children's play space to the potential landscaped frontage on the high street, and creating a more sophisticated junction with the former Fishmongers Arms.

### *Architecture*

- The proposed massing with angled corners could work well, but its success will depend on the quality of the execution and the panel has not yet seen enough details to comment. The panel advises further work to ensure that the buildings' complex stepping is well resolved. Details such as material junctions, rainwater pipes and soffits should also be considered, as these will make a significant difference to the quality of the completed buildings.
- The panel suggests using a simple materials palette to avoid complex detailing where possible. The change in material for the upper floors of the mews terrace may not be necessary.
- Brick works well as the primary material and the panel welcomes the articulation of the soldier course around the building parapets. However, the façades have a relatively austere appearance at present, particularly at ground floor level where the base of Blocks A and B should be more distinctive in response to the adjacent former Fishmongers Arms and the wider conservation area.
- The panel recommends further articulation of the front elevations of Blocks A and B to create buildings with appropriate stature and presence for the high street's historic setting. This could be achieved through increasing the floor to ceiling height of the ground floors, as well as through detailing and materials. The panel also recommends elaborating the entrances to create a sense of dignity and arrival.
- The proportions of the windows are small relative to the neighbouring existing buildings. If the overheating assessment results mean that they cannot be



## CONFIDENTIAL

increased in size, then the panel recommends articulating the plane of brickwork surrounding the windows to better respond to the context.

- The panel discourages the use of screens on the mews windows fronting Neville Place. While resident privacy is important, curtains or blinds would achieve this with greater flexibility than fixed screens. The panel accepts that privacy at the rear of the mews is more sensitive because the existing back gardens have established privacy. However, the distance is sufficient to not require screens. The strategy of creating mews houses rather than stacked flats could also help to mitigate this, as the kitchens and living rooms could be rearranged to reduce overlooking.
- The balconies could be more elegant, with the corner posts made slimmer or eliminated. The panel also asks that the balustrade height and detailing are designed to consider privacy. This will reduce the likelihood of residents on the more exposed frontages erecting unsightly screens on their balconies.

### *Sustainability*

- The proposed basement is an expensive and carbon intensive solution for bicycle storage and plant space. The panel asks for a whole life carbon assessment to be completed to inform the best possible solution.
- The panel suggests that having all bicycle storage on the ground floor will make access easier for residents, encouraging active and sustainable travel. Bicycle stores can also become a positive point of activation for the streetscape. There are precedents of bicycle stores with windows, rather than dead frontages, in Cambridge and Scandinavia that could be useful.
- The scheme's energy use intensity figures are unexpectedly high despite low U-values, which suggests that the proposed form factor could be causing heat loss. The panel advises further work to resolve and improve this. Passivhaus design should be considered.
- The panel understands that the building regulations on overheating have led to the proposed window opening sizes. However, these do not feel sufficiently generous for good resident quality of life, or to respond to the grandeur of the high street context. The window openings should be shaped in relation to noise and daylight assessments as well as overheating.
- The project team is encouraged to ensure that the sustainable drainage system, including permeable paving, are embedded in the landscape designs to improve the scheme's climate resilience.

### *Next steps*

- The Haringey Quality Review Panel would welcome the opportunity to review Wood Green Timber Yard again at an Intermediate or Chair's Review.







This page is intentionally left blank



<b>Report for:</b>	<b>Planning Sub Committee</b> <b>Date: 02 June 2025</b>	<b>Item Number:</b>	
<b>Title:</b>	<b>Update on major proposals</b>		
<b>Report Authorised by:</b>	<b>Rob Krzyszowski</b>		
<b>Lead Officer:</b>	<b>John McRory</b>		
<b>Ward(s) affected:</b>  <b>All</b>		<b>Report for Key/Non Key Decisions:</b>	

## 1. Describe the issue under consideration

- 1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage. A list of current appeals is also included.

## 2. Recommendations

- 2.1 That the report be noted.

## 3. Background information

- 3.1 Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2024 (NPPF). Haringey achieves early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information on major proposals so that members are better informed and can seek further information regarding the proposed development as necessary.

## 4. Local Government (Access to Information) Act 1985



- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: [www.haringey.gov.uk](http://www.haringey.gov.uk). From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

Site	Description	Timescales/comments	Case Officer	Manager
<b>APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED</b>				
<b>Warehouse Living proposal – 341A Seven Sisters Road / Eade Rd N15</b>  <b>HGY/2023/0728</b>	Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the provision of a new substation to service the new development.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
<b>807 High Road Tottenham, London, N17</b>  <b>HGY/2024/0692</b>	Full planning application for the demolition of existing buildings and the erection of a replacement building of up four storeys to include purpose-built student accommodation (Sui Generis) and flexible commercial, business and service uses (Class E), hard and soft landscaping, and associated works.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory

<b>Capital City College Group, Tottenham Centre) N15</b>  <b>HGY/2024/0464</b>	New Construction and Engineering Centre, extending to 3,300 sq. m	Members resolved to grant planning permission subject to the signing of legal agreement.  106 Agreed and awaiting return from the Applicant	Roland Sheldon	John McRory
<b>39, Queen Street, London, Tottenham, N17</b>  <b>HGY/2024/1203</b>	Redevelopment of Site for industrial and warehousing purposes (within Use Classes E(g)(ii), E(g)(iii), B2 and B8, with ancillary office accommodation together with access, service yard, car and cycle parking, landscaping, construction of a new substation, boundary treatments and other related works including demolition.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Sarah Madondo	Tania Skelli
<b>157-159, Hornsey Park Road, London, N8</b>  <b>HGY/2024/0466</b>	Demolition of existing structures and erection of two buildings to provide residential units and Class E floorspace; and provision of associated landscaping, a new pedestrian route, car and cycle parking, and refuse and recycling facilities.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
<b>27-31 Garman Road, N17</b>  <b>HGY/2023/0894</b>	Erection of two replacement units designed to match the original units following fire damage and demolition of the original units	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Sarah Madondo	Tania Skelli
<b>25-27 Clarendon Road, N8</b>	Demolition of existing buildings and delivery of a new co-living development and affordable workspace, alongside public realm	Members resolved to grant planning permission subject to the signing of legal agreement.	Valerie Okeiyi	John McRory

<b>HGY/2024/2279</b>	improvements, soft and hard landscaping, cycle parking, servicing and delivery details and refuse and recycling provision.	Negotiations on legal agreement are ongoing.		
<b>Land adjacent to Seven Sisters Road and St Ann's Road, N15</b> <b>HGY/2024/3315</b>	Construction of 66 new affordable homes across two new buildings of six storeys each. These include 13 x 1 bed 2 person flats, 1 x 2 bed 3 person maisonette, 27 x 2 bed 4 person flats, 1 x 3 bed 5 person maisonette and 24 x 3 bed 5 person flats.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on Directors Letter are ongoing.	Gareth Prosser	John McRory
<b>International House, Tariff Road, Tottenham, N17</b> <b>HGY/2024/1798</b>	Demolition of the existing industrial buildings and the erection of a new four-storey building of Use Class B2 with ancillary offices and an external scaffolding storage yard (Use Class B8) with associated parking and landscaping.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Eunice Huang	Tania Skelli
<b>Former Mary Feilding Guild Care Home 103-107 North Hill, N6</b> <b>HGY/2024/3240</b>	Demolition of existing buildings and redevelopment to provide a new care home and rehabilitation clinic (Class C2 - Residential Institution) fronting View Road and including up to 50 beds, hydro pool, salon, foyer/central hub, gym/physio room, lounge and dining rooms and consulting rooms, together with a new residential building (Class C3 - Dwelling Houses) fronting North Hill providing 9 flats (5 x1 bed, 3 x 2 bed and 1 x 3 bed), car and cycle parking, refuse/recycling storage, mechanical and electrical plant, hard and soft landscaping, perimeter treatment and associated works	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory



<b>Selby Centre, Selby Road, N17</b>  <b>HGY/2024/2851</b>	Demolition of all existing buildings comprising Selby Centre and the erection of four buildings. New buildings to comprise of residential accommodation (Use Class C3); and ancillary commercial accommodation (Use Class E (a), (b), & (g)). With car and cycle parking; new vehicle, pedestrian, and cycle routes; new public, communal, and private amenity space and landscaping; and all associated plant and servicing infrastructure.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
<b>30-48 Lawrence Road, N15</b>  <b>HGY/2024/1456</b>	Partial demolition and refurbishment of existing light industrial building (Class E) and erection of residential building (Class C3), including ground floor workspace (Class E), cycle parking, hard and soft landscaping, and all other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Gareth Prosser	John McRory
<b>APPLICATIONS SUBMITTED TO BE DECIDED</b>				
<b>Former Car Wash, Land on the East Side of Broad Lane, N15</b>  <b>HGY/2023/0464</b>	Construction of a new office block, including covered bin and cycle stores.	Application submitted and under assessment	Sarah Madondo	Tania Skelli
<b>Former Petrol Filling Station</b> <b>76 Mayes road, N22</b>  <b>HGY/2022/2452</b>	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref: HGY/2020/0795) and the updated condition following approval of a NMA (Planning Ref: HGY/2022/2344) to reflect a revised layout that includes 8 additional units, revised unit mix and	Application submitted and under assessment.	Valerie Okeiyi	John McRory

	tenure and reconfiguration of the commercial floorspace.			
<b>Rochford &amp; Martlesham, Griffin Road, Broadwater Farm Estate, N17</b>  <b>HGY/2024/3522</b>	Refurbishment of two residential blocks with 176 existing residential units in total across both blocks.	Application submitted and under assessment.	Adam Silverwood	John McRory
<b>15-19 Garman Road, Tottenham, N17</b>  <b>HGY/2024/3480</b>	Outline planning permission for the demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and second floor frontage together with 10No. self-contained design studio offices on the 3rd floor.	Application submitted and under assessment.	Kwaku Bossman-Gyamera	Tania Skelli
<b>312 High Road, Tottenham, N15</b>  <b>HGY/2024/3386</b>	Refurbishment, conversion, and extension of the existing building, along with the construction of two new single storey buildings to the rear. Commercial use on part of the ground floor and self-contained residential uses on upper floors to provide short stay emergency accommodation.	Application submitted and under assessment.	Kwaku Bossman-Gyamera	Tania Skelli
<b>Drapers Almshouses, Edmansons Close, Bruce Grove, N17</b>  <b>HGY/2022/4319 &amp; HGY/2022/4320</b>	Planning and listed building consent for the redevelopment of the site consisting of the amalgamation, extension and adaptation of the existing Almshouses to provide family dwellings; and creation of additional buildings on the site to provide of a mix of 1, 2 and 3 bedroom units.	Applications submitted and under assessment.	Gareth Prosser	John McRory

<b>Highgate School, North Road, N6</b>  <b>HGY/2023/0328</b> <b>HGY/2023/0315</b> <b>HGY/2023/0338</b> <b>HGY/2023/0313</b> <b>HGY/2023/0317</b> <b>HGY/2023/0316</b>	1.Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield Playing Fields	Applications submitted and under assessment. Finished client led consultation	Samuel Uff	John McRory
<b>Berol Quarter, Ashley Road , Tottenham Hale , London, N17 9LJ</b>  <b>HGY/2025/0930</b>	Section 73 application to alter drawings to show inward opening doors at the roof level of 2 Berol Yard and alter the permitted level of affordable housing.	Application submitted and under assessment. Financial viability assessment to be independently reviewed.	Philip Elliott	John McRory
<b>Berol Yard, Ashley Road, N17</b>  <b>HGY/2023/0241</b>	Section 73 application for minor material amendments	Application submitted and under assessment. Linked to HGY/2023/0261 which has been granted.	Philip Elliott	John McRory
<b>Warehouse living proposal – Omega Works B, Hermitage Road, Warehouse District, N4</b>  <b>HGY/2022/4310</b>	Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide redevelopment of the site for a mixed-use scheme comprising employment use (use Class E) and 36 residential units (use class C3). Together with associated landscaping, new courtyard, children's play space, cycle storage, new shared access route, 2x accessible car parking spaces and waste and refuse areas.	Application submitted and under assessment.	Phil Elliott	John McRory

<b>Warehouse living proposal – Omega Works A, Hermitage Road, Warehouse District, N4</b>  <b>HGY/2023/0570</b>	Redevelopment of the site for a mixed-use scheme comprising employment use (use Class E), 8 warehouse living units (sui-generis use class) and 76 residential units (use class C3). Together with associated landscaping, cycle storage, 9x accessible car parking spaces, children's play space and waste and refuse areas.	Application submitted and under assessment.	Phil Elliott	John McRory
<b>13 Bedford Road, N22</b>  <b>HGY/2023/2584</b>	Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and pv panels at roof level.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
<b>Newstead, Denewood Road, N6</b>  <b>HGY/2024/2168</b>	Erection of three buildings to provide 11 residential dwellings, amenity space, greening, cycle parking and associated works	Application submitted and under assessment.	Roland Sheldon	John McRory
<b>St Ann's New Neighbourhood, N15</b>	Phase 3 Reserved Matters application for all matters other than 'access' to be determined	To be validated	Samuel Uff	John McRory
<b>'The Printworks'</b>  <b>819-829 High Road, Tottenham, London, N17 8ER</b>	Submission made pursuant to Section 106a (S106a) of the Town and Country Planning Act 1990 - which allows for the modification of a planning obligation by agreement between the local planning authority (LPA) and the	Application submitted and under assessment. Financial viability assessment under review by independent surveyor.	Philip Elliott	John McRory

	Applicant. The obligation(s) relate to a legal agreement signed in relation to planning permission HGY/2023/2306 for student accommodation and commercial use.			
<b>1-6 Crescent Mews, N22</b> <b>HGY/2023/1620</b>	Revised application for demolition of the existing buildings and redevelopment of the site to provide two 3 storey blocks fronting Crescent Mews, a 1 storey block adjacent to Dagmar Road and a 4 storey building to the rear comprising 30 residential units (Use Class C3), including parking and landscaping	Application Invalid	Eunice Huang	John McRory
<b>26 Lynton Road, N8</b> <b>HGY/2023/0218</b>	Demolition of existing building and erection of a new part four part five storey building to create a mixed-use development. The proposed development will comprise 1,200 sqm GIA of commercial floorspace (Class E), and 9 new homes (Class E)	Invalid	Gareth Prosser	John McRory
<b>IN PRE-APPLICATION DISCUSSIONS</b>				
<b>Clarendon Square/Alexandra Gate Phase 5, N8</b>	Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings G1, G2, J1, J2 & F1 forming Phase 5 of the Northern Quarter, including the construction of residential units (Use Class C3), commercial floorspace and associated landscaping pursuant to planning permission HGY/2017/3117 dated 19th April 2018	Pre-app discussions ongoing.	Valerie Okeiyi	John McRory

<b>Chocolate Factory Phase 2, Mallard Place, N22</b>	Council House mixed use scheme	Pre-app discussions ongoing.	Valerie Okeiyi	John McRory
<b>Lotus Site / former Jewson Site, Tottenham lane, N8</b>	Redevelopment of the site at 7-11 Tottenham Lane consisting of the re-provision of employment floorspace at ground floor level and the upwards development of the site to accommodate purpose built student accommodation.	Pre-application discussions taking place	Valerie Okeiyi	John McRory
<b>Timber merchants, 289-295 High Road, Wood Green, N22</b>	Demolition of existing buildings and erection of six storey building and mews building to rear. Commercial units (Use Class E); and erection of 43 flats	4 <sup>th</sup> preapp meeting held 23 September 2024.  Presented to QRP in February. Amendments to the scheme being discussed.  Pre-app Ctte Scheduled 2 <sup>nd</sup> June 2025	Samuel Uff	John McRory
<b>28-42 High Road, Wood Green, N22</b>	Demolition of existing buildings for co-living accommodation (Sui Generis) led scheme of circa 400 units and 854 sqm of commercial (Use Class E) floorspace	Meeting held April 2025. Extant permission HGY/2018/3145 was approved for circa 200 dwellings for wider site 22-42 High Road. Part of that site is CR2 safeguarded. This proposes alternate development on part of the site	Samuel Uff	John McRory
<b>Wood Green Central, N22</b>	Initial discussions for Station Road sites designated as SA8 of the Site Allocations Development Plan Document (DPD).	Initial meeting held March 2025. Discussion of heights (around 35 storey maximum outline proposed), uses, siting and	Samuel Uff	John McRory

		relationship to adjacent site allocations.		
<b>Reynardson Court, High Road, N17</b>  <b>Council Housing led project</b>	Refurbishment and /or redevelopment of site for residential led scheme – 18 units.	Pre-application discussions taking place	TBC	Tania Skelli
<b>50 Tottenham Lane, Hornsey, N8</b>  <b>Council Housing led project</b>	Council House scheme	Initial pre-app meeting held	Gareth Prosser	Matthew Gunning
<b>THFC Stadium, N17</b>	Plot 5 Reserved Matters for 'appearance' for the residential towers	Pre-application meeting held and discussions ongoing.	Samuel Uff	John McRory
<b>1 Farrer Mews, N8</b>	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats).	Discussions ongoing as part of PPA	Benjamin Coffie	John McRory
<b>Lock Keepers Cottages, Ferry Lane, Tottenham, N17</b>	Erection of a part twenty and part twenty-five storey building containing seventy-seven apartments above a café and office following demolition of the existing buildings.	Follow up pre-application being arranged	TBC	John McRory
<b>Ashley House and Cannon Factory, Ashley Road, N17</b>	Amendment of tenure mix of buildings to enable market housing to cross subsidise affordable due to funding challenges.	Pre-application discussions stalled	Phil Elliott	John McRory
<b>505-511 Archway Road, N6</b>	Council House scheme 16 units	PPA agreed with ongoing meetings	Mark Chan	Matthew Gunning



<b>Lynton Road, N8 (Part Site Allocation SA49)</b>	Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space.	Pre-app discussions ongoing.	Gareth Prosser	John McRory
<b>679 Green Lanes, N8</b>	Redevelopment of the site to comprise a 9 storey mixed use building with replacement commercial uses at ground floor level (Class E and Sui Generis) and 43 residential (C3) units on the upper floors.	Pre-application meeting was held 18/11/2022 and advice note issued.	Samuel Uff	John McRory
<b>Bernard Works</b>	Seeking to add phasing of development to planning approval HGY/2017/3584	Will require NMA and DoV to S106.	Samuel Uff	John McRory
<b>CURRENT APPEALS</b>				
<b>Site</b>	<b>Description</b>	<b>Type of Appeal</b>	<b>Case Officer</b>	<b>Manager</b>
<b>The Grove Lawn Tennis Club, Cascade Avenue, Hornsey, N10</b>	Redevelopment of site including conversion of existing pavilion into <u>1.no</u> residential dwelling and erection of <u>8.no</u> residential dwellings, associated landscaping and cycle storage	Hearing	Josh Parker	Matthew Gunning
<b>15-19, Garman Road, N17</b>	Demolition of the existing buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution and 10 self-contained design studio offices.	Written Representations	Kwaku Bossman-Gyamera	Tania Skelli



Wards	Application Type	Planning Application: Planning Application Name	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
Alexandra Park	Householder planning permission	HGY/2024/1606	Refuse	25/04/2025	8 Rosebery Road, Hornsey, London, N10 2LH	Loft conversion including side and rear dormer extension, and front facing roof lights	Eunice Huang
Alexandra Park	Full planning permission	HGY/2024/3160	Approve with Conditions	14/03/2025	118 Grosvenor Road, Hornsey, London, N10 2DT	Replacement of the ground floor rear window with a new door.	Mark Chan
Alexandra Park	Full planning permission	HGY/2024/3548	Approve with Conditions	11/04/2025	147 Albert Road, Wood Green, London, N22 7AQ	Erection of a single storey outbuilding in rear garden of ground floor flat, to provide a garden studio.	Neil McClellan
Alexandra Park	Full planning permission	HGY/2024/3572	Approve with Conditions	07/04/2025	Flat 1, 4 Donovan Avenue, Hornsey, London, N10 2JX	Single storey rear extension with a flat roof to existing lower ground floor flat and associated internal alterations.	Neil McClellan
Alexandra Park	Householder planning permission	HGY/2025/0168	Approve with Conditions	15/04/2025	29 Rosebery Road, Hornsey, London, N10 2LE	Demolition of existing rear conservatory and the erection of a single storey wraparound rear extension incorporating four rooflights.	Daniel Boama
Alexandra Park	Householder planning permission	HGY/2025/0174	Refuse	20/03/2025	54 Crescent Road, Wood Green, London, N22 7RZ	Installation of external staircase decking to rear garden	Sabelle Adjagboni
Alexandra Park	Full planning permission	HGY/2025/0208	Approve with Conditions	07/04/2025	Muswell Hill Golf Club, Rhodes Avenue, Wood Green, London, N22 7UT	Demolition of existing shed and lean-to and construction of new timber building to accommodate a golf simulator	Emily Whittredg
Alexandra Park	Householder planning permission	HGY/2025/0284	Approve with Conditions	10/04/2025	165 Alexandra Park Road, Wood Green, London, N22 7UL	Erection of single storey rear extension (retrospective).	Sion Asfaw
Alexandra Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0295	Approve	20/03/2025	253 Albert Road, Wood Green, London, N22 7XL	Erection of single storey rear extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.85m and for which the height of the eaves would be 2.05m.	Sabelle Adjagboni
Alexandra Park	Full planning permission	HGY/2025/0310	Refuse	07/04/2025	Ground Floor Flat, 74 Palace Gates Road, Wood Green, London, N22 7BL	Creation of vehicular access with associated application of permeable paving in front garden.	Roland Sheldon
Alexandra Park	Householder planning permission	HGY/2025/0320	Approve with Conditions	26/03/2025	Ground Floor Flat, 4 Rosebery Road, Hornsey, London, N10 2LH	The construction of a single storey contemporary garden building to be used as a home gym, replacing an existing timber structure.	Josh Parke

Alexandra Park	Householder planning permission	HGY/2025/0344	Approve with Conditions	08/04/2025	48 Vallance Road, Hornsey, London, N22 7UB	Installation of an Air source heat pump enclosed in a horizontal timber cladding enclosure adjacent to the existing timber shed in the rear garden.	Daniel Boama
Alexandra Park	Listed building consent (Alt/Ext)	HGY/2025/0432	Approve with Conditions	22/04/2025	Alexandra Palace, Alexandra Palace Way, Wood Green, London, N22 7AY	The installation of a temporary Victorian-inspired Helter-Skelter visitor experience on the 'Beach' hardstanding.	Adam Silverwood
Alexandra Park	Householder planning permission	HGY/2025/0551	Approve with Conditions	28/04/2025	31 Crescent Rise, Wood Green, London, N22 7AW	Erection of a single-storey ground floor rear extension	Sabelle Adjagboni
Alexandra Park	Householder planning permission	HGY/2025/0621	Approve with Conditions	17/04/2025	232 Victoria Road, Wood Green, London, N22 7XQ	Single Storey Side Extension.	Ben Coffie
Alexandra Park	Lawful development: Proposed use	HGY/2025/0720	Permitted Development	01/04/2025	40, Clyde Road, London, N22 7AE	Certificate of Lawfulness for the proposed erection of a stepped ground floor single storey rear extension.	Daniel Boama
Alexandra Park	Lawful development: Proposed use	HGY/2025/0861	Permitted Development	07/04/2025	44 Crescent Road, Wood Green, London, N22 7RZ	Certificate of lawfulness for proposed loft conversion including dormer extensions to the main rear roof slope and rear outrigger and three rooflights to the front roofslope.	Neil McClellan
Bounds Green	Full planning permission	HGY/2024/3239	Approve with Conditions	06/03/2025	2 Woodfield Way, Wood Green, London, N11 2PH	Change of use from C3 (single dwelling house) to C4 (House in Multiple Occupation) for 6 people bedrooms with communal kitchen/dining area. (Retrospective planning application).	Kwaku Bossman-Gyamena
Bounds Green	Approval of details reserved by a condition	HGY/2024/3291	Approve	14/03/2025	26-28, Brownlow Road, Wood Green, London, N11 2DE	Approval of details reserved by Condition 18 (Land Contamination Remediation Verification) attached to planning application ref: HGY/2020/1615.	Josh Parker
Bounds Green	Approval of details reserved by a condition	HGY/2024/3292	Approve	14/03/2025	26-28, Brownlow Road, Wood Green, London, N11 2DE	Approval of details reserved by Condition 11b (ASHPs and Solar PV compliance) pursuant to application reference HGY/2020/1615.	Josh Parker
Bounds Green	Full planning permission	HGY/2025/0022	Refuse	04/03/2025	The Towers, 6 Braemar Ave, London, N22 7BZ	Refurbishment of the existing second floor to create two new residential units (a studio and a 2-bed flat).	Oskar Gregersen
Bounds Green	Full planning permission	HGY/2025/0366	Approve with Conditions	11/04/2025	First Floor Flat, 3 Whittington Road, Wood Green, London, N22 8YS	L - shape loft extension to the rear for 1st floor, 1-bedroom flat to provide additional residential accommodation.	Ben Coffie
Bounds Green	Householder planning permission	HGY/2025/0375	Approve with Conditions	11/04/2025	76 Queens Road, Wood Green, London, N11 2QU	Front bay and porch extension, single storey rear extension, change of first floor rear roof from pitched to flat	Emily Whittredge

Bounds Green	Approval of details reserved by a condition	HGY/2025/0674	Approve	07/04/2025	26-28, Brownlow Road, Wood Green, London, N11 2DE	Approval of details reserved by condition 11c (Energy - PV installation) attached to planning reference HGY/2020/1615.	Josh Parker
Bounds Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0703	Not Required	28/04/2025	21 Durnsford Road, Wood Green, London, N11 2EP	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.95m	Sabelle Adjagboni
Bounds Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0722	Not Required	28/04/2025	7 Rhys Avenue, Wood Green, London, N11 2EG	Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3.2m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Bruce Castle	Householder planning permission	HGY/2024/3464	Approve with Conditions	30/04/2025	29 Jellicoe Road, Tottenham, London, N17 7BL	Erection of a half-width first floor rear extension. Loft conversion with the erection of rear dormer. (AMENDED DESCRIPTION)	Daniel Boama
Bruce Castle	Listed building consent (Alt/Ext)	HGY/2025/0033	Approve with Conditions	20/03/2025	Bruce Castle Park, Haringey Museum & Archive Service, Lordship Lane, Tottenham, London, N17 8NU	Installation of new specialist lighting and minor redecoration works to existing gallery spaces in Bruce Castle Museum. Installation of new bespoke light fitting internally to the Round Tower. New external light fittings to the Round Tower.	Kwaku Bossman-Gyamera
Bruce Castle	Full planning permission	HGY/2025/0045	Approve with Conditions	25/03/2025	Bruce Castle Park, Haringey Museum & Archive Service, Lordship Lane, Tottenham, London, N17 8NU	Installation of new specialist lighting and minor redecoration works to existing gallery spaces in Bruce Castle Museum. Installation of new bespoke light fitting internally to the Round Tower and external freestanding storage adjacent to the external entrance.	Kwaku Bossman-Gyamera
Bruce Castle	Lawful development: Proposed use	HGY/2025/0336	Permitted Development	18/03/2025	61 Bruce Castle Road, Tottenham, London, N17 8NL	Certificate of Lawfulness for alterations to rear addition including: change from pitched to flat roof and new window and door.	Emily Whittredge
Bruce Castle	Lawful development: Proposed use	HGY/2025/0409	Permitted Development	13/03/2025	88 Broadwater Road, Tottenham, London, N17 6ET	Lawful development: Proposed works for the erection of an L-shaped rear dormer	Sabelle Adjagboni
Bruce Castle	Householder planning permission	HGY/2025/0411	Approve with Conditions	17/04/2025	88 Broadwater Road, Tottenham, London, N17 6ET	Erection of a single-storey rear extension	Sabelle Adjagboni
Bruce Castle	Lawful development: Proposed use	HGY/2025/0426	Permitted Development	14/04/2025	84 Broadwater Road, Tottenham, London, N17 6ET	Certificate of Lawfulness for proposed construction of rear dormer and outrigger to facilitate a loft conversion with rooflights to front roofslope	Alicia Croskery
Bruce Castle	Full planning permission	HGY/2025/0552	Approve with Conditions	28/04/2025	7 Tenterden Road, Tottenham, London, N17 8BE	Alterations to existing ground floor flat by removing side extension and adding window and door to side elevation within lightwell.	Alicia Croskery
Bruce Castle	Lawful development: Existing use	HGY/2025/0570	Approve	17/04/2025	15 Bruce Castle Road, Tottenham, London, N17 8NL	Certificate of lawfulness: Existing use as two self-contained units.	Sion Asfaw

Bruce Castle	Householder planning permission	HGY/2025/0601	Approve with Conditions	30/04/2025	46 Cavell Road, Tottenham, London, N17 7BJ	Erection of part single storey, part two storey rear extension and two storey side extension	Sion Asfaw
Crouch End	Full planning permission	HGY/2024/1736	Approve with Conditions	10/03/2025	10 Broadway Parade, Tottenham Lane, Hornsey, London, N8 9DE	Alterations to shopfront with changes to stallriser and entrance door and addition of 2no. black outdoor LED wall lantern light.	Daniel Boama
Crouch End	Householder planning permission	HGY/2024/2593	Approve with Conditions	18/03/2025	3 Darcies Mews, Cecile Park, Hornsey, London, N8 9BW	Installation of 8 solar PV panels in addition to 5 existing solar PV panels, reinstatement of 65% of green roof that was removed on main flat roof area. Reduction in height of mounting system for PV panels to bring PV panels lower than parapet of the roof.	Daniel Boama
Crouch End	Full planning permission	HGY/2024/2609	Approve with Conditions	03/03/2025	21 Park Road, Hornsey, London, N8 8TE	Refurbishment of existing A3 Restaurant including a new shopfront and the creation of a separate access for the above residential unit. Extension of second floor outrigger to create a flat roof.	Sabelle Adjagboni
Crouch End	Full planning permission	HGY/2024/2771	Approve with Conditions	07/03/2025	47 Mount View Road, Hornsey, London, N4 4SS	Erection of single storey, two bedroom dwelling with cycle and refuse storage facilities and associated works.	Josh Parker
Crouch End	Full planning permission	HGY/2024/2997	Approve with Conditions	17/03/2025	14 Weston Park, Hornsey, London, N8 9TJ	Conversion of existing T1/T2 premises into 3 separate 2 bedroom flats, including a small rear extension, new amenity balcony areas, alterations to the north facade, minor modifications to roofscape, window	Josh Parker
Crouch End	Householder planning permission	HGY/2024/3449	Approve with Conditions	02/04/2025	54 Crouch Hall Road, Hornsey, London, N8 8HG	Erection of a single storey ground floor side infill and wrap-around rear extension, replacement of first floor bay window on the rear facade, replacement of rooflight on outrigger, and replacement ground floor rear side access window.	Alicia Croskery
Crouch End	Listed building consent (Alt/Ext)	HGY/2024/3472	Approve with Conditions	21/03/2025	Hornsey Central Library, Haringey Park, Hornsey, London, N8 9JA	Erection of a bin store to the rear of Hornsey Library.	Neil McClellan
Crouch End	Householder planning permission	HGY/2024/3498	Refuse	05/03/2025	22 Bryanstone Road, Hornsey, London, N8 8TN	The erection of a L-shape dormer to a terrace house	Josh Parker
Crouch End	Full planning permission	HGY/2024/3540	Refuse	12/03/2025	Flat D, 65 Weston Park, Hornsey, London, N8 9TA	Replacement of one or more of the existing windows at the front facade with Ultimate Rose Mk3 VS, replacement of the main entrance door and first-floor door for access to the terrace with Heritage Door Genus. Installation of a metal handrail to the terrace against 50cm	Sabelle Adjagboni
Crouch End	Householder planning permission	HGY/2024/3553	Approve with Conditions	19/03/2025	8 Harefield Road, Hornsey, London, N8 8QY	Erection of single storey rear extension	Sabelle Adjagboni
Crouch End	Full planning permission	HGY/2025/0061	Approve with Conditions	21/03/2025	Hornsey Central Library, Haringey Park, Hornsey, London, N8 9JA	Erection of a bin store to the rear of Hornsey Library.	Neil McClellan

Crouch End	Consent under Tree Preservation Orders	HGY/2025/0071	Approve with Conditions	16/04/2025	17 Wolseley Road, Hornsey, London, N8 8RR	Works to tree protected by a TPO. T1 Lime crown height reduction of roughly 4m which takes it back to a previous pruning point, plus removal of all deadwood. Reason - this tree has not been pruned in the last few years and needs maintenance.	Daniel Monk
Crouch End	Consent under Tree Preservation Orders	HGY/2025/0180	Approve with Conditions	05/03/2025	Crescent Court, Crescent Road, Hornsey, London, N8 8AU	Works to tree protected by a TPO. T1 Mature Lime tree, in poor condition, with large open decaying wound to E side of main stem, reduce back to previous pruning points at approx 11.0 M ( 50 % reduction)	Daniel Monk
Crouch End	Full planning permission	HGY/2025/0243	Approve with Conditions	27/03/2025	Ground Floor Flat A, 11 Birchington Road, Hornsey, London, N8 8HR	Infill single storey extension with pitched roof to match the existing.	Ben Coffie
Crouch End	Prior approval Part 20 Class A: New dwellinghouses on detached block of flats	HGY/2025/0301	Not Required	09/04/2025	Gransden House, 115 Park Road, Hornsey, London, N8 8JN	Application to determine if prior approval is required for a proposed: New dwellinghouses on detached blocks of flats. Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), Schedule 2, Part 20.	Ben Coffie
Crouch End	Full planning permission	HGY/2025/0356	Approve with Conditions	08/04/2025	Flat C, 71 Ferme Park Road, Hornsey, London, N8 9SA	The extension of the existing rear dormer, and raising the level of the existing roof terrace.	Alicia Croskery
Crouch End	Householder planning permission	HGY/2025/0404	Approve with Conditions	24/04/2025	15 Colwick Close, Hornsey, London, N6 5NU	Construction of a loft conversion and a single story side extension, all within the curtilage of the existing site.	Sarah Madondo
Crouch End	Approval of details reserved by a condition	HGY/2025/0408	Approve	30/04/2025	23 Coolhurst Road, Hornsey, London, N8 8EP	Approval of details reserved by a condition 13 (Treatment of the surrounding of the proposed development) attached to planning application Ref: HGY/2021/0116	Kwaku Bossman-Gyamena
Crouch End	Householder planning permission	HGY/2025/0443	Approve with Conditions	28/04/2025	50 Palace Road, Hornsey, London, N8 8QP	Erection of a ground floor rear wraparound extension with a flat roof and 3no. rooflights. (AMENDED DESCRIPTION)	Daniel Boama
Crouch End	Change of use	HGY/2025/0482	Approve with Conditions	22/04/2025	Shop, 60 Crouch End Hill, Hornsey, London, N8 8AG	Change of use from hot food takeaway (sui generis) to podiatry clinic (Ee)	Nathan Keyte
Crouch End	Full planning permission	HGY/2025/0573	Refuse	17/04/2025	First Floor Office, 62 Crouch End Hill, Hornsey, London, N8 8AH	Retrospective application for the installation of replacement upvc double glazed windows to the first and second floor within the front elevation.	Roland Sheldon
Crouch End	Consent under Tree Preservation Orders	HGY/2025/0766	Approve with Conditions	16/04/2025	Hurst Lodge, 25 Coolhurst Road, Hornsey, London, N8 8ES	4 x Lombardy Poplars - Crown reduce the height and spread back to previous reduction points (approx. 4m height and 1m spread) Large Chestnut - Reduce two lowest limbs over car park area back to five day notice. One of the Oaks next to the courts has become unstable and needs major work, which is arranged for tomorrow (Saturday). As a precaution we have closed the Greenway footpath each side to divert pedestrians through the site. Note added.	Daniel Monk
Crouch End	Consent under Tree Preservation Orders	HGY/2025/0864	No Objection	02/04/2025	Crouch End Playing Fields, Park Road, Hornsey, London, N8 8JP		Daniel Monk



Crouch End	Consent under Tree Preservation Orders	HGY/2025/0996	No Objection	14/04/2025	High London, 121 Hornsey Lane, Hornsey, London, N6 5NP	All of these works are recommended to maintain the specified tree and/or reduce the risk of limb failure over high traffic areas. FRONT FORECOURT: 0.00 T1 - Mature Sycamore directly upon entrance, crown reduce back to the most recent previous	
Crouch End	Consent under Tree Preservation Orders	HGY/2025/1126	No Objection	30/04/2025	Princess Court, 105-107 Hornsey Lane, Hornsey, London, N6 5XD	Five Day Notice. Robinia as part of G19 TPO. Reduce height to just above crown break at around 7-8 meters to a monolith due to large holding dead wood and peeling bark/cavities in the base.	Daniel Monk
Fortis Green	Full planning permission	HGY/2024/0871	Refuse	14/03/2025	Tennis Club, Southern Road, Hornsey, London, N2 9LH	Demolition of the existing clubhouse and redevelopment of the site to provide a detached three storey block containing a new clubhouse with apartments above and a terrace of houses, one new tennis court, refurbishment of two of the existing tennis	Josh Parker
Fortis Green	Full planning permission	HGY/2024/2481	Approve with Conditions	17/03/2025	74 Great North Road, Hornsey, London, N2 0NL	Replacement of existing timber framed windows with double glazed uPVC windows.	Emily Whittredge
Fortis Green	Householder planning permission	HGY/2024/3119	Approve with Conditions	03/03/2025	27 Woodside Avenue, Hornsey, London, N6 4SP	Alterations to front elevation to reflect as built situation including change to entrance door, addition of columns to porch, provision of utility meter cupboard, install window with 3 panes and rendering front	Sarah Madondo
Fortis Green	Approval of details reserved by a condition	HGY/2024/3242	Approve	26/03/2025	22 Coppetts Road, Hornsey, London, N10 1JY	Approval of details pursuant to condition 3 (details and materials) attached to planning permission ref. HGY/2023/2962 for Demolition of existing rear and side extension and erection of single-storey rear extension, two storey side extension and	Nathan Keyte
Fortis Green	Householder planning permission	HGY/2024/3443	Approve with Conditions	05/03/2025	4 Beech Drive, Hornsey, London, N2 9NY	First-floor side extension and a loft conversion to a semi-detached house	Josh Parker
Fortis Green	Approval of details reserved by a condition	HGY/2024/3512	Approve	20/03/2025	76 Creighton Avenue, Hornsey, London, N10 1NT	Application for the discharge of Condition 4 (Living Roofs) attached to planning permission HGY/2022/1148 granted 04/07/2022.	Daniel Boama
Fortis Green	Householder planning permission	HGY/2024/3519	Approve with Conditions	03/03/2025	7 Church Vale, Hornsey, London, N2 9PB	Flat roof to be replaced with the pitched roof to match the existing main roof	Josh Parker
Fortis Green	Non-Material Amendment	HGY/2024/3566	Approve	22/04/2025	22 Coppetts Road, Hornsey, London, N10 1JY	Non-material amendment to planning permission HGY/2023/2962 for the following changes: 1. New obscure glazed window on side elevation. 2. Replacement of existing small bay window on front elevation with	Nathan Keyte
Fortis Green	Approval of details reserved by a condition	HGY/2025/0076	Approve	18/03/2025	Coppetts Wood Hospital, Coppetts Road, Hornsey, London, N10 1JN	Approval of details pursuant to condition 3 (reduction) of planning permission ref. HGY/2016/3482 for the demolition of existing building and redevelopment of site to provide 41 new homes within 3 buildings spanning from 2 to 6 storeys in height with	Tania Skelli
Fortis Green	Approval of details reserved by a condition	HGY/2025/0104	Approve	10/04/2025	85 Fortis Green, Hornsey, London, N2 9HU	Approval of details pursuant to condition 4 (Further Details of Stone Steps) attached to Planning Permission HGY/2024/2106 and Listed Building Consent HGY/2024/2057.	Neil McClellan

Fortis Green	Removal/variation of conditions	HGY/2025/0108	Approve with Conditions	14/03/2025	68 Woodside Avenue, Hornsey, London, N6 4ST	Minor Material Amendment application under Section 73 of the Town and Country Planning Act for variation to conditions 2 of approved application HGY/2024/0915 to change approved rear window to a fixed 'up and over' window with boarded doors.	Oskar Gregersen
Fortis Green	Listed building consent (Alt/Ext)	HGY/2025/0134	Approve with Conditions	28/03/2025	Flat 11, The Gables, Fortis Green, Hornsey, London, N10 3EA	including: ? No change to plan form and use of spaces ? Retain entrance door and fanlight; remove the internal doors and replace with new panelled doors with traditional design and ironmongery, the one	Eunice Huang
Fortis Green	Lawful development: Proposed use	HGY/2025/0162	Refuse	28/03/2025	10 Ringwood Avenue, Hornsey, London, N2 9NS	Certificate of Lawfulness for the proposed erection of an outbuilding in the garden to facilitate a swimming pool and BBQ room under Schedule 2, Part 1, Class E of the General Permitted Development Order.	Oskar Gregersen
Fortis Green	Householder planning permission	HGY/2025/0203	Approve with Conditions	25/03/2025	Lake House, 42A Muswell Avenue, Hornsey, London, N10 2EL	Installation of two external condensing units. One to the side alley and the second to the rear terrace/lightwell.	Alicia Croskery
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0255	Not Required	17/03/2025	11 Hill Road, Hornsey, London, N10 1JE	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.9m	Sabelle Adjagboni
Fortis Green	Householder planning permission	HGY/2025/0315	Approve with Conditions	13/03/2025	71 Coppetts Road, Hornsey, London, N10 1JH	Erection of first floor rear extension of 2.87 metres with hipped roof.	Adam Silverwood
Fortis Green	Householder planning permission	HGY/2025/0357	Approve with Conditions	10/04/2025	9 Highgate Edge, Great North Road, Hornsey, London, N2 0NT	Installation of External Extractor Fan Grill; and relocation of the External Boiler Flue.	Nathan Keyte
Fortis Green	Householder planning permission	HGY/2025/0389	Approve with Conditions	16/04/2025	33 Beech Drive, Hornsey, London, N2 9NX	Erection of first floor side extension with glazing over existing garage. Replacement windows, entrance door and associated external works.	Oskar Gregersen
Fortis Green	Consent under Tree Preservation Orders	HGY/2025/0406	Approve with Conditions	14/03/2025	91 Fortis Green, Hornsey, London, N2 9HU	Works to tree protected by a TPO. T2L: Yew - Crown lift to a height of 5.5m, reduce spread to south by 1.5-1.8m. Tree works are to facilitate future building works at 39, Eastern Road	Daniel Monk
Fortis Green	Householder planning permission	HGY/2025/0470	Approve with Conditions	14/04/2025	19 Woodside Avenue, Hornsey, London, N6 4SP	Enlargement of existing rear dormer, first floor side and rear extension with rear hip-to-gable roof, new side dormers to both sides of the small gable roof proposed rear ground floor extension with a new patio area, demolition of existing porch and	Ben Coffie
Fortis Green	Lawful development: Proposed use	HGY/2025/0518	Permitted Development	08/04/2025	60 Woodside Avenue, Hornsey, London, N6 4ST	Certificate of lawfulness: proposed use dormer extension and erection of 2nos. rooflights.	Sion Asfaw
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0534	Refuse	08/04/2025	36 Church Vale, Hornsey, London, N2 9PA	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.15m and for which the height of the eaves would be 3m	Oskar Gregersen

Fortis Green	Lawful development: Proposed use	HGY/2025/0541	Permitted Development	07/04/2025	85 Greenham Road, Hornsey, London, N10 1LN	Certificate of lawfulness: proposed use single storey rear extension.	Sion Asfaw
Fortis Green	Lawful development: Existing use	HGY/2025/0567	Approve	22/04/2025	335 Muswell Hill Broadway, Hornsey, London, N10 1BX	Certificate of lawfulness: Existing use as single family dwelling.	Sion Asfaw
Fortis Green	Householder planning permission	HGY/2025/0584	Approve with Conditions	30/04/2025	50 Great North Road, Hornsey, London, N6 4LT	Insertion of single storey side extension with 2no front facing rooflights and 1no rear facing rooflight.	Sion Asfaw
Fortis Green	Consent under Tree Preservation Orders	HGY/2025/0600	No Objection	10/03/2025	79 Fortis Green, Hornsey, London, N2 9HU	Five Day Notice to pollard the Ash Tree situated at the bottom of the garden in Western Road N2 as it has become diseased and dangerous.	Daniel Monk
Fortis Green	Lawful development: Proposed use	HGY/2025/0901	Permitted Development	15/04/2025	5 Church Vale, Hornsey, London, N2 9PB	Certificate of lawfulness: proposed use alterations to existing garage to facilitate conversion to habitable space.	Sion Asfaw
Harringay	Lawful development: Existing use	HGY/2024/1224	Approve	27/03/2025	363 Green Lanes, Hornsey, London, N4 1DY	Certificate of lawfulness for existing use of the upper floors to this building as self-contained flats operating under C3 use.	Daniel Boama
Harringay	Lawful development: Existing use	HGY/2024/1226	Approve	27/03/2025	645 Green Lanes, Hornsey, London, N8 0QY	Certificate of lawfulness for existing use of the upper floors to this building as 6 self-contained flats operating under C3 use.	Daniel Boama
Harringay	Full planning permission	HGY/2024/3321	Approve with Conditions	03/03/2025	53A & 53B Sydney Road, Hornsey, London, N8 0ET	Replacement of all existing timber framed windows with new UPVC windows.	Neil McClellan
Harringay	Approval of details reserved by a condition	HGY/2024/3557	Approve	14/03/2025	Rear of 7 Endymion Road, Hornsey, London, N4 1EE	Details pursuant to conditions 3 (watersales), 4 (landscaping) and 5 (Living roofs) of planning permission HGY/2023/1367 for proposal to build a new 3 bedroom dwelling on the site of an unused car park to the rear of a block of flats.	Josh Parker
Harringay	Full planning permission	HGY/2025/0002	Approve with Conditions	10/03/2025	Flat A, 323 Wightman Road, Hornsey, London, N8 0NA	Erection of a single storey, ground floor side infill extension, 5.77m in depth with an eaves height of 2.5m and maximum height of 3m.	Oskar Gregersen
Harringay	Full planning permission	HGY/2025/0082	Approve with Conditions	12/03/2025	Ground Floor Flat, 77 Sydney Road, Hornsey, London, N8 0ET	Erection of single storey rear and side extension (L shaped) to the ground floor flat.	Ben Coffie
Harringay	Householder planning permission	HGY/2025/0154	Approve with Conditions	19/03/2025	85 Duckett Road, Hornsey, London, N4 1BL	Erection of an L-shaped rear dormer extension and insertion of 3no. rooflights to front roof slope	Daniel Boama

Harringay	Householder planning permission	HGY/2025/0232	Approve with Conditions	10/04/2025	14 Venetia Road, Hornsey, London, N4 1EJ	The removal of a steel staircase from the rear of the house and a new single storey pitched roof extension with a small courtyard to the existing boundary wall.	Josh Parker
Harringay	Householder planning permission	HGY/2025/0278	Approve with Conditions	02/04/2025	30 Lothair Road South, Hornsey, London, N4 1EL	Erection of a two storey side return extension and single storey side extension	Oskar Gregersen
Harringay	Full planning permission	HGY/2025/0342	Approve with Conditions	09/04/2025	Ground Floor Flat A, 46 Hampden Road, Hornsey, London, N8 0HT	Erection of side and rear wraparound extension with internal alterations.	Kwaku Bossman-Gyamera
Harringay	Full planning permission	HGY/2025/0383	Approve with Conditions	08/04/2025	136 Effingham Road, Hornsey, London, N8 0AD	Erection of garden outbuilding.	Sion Asfaw
Harringay	Lawful development: Proposed use	HGY/2025/0431	Permitted Development	09/04/2025	53 Allison Road, Hornsey, London, N8 0AN	Certificate of Lawfulness for proposed formation of rear dormer and outrigger to facilitate a loft conversion with rooflights to front roof slope	Daniel Boama
Harringay	Lawful development: Proposed use	HGY/2025/0435	Permitted Development	17/04/2025	127 Beresford Road, Hornsey, London, N8 0AG	Certificate of Lawfulness for proposed loft conversion including the erection of dormer extensions to the main rear roof and outrigger roof, and the insertion of two roof lights to the front roof slope.	Neil McClellan
Harringay	Householder planning permission	HGY/2025/0437	Approve with Conditions	17/04/2025	127 Beresford Road, Hornsey, London, N8 0AG	Demolition of existing conservatory to the rear of the property and the erection of an infill extension with a pitched roof to the side of the rear outrigger.	Neil McClellan
Harringay	Full planning permission	HGY/2025/0438	Approve with Conditions	17/04/2025	Flat B, 95 Falkland Road, Hornsey, London, N8 0NS	Alterations to rear dormer to form roof terrace with installation of access door	Oskar Gregersen
Harringay	Householder planning permission	HGY/2025/0442	Approve with Conditions	17/04/2025	Ground Floor Flat A, 44 Endymion Road, Hornsey, London, N4 1EQ	Garden Office Outbuilding	Emily Whittredge
Harringay	Householder planning permission	HGY/2025/0453	Approve with Conditions	07/04/2025	Ground Floor Flat, 101 Frobisher Road, Hornsey, London, N8 0QU	Erection of ground floor rear extension	Sion Asfaw
Harringay	Householder planning permission	HGY/2025/0459	Approve with Conditions	22/04/2025	87 Lothair Road North, Hornsey, London, N4 1ER	Construction of single storey side extension with new patio door	Kwaku Bossman-Gyamera
Harringay	Approval of details reserved by a condition	HGY/2025/0471	Approve	17/04/2025	537 Green Lanes, Hornsey, London, N8 0RL	Approval of details reserved by a condition 2 (construction management plan) attached to planning permission HGY/2024/3324	Alicia Croskery

Harringay	Lawful development: Proposed use	HGY/2025/0576	Permitted Development	29/04/2025	47 Falkland Road, Hornsey, London, N8 0NS	Proposed rear dormer with linked roof extension above outrigger projection, installation of 2 front rooflights.	Sion Asfaw
Harringay	Householder planning permission	HGY/2025/0592	Approve with Conditions	17/04/2025	70 Seymour Road, Hornsey, London, N8 0BE	Single storey side infill extension.	Ben Coffie
Hermitage & Gardens	Lawful development: Existing use	HGY/2024/3246	Refuse	14/03/2025	2 Kimberley Gardens, Tottenham, London, N4 1LF	Certificate of Lawfulness for existing use as mixed use - HMO & 2 x self-contained units.	Laina Levassor
Hermitage & Gardens	Lawful development: Proposed use	HGY/2024/3254	Refuse	14/03/2025	15 Roseberry Gardens, Tottenham, London, N4 1JQ	Certificate of Lawfulness for existing use as HMO	Laina Levassor
Hermitage & Gardens	Householder planning permission	HGY/2024/3376	Refuse	08/04/2025	6 Pulford Road, Tottenham, London, N15 6SP	Proposed outbuilding with basement for the storage.	Kwaku Bossman-Gyamera
Hermitage & Gardens	Full planning permission	HGY/2024/3452	Approve with Conditions	03/04/2025	66 Kimberley Gardens, Tottenham, London, N4 1LE	Erection of a single storey rear and side wraparound extension, a rear outbuilding and a L-shaped rear dormer. Installation of two front rooflights.	Mark Chan
Hermitage & Gardens	Non-Material Amendment	HGY/2025/0009	Approve	20/03/2025	Haringey Ward, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Non-Material Amendment to amend condition 2 (Approved Plans and Documents), condition 64 (Outline Parameters) and condition 65 (Drawings References) to increase the height of Plot L and Plot M and increase the width of Plot N.	Samuel Uff
Hermitage & Gardens	Full planning permission	HGY/2025/0092	Approve with Conditions	11/03/2025	First Floor Flat, 115 Chesterfield Gardens, Tottenham, London, N4 1LW	L-shaped rear roof extension, and installation of two rooflights on the front elevation.	Alicia Croskery
Hermitage & Gardens	Full planning permission	HGY/2025/0132	Approve with Conditions	24/03/2025	Cafe, 329 St Anns Road, Tottenham, London, N15 3TL	Change of use of ground floor commercial unit to form part of existing residential dwelling and addition of rear dormer.	Alicia Croskery
Hermitage & Gardens	Lawful development: Proposed use	HGY/2025/0222	Permitted Development	25/03/2025	110 Finsbury Park Avenue, Tottenham, London, N4 1DS	Certificate of Lawfulness: Proposed use rear extension, insertion of front porch and second floor Juliet balcony.	Sion Asfaw
Hermitage & Gardens	Householder planning permission	HGY/2025/0331	Approve with Conditions	01/04/2025	90 Roseberry Gardens, Tottenham, London, N4 1JL	The erection of a ground floor rear infill extension to side of outrigger.	Sion Asfaw
Hermitage & Gardens	Lawful development: Proposed use	HGY/2025/0355	Permitted Development	11/04/2025	64 Kimberley Gardens, Tottenham, London, N4 1LE	Certificate of lawfulness for the erection of L-shaped dormer with insertion of front rooflight	Sarah Madondo

Hermitage & Gardens	Householder planning permission	HGY/2025/0359	Approve with Conditions	10/04/2025	64 Kimberley Gardens, Tottenham, London, N4 1LE	Erection of single storey side extension including rooflights	Sarah Madondo
Hermitage & Gardens	Householder planning permission	HGY/2025/0422	Approve with Conditions	14/04/2025	61 Roseberry Gardens, Tottenham, London, N4 1JQ	Ground floor rear infill extension with rooflight and reconstruction of first floor outrigger wall.	Alicia Croskery
Hermitage & Gardens	Householder planning permission	HGY/2025/0492	Approve with Conditions	15/04/2025	121 Rutland Gardens, Tottenham, London, N4 1JW	Proposed erection of single storey ground floor side infill/wrap-around rear extension to dwellinghouse.	Alicia Croskery
Hermitage & Gardens	Lawful development: Existing use	HGY/2025/0507	Approve	28/04/2025	73 Chesterfield Gardens, Tottenham, London, N4 1LL	Certificate of Lawfulness for the existing use as 2 x self-contained flats (Use Class C3 (Dwellinghouses))	Oskar Gregersen
Hermitage & Gardens	Non-Material Amendment	HGY/2025/0696	Approve	16/04/2025	Florentia Clothing Village, 108 Vale Road, Tottenham, LONDON, N4 1TD	Non-material Amendment for the updating of lighting strategy, additional MEP boxes, changes to the amenity area, changes to the cycle storage, changes to plant room doors, changes to the unit doors and changes to the unit ventilation.	Sarah Madondo
Hermitage & Gardens	Prior notification: Development by telecoms operators	HGY/2025/0929	Permitted Development	07/04/2025	67-109 Warwick Gardens, Tottenham, London, N4 1JD	Formal notification in writing or 20 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended)	Kwaku Bossman-Gyamara
Hermitage & Gardens	Prior notification: Development by telecoms operators	HGY/2025/1155	Permitted Development	29/04/2025	Oriental Carpet Centre Chimney, 105 Eade Road, London, England, N4 1dn,	Formal notification in writing or 20 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended)	Kwaku Bossman-Gyamara
Highgate	Non-Material Amendment	HGY/2024/0990	Approve	16/04/2025	31 Milton Park, Hornsey, London, N6 5QB	Non-material Amendment (Section 30A) pursuant to the Planning Application Ref. HGY/2023/0872, to change glazed opening for a double-sided fireplace replacement with a window, minor width changes to the fireplace and addition of a Juliette.	Josh Parker
Highgate	Approval of details reserved by a condition	HGY/2024/1914	Approve	16/04/2025	Channing School, Highgate Hill, Hornsey, London, N6 5HF	Approval of details pursuant to conditions 3 (materials) attached to planning permission HGY/2023/3404.	Eunice Huang
Highgate	Full planning permission	HGY/2024/2154	Approve with Conditions	31/03/2025	11 Sheldon Avenue, Hornsey, London, N6 4JS	Demolition of the existing dwellinghouse and erection of a replacement dwellinghouse.	Mark Chan
Highgate	Householder planning permission	HGY/2024/2613	Approve with Conditions	12/03/2025	52A North Hill, Hornsey, London, N6 4RH	Replacement of existing railings to the 2nd floor terrace with matching railings (there is a associated listed building application, ref: HGY/2024/2737).	Nathan Keyte
Highgate	Removal/variation of conditions	HGY/2024/2645	Approve with Conditions	28/03/2025	32 Holmesdale Road, Hornsey, London, N6 5TQ	Variation of condition 2 (Approved Plans) and condition 4 (Trees) attached to planning permission ref: HGY/2022/2260 to remove condition 4 to facilitate the felling of existing tree and planting of a replacement tree in	Mark Chan

Highgate	Full planning permission	HGY/2024/2691	Approve with Conditions	21/03/2025	6 Orchard Road, Hornsey, London, N6 5TR	Insertion of 2 rooflights to front roofslope, single storey rear extension, front railings, erection or rear roof extension and solar array on flat roof of roof extension.	Kwaku Bossman-Gyamera
Highgate	Listed building consent (Alt/Ext)	HGY/2024/2737	Approve with Conditions	12/03/2025	52A North Hill, Hornsey, London, N6 4RH	Listed Building Consent for replacement of ladder to the former hayloft; replacement of existing railings to the 2nd floor terrace with matching new railings. (There is an associated Planning Application ref: HGY/2024/2613)	Nathan Keyte
Highgate	Full planning permission	HGY/2024/2741	Refuse	31/03/2025	High Sheldon, Sheldon Avenue, London, N6 4NB	The installation of a telecommunications base station comprising 6 no. antennas on support poles and 6 no. equipment cabinets and ancillary equipment. (AMENDED DESCRIPTION)	Mark Chan
Highgate	Householder planning permission	HGY/2024/2934	Approve with Conditions	10/04/2025	51 Priory Gardens, Hornsey, London, N6 5QU	Construction of a single storey rear extension. Replacement of single glazing timber windows with double glazing timber windows to match existing.	Mark Chan
Highgate	Householder planning permission	HGY/2024/2949	Approve with Conditions	28/03/2025	115 North Hill, Hornsey, London, N6 4DP	Alterations to the property to include numerous internal alterations, demolition and renovation of the rear extension, installation of skylights together with associated alterations	Kwaku Bossman-Gyamera
Highgate	Listed building consent (Alt/Ext)	HGY/2024/3020	Approve with Conditions	28/03/2025	115 North Hill, Hornsey, London, N6 4DP	Application for Listed Building Consent for alterations to the property to include numerous internal alterations, demolition and renovation of the rear extension, installation of skylights together with associated alterations	Kwaku Bossman-Gyamera
Highgate	Consent under Tree Preservation Orders	HGY/2024/3033	Approve with Conditions	27/03/2025	Oakleigh, 42 Hampstead Lane, Hornsey, London, N6 4LL	Works to tree protected by an Area TPO. Oak T20 pollard to 7-8m height to reduce risk of failure following consented groundworks adjacent to stem.	Daniel Monk
Highgate	Householder planning permission	HGY/2024/3143	Approve with Conditions	07/04/2025	24 Cholmeley Park, Hornsey, London, N6 5EU	Erection of a rear ground floor and first floor extension following the demolition of the existing back additions; and change two front windows (amended description).	Josh Parker
Highgate	Consent under Tree Preservation Orders	HGY/2024/3307	Refuse	05/03/2025	Far End, Compton Avenue, Hornsey, London, N6 4LH	Works to tree protected by an Area TPO. T1: Leyland Conifer: fell. The conifer is completely smothered in ivy and will have lost its aesthetic value if the ivy is removed. The neighbours have reported that the tree causes a safety hazard, especially in the recent high	Daniel Monk
Highgate	Non-Material Amendment	HGY/2024/3329	Approve	14/03/2025	4 Highgate Avenue, Hornsey, London, N6 5RX	Non-material Amendment to planning permission HGY/2024/1461 for alterations to glazing and show ground level slope.	Nathan Keyte
Highgate	Householder planning permission	HGY/2024/3411	Approve with Conditions	17/03/2025	14 Southwood Avenue, Hornsey, London, N6 5RZ	Enlargement of cellar to create a basement level, with front lightwell, single storey ground floor rear/side extension, construction of new glazed gable at second floor level; replacement single glazed timber windows for double glazed timber windows	Ben Coffie
Highgate	Approval of details reserved by a condition	HGY/2024/3440	Approve	30/04/2025	26 Sheldon Avenue, Hornsey, London, N6 4JT	Approval of details reserved by a condition 12 (a) (living roof) attached to planning application Ref: HGY/2023/0630.	Kwaku Bossman-Gyamera



Highgate	Approval of details reserved by a condition	HGY/2025/0062	Approve	17/03/2025	Townsend Yard Nurseries, Townsend Yard, Hornsey, London, N6 5JF	Details pursuant to conditions 12 (details of mechanical ventilation equipment) and 15 (details of SuDS system) for planning permission HGY/2020/0223 for Construction of six single storey buildings following the demolition of existing structure and erection of a new 2-bedroom 3 person, 70 sqm (GIA) dwelling with rear courtyard on the land to the rear of No. 178 Archway Road and fronting Wembury Mews	Roland Sheldon
Highgate	Full planning permission	HGY/2025/0079	Approve with Conditions	23/04/2025	178 Archway Road, Hornsey, London, N6 5BB	Construction of a new 2-bedroom 3 person, 70 sqm (GIA) dwelling with rear courtyard on the land to the rear of No. 178 Archway Road and fronting Wembury Mews	Oskar Gregersen
Highgate	Consent under Tree Preservation Orders	HGY/2025/0195	Refuse	29/04/2025	Orchard Mews, 42 Orchard Road, Hornsey, London, N6 5TR	T1 Lime of the MWA Arboricultural Report Works: Remove (fell) to near ground level. Reason: Clay shrinkage subsidence damage at the property.	Daniel Monk
Highgate	Householder planning permission	HGY/2025/0206	Approve with Conditions	25/03/2025	23 Talbot Road, Hornsey, London, N6 4QS	Erection of first floor rear extension and replacement windows	Kwaku Bossman-Gyamera
Highgate	Lawful development: Proposed use	HGY/2025/0213	Permitted Development	13/03/2025	31 Cholmeley Crescent, Hornsey, London, N6 5EX	Lawful development: Proposed works for a residential outbuilding	Sabelle Adjagboni
Highgate	Full planning permission	HGY/2025/0223	Approve with Conditions	22/04/2025	Second Floor Flat, 28 Milton Avenue, Hornsey, London, N6 5QE	The proposed development seeks to replace the existing single glazed timber sash windows on all facades with double glazed timber sash windows.	Alicia Croskery
Highgate	Consent under Tree Preservation Orders	HGY/2025/0228	Approve with Conditions	31/03/2025	8 Parklands, Cholmeley Park, Hornsey, London, N6 5FE	Works to tree protected by a TPO: T2: Large London Plane - Crown reduce the height 3 - 4 meters below previous reduction points. Crown reduce the spread to balance and shape (approx. 2-2.5m). Remove dead wood. This tree caused damage to the wall	Daniel Monk
Highgate	Approval of details reserved by a condition	HGY/2025/0266	Approve	16/04/2025	Oakleigh, 42 Hampstead Lane, Hornsey, London, N6 4LL	Approval of details reserved by condition 3 of approved application HGY/2019/2944 (Materials) for 'Demolition of existing house and erection of replacement dwelling and associated works.'	Oskar Gregersen
Highgate	Householder planning permission	HGY/2025/0303	Refuse	04/04/2025	24 Cholmeley Park, Hornsey, London, N6 5EU	Formation of a crossover for vehicular access to facilitate off street parking with permeable gravel in front garden inc. new bin storage, new stone steps, new retaining wall, soft landscaping, and installation of an electric vehicle charging point	Daniel Boama
Highgate	Lawful development: Proposed use	HGY/2025/0367	Permitted Development	08/04/2025	9 Cholmeley Park, Hornsey, London, N6 5ET	Certificate of Lawfulness: Proposed use for the erection of a rear garden outbuilding.	Oskar Gregersen
Highgate	Approval of details reserved by a condition	HGY/2025/0413	Approve	16/04/2025	Channing School, Highgate Hill, Hornsey, London, N6 5HF	Approval of details pursuant to condition 5 (landscaping) attached to planning permission HGY/2023/3404.	Eunice Huang
Highgate	Consent under Tree Preservation Orders	HGY/2025/0414	Refuse	23/04/2025	41 Sheldon Avenue, Hornsey, London, N6 4JP	Works to tree protected by a TPO: T11: Birch - crown reduce by 3m. (Works to T11b: Sycamore, T10: Lime and T3: Oak will be considered separately under Section 211 Notice ref. HGY/2025/0416, as these trees are protected by a TPO but are located	Daniel Monk

Highgate	Householder planning permission	HGY/2025/0427	Approve with Conditions	04/04/2025	8 Bloomfield Road, Hornsey, London, N6 4ET	Erection of single storey rear extension. Replacement front roof lights and installation of one new front and two new rear roof lights. Relocation of window on existing rear elevation.	Emily Whittredge
Highgate	Lawful development: Proposed use	HGY/2025/0467	Permitted Development	25/04/2025	7 Aylmer Road, Hornsey, London, N2 0BS	Lawful development (proposed dev): erection of an outbuilding	Sion Asfaw
Highgate	Consent under Tree Preservation Orders	HGY/2025/0479	Approve with Conditions	27/03/2025	Apollo House, 14 Broadlands Road, Hornsey, London, N6 4AT	works to tree protected by a TPO. TPO of Lebanon After meeting with Daniel Monk, my previous specifications have been altered, so as not to spoil/alter the elegant shape of this specimen tree. However, my aerial photographs dated 22/2/25 (which	Daniel Monk
Highgate	Approval of details reserved by a condition	HGY/2025/0549	Approve	07/03/2025	13 Shepherds Hill, Hornsey, London, N6 5QJ	Approval of details pursuant to condition 3 (chartered engineer) attached to planning permission ref. HGY/2024/2742 for excavation of basement granted on 21-01-25.	Nathan Keyte
Highgate	Householder planning permission	HGY/2025/0554	Approve with Conditions	30/04/2025	50 Hornsey Lane Gardens, Hornsey, London, N6 5PB	Replacement of existing garage doors to front elevation with double-glazed timber casement window, creation of new external door to side elevation and enlargement of existing window openings to ground floor to create a new entrance.	Oskar Gregersen
Highgate	Householder planning permission	HGY/2025/0575	Refuse	30/04/2025	66 Priory Gardens, Hornsey, London, N6 5QS	Formation of a new front lightwell with associated basement excavation to part of lower ground floor (note basement previously consented under HGY/2023/3278).	Nathan Keyte
Highgate	Approval of details reserved by a condition	HGY/2025/0776	Approve	14/04/2025	Townsend Yard Nurseries, Townsend Yard, Hornsey, London, N6 5JF	Approval of details pursuant to condition 6 (boundary treatments) of planning permission HGY/2020/0223 for construction of six single storey buildings following the demolition of existing structures to facilitate	Roland Sheldon
Highgate	Non-Material Amendment	HGY/2025/0777	Approve	15/04/2025	Townsend Yard Nurseries, Townsend Yard, Hornsey, London, N6 5JF	Non-material amendment to planning permission HGY/2020/0223 for construction of six single storey buildings following the demolition of existing structures to facilitate the change of use of the site from a nursery to a residential development.	Roland Sheldon
Highgate	Non-Material Amendment	HGY/2025/0786	Approve	17/04/2025	62 Southwood Lane, Hornsey, London, N6 5DY	Non Material Amendment to development approved under planning permission reference HGY/2023/0607, to remove the green roof on the previously approved rear extension.	Ben Coffie
Highgate	Approval of details reserved by a condition	HGY/2025/0879	Approve	14/04/2025	Townsend Yard Nurseries, Townsend Yard, Hornsey, London, N6 5JF	Approval of details pursuant to condition 3 (landscaping management plan) of planning permission HGY/2020/0223 for construction of six single storey buildings following the demolition of existing structures to facilitate	Roland Sheldon
Highgate	Approval of details reserved by a condition	HGY/2025/0971	Approve	17/04/2025	11 View Road, Hornsey, London, N6 4DJ	Approval of details reserved by part of condition 4 (details of front red brick) of planning permission HGY/2023/0441 for Demolition of existing pair of semi-detached dwellings and replacement with a new two storey dwelling with accommodation in the	Roland Sheldon
Highgate	Lawful development: Existing use	HGY/2025/0531	Approve	12/03/2025	Courtenay Avenue Security Hut, Courtenay Avenue , London, N6 4LP	Certificate of lawfulness for existing use for existing gatehouse and barrier.	Roland Sheldon

Hornsey	Full planning permission	HGY/2024/0205	Approve with Conditions	03/04/2025	Flat C, 63 Middle Lane, Hornsey, London, N8 8PE	Roof extension to second floor flat	Eunice Huang
Hornsey	Approval of details reserved by a condition	HGY/2024/2176	Approve	30/04/2025	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Approval of details pursuant to condition 3h (Materials) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Full planning permission	HGY/2024/2433	Approve with Conditions	25/04/2025	First Floor Flat B, 43 Harvey Road, Hornsey, London, N8 9PD	Proposed loft outrigger dormer extension and enlargement of rear first floor window	Ben Coffie
Hornsey	Householder planning permission	HGY/2024/3450	Approve with Conditions	05/03/2025	61 Redston Road, Hornsey, London, N8 7HL	single storey rear extension, first floor rear terrace	Josh Parker
Hornsey	Householder planning permission	HGY/2024/3547	Approve with Conditions	10/03/2025	51 Warner Road, Hornsey, London, N8 7HB	Installation of timber garden room with shower and toilet	Emily Whittredge
Hornsey	Householder planning permission	HGY/2024/3550	Approve with Conditions	12/03/2025	7 Baden Road, Hornsey, London, N8 7RJ	Erection of single storey rear infill extension	Emily Whittredge
Hornsey	Householder planning permission	HGY/2025/0016	Approve with Conditions	01/04/2025	28 Glebe Road, Hornsey, London, N8 7DB	Single-storey rear infill extension to side of outrigger.	Sion Asfaw
Hornsey	Householder planning permission	HGY/2025/0094	Approve with Conditions	24/03/2025	23 Harold Road, Hornsey, London, N8 7DE	Single storey rear wrap around extension	Oskar Gregersen
Hornsey	Lawful development: Proposed use	HGY/2025/0096	Permitted Development	07/03/2025	16 Park Avenue South, Hornsey, London, N8 8LT	Lawful development: Proposed use for a loft conversion	Sabelle Adjagboni
Hornsey	Householder planning permission	HGY/2025/0268	Approve with Conditions	16/04/2025	Flat E, Lightfoot Studios, Lightfoot Road, Hornsey, London, N8 7JN	New access and external alterations to create a roof terrace (amended plans for reduction in scale)	Oskar Gregersen
Hornsey	Approval of details reserved by a condition	HGY/2025/0275	Approve	07/04/2025	143 Tottenham Lane, Hornsey, London, N8 9BJ	Approval of details reserved condition 6 (Cycle storage) attached to planning reference HGY/2022/0783.	Josh Parker
Hornsey	Approval of details reserved by a condition	HGY/2025/0276	Approve	07/04/2025	143 Tottenham Lane, Hornsey, London, N8 9BJ	Approval of details reserved by Condition 4 (Structural engineer) attached to planning reference HGY/2022/0783.	Josh Parker

Hornsey	Approval of details reserved by a condition	HGY/2025/0305	Approve	20/03/2025	71 High Street, Hornsey, London, N8 7QB	Approval of details pursuant to condition 4 (proposed lime mortar) attached to Listed Building Consent HGY/2024/2227	Eunice Huang
Hornsey	Full planning permission	HGY/2025/0326	Approve with Conditions	14/04/2025	Flat 2, 96 Park Avenue South, Hornsey, London, N8 8LS	Erection of hip to gable roof extension, rear dormer and installation of 3 front rooflights.	Mark Chan
Hornsey	Householder planning permission	HGY/2025/0339	Approve with Conditions	27/03/2025	157 Rathcoole Gardens, Hornsey, London, N8 9PE	Deconversion of x 2 dwellings into a single 5-bedroom property.	Gareth Prosser
Hornsey	Consent under Tree Preservation Orders	HGY/2025/0415	Approve with Conditions	12/03/2025	37 Park Avenue South, Hornsey, London, N8 8LU	Front Garden: 1.1. Mature Holly. Approximately 7.00m: Reduce height back to previous and most recent reduction points up to approximately 0.75m. Reduce lateral and sub lateral growth by up to 0.5m. <del>Control maintenance</del>	Daniel Monk
Hornsey	Consent to display an advertisement	HGY/2025/0463	Approve with Conditions	23/04/2025	Bus Shelter, Pavement Outside 10 Priory Road, Hornsey, N8 7RD	Replacement of existing static double-sided advert with an internally illuminated double-sided sequential advertisement in bus shelter.	Nathan Keyte
Hornsey	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0527	Not Required	08/04/2025	84 Middle Lane, Hornsey, London, N8 8PD	Erection of single storey extension which extends beyond the rear wall of the original house by 3.8m, for which the maximum height would be 3m and for which the height of the eaves would be 2.77m	Oskar Gregersen
Hornsey	Householder planning permission	HGY/2025/0535	Approve with Conditions	15/04/2025	245 Lightfoot Road, Hornsey, London, N8 7JQ	Dormer extension over the property's existing 2nd-floor rear terrace.	Neil McClellan
Hornsey	Lawful development: Proposed use	HGY/2025/0536	Permitted Development	15/04/2025	245 Lightfoot Road, Hornsey, London, N8 7JQ	Certificate of Lawfulness for proposed dormer extension over property's existing rear 2nd floor rear terrace.	Neil McClellan
Hornsey	Lawful development: Proposed use	HGY/2025/0866	Permitted Development	30/04/2025	50 Rokesly Avenue, Hornsey, London, N8 8NR	Lawful development certificate for a dormer roof extension and three front rooflights.	Ben Coffie
Muswell Hill	Approval of details reserved by a condition	HGY/2022/1188	Not Determined	03/04/2025	1-9, Fortis Green Road, London, N10 3HP	Approval of details pursuant to condition 4 (construction management plan and construction logistics plan) attached to planning permission HGY/2019/1143	Matthew Gunning
Muswell Hill	Approval of details reserved by a condition	HGY/2023/1120	Approve	07/04/2025	Cranwood, 100 Woodside Avenue, Hornsey, London, N10 3JA	Approval of details for Condition 3 (Boundary treatment) of planning permission ref. HGY/2021/2727 granted on 10/10/2022 for the demolition of existing building and redevelopment of site to provide 41 new homes within 2 buildings rising from 2 to 6 storeys	Tania Skelli
Muswell Hill	Householder planning permission	HGY/2024/2538	Approve with Conditions	20/03/2025	23 Etheldene Avenue, Hornsey, London, N10 3QG	Retention (with alterations) of a timber framed gazebo in rear garden.	Roland Sheldon

Muswell Hill	Householder planning permission	HGY/2024/3360	Approve	14/03/2025	40 Cranley Gardens, Hornsey, London, N10 3AP	Erection of single storey ground floor side to rear extension	Roland Sheldon
Muswell Hill	Householder planning permission	HGY/2024/3483	Approve with Conditions	06/03/2025	1 Wellfield Avenue, Hornsey, London, N10 2EA	Loft conversion comprising the erection of a new dormer extension incorporating a balcony/terrace to the rear roof slope, and the installation of new and the replacement of existing rooflights on the rear, front and side roof slopes.	Neil McClellan
Muswell Hill	Householder planning permission	HGY/2024/3556	Approve with Conditions	21/03/2025	Berridale, Grand Avenue, Hornsey, London, N10 3BB	Rear dormer, pitched roof dormer to side roof slope & installation of one rooflight to front roof slope & two to side roof slope.	Alicia Croskery
Muswell Hill	Householder planning permission	HGY/2025/0081	Approve with Conditions	12/03/2025	1 Wellfield Avenue, Hornsey, London, N10 2EA	Single storey rear extension. This is an amendment to the previously approved extension, granted planning permission under planning application reference number HGY/2024/0841.	Neil McClellan
Muswell Hill	Approval of details reserved by a condition	HGY/2025/0210	Approve	25/03/2025	65 Onslow Gardens, Hornsey, London, N10 3JY	Approval of details pursuant to conditions 3 (Brickwork) attached to planning permission ref: HGY/2024/1585.	Mark Chan
Muswell Hill	Approval of details reserved by a condition	HGY/2025/0211	Approve	02/04/2025	65 Onslow Gardens, Hornsey, London, N10 3JY	Approval of details pursuant to conditions 3 (Brickwork) attached to planning permission ref: HGY/2024/1081.	Mark Chan
Muswell Hill	Approval of details reserved by a condition	HGY/2025/0262	Approve	07/03/2025	139 Fortis Green Road, Hornsey, London, N10 3LX	Details pursuant to approval of part of condition 3 (details of tiles) and to condition 4 (method statement for surface mounted installations and methods of fixing) of listed building consent HGY/2024/1420 for ?Part	Roland Sheldon
Muswell Hill	Approval of details reserved by a condition	HGY/2025/0323	Approve	08/04/2025	Cranwood, 100 Woodside Avenue, Hornsey, London, N10 3JA	Approval of details for condition 2 only (Energy) of planning permission ref. HGY/2021/2727 granted on 10/10/2022 for the demolition of existing building and redevelopment of site to provide 41 new homes within 3 buildings rising from 2 to 6 storeys in height with	Tania Skelli
Muswell Hill	Householder planning permission	HGY/2025/0353	Approve with Conditions	27/03/2025	93 Cranley Gardens, Hornsey, London, N10 3AD	Demolishment of existing conservatory and erection of new ground floor extension with 3 rooflights, as well as internal alterations to the first floor of a semi-detached property and replacement of existing windows.	Alicia Croskery
Muswell Hill	Householder planning permission	HGY/2025/0401	Approve with Conditions	17/04/2025	Flat 1, 64 Muswell Hill Road, Hornsey, London, N10 3JR	Erection of a single storey rear extension (6m depth) to ground-floor flat, with brickwork to match existing, Crittall-style glazed doors and windows, and rooflights. Internal alterations to reconfigure layout including structural openings. Blue	Alicia Croskery
Muswell Hill	Non-Material Amendment	HGY/2025/0444	Approve	24/03/2025	26 Birchwood Avenue, Hornsey, London, N10 3BE	Non Material Amendment to development approved under planning permission reference HGY/2022/2755, proposing the change in the front window fenestration from 3no. panes to 2no. panes.	Ben Coffie
Muswell Hill	Approval of details reserved by a condition	HGY/2025/0450	Approve	04/04/2025	Cranwood Development Site, 100 Woodside Avenue, Hornsey, London, N10 3JA	Approval of details for condition 15 (pinning) of planning permission ref. HGY/2021/2727 granted on 10/10/2022 for the demolition of existing building and redevelopment of site to provide 41 new homes within 3 buildings rising from 2 to 6 storeys in height with	Tania Skelli

Muswell Hill	Householder planning permission	HGY/2025/0466	Approve with Conditions	30/04/2025	7 Onslow Gardens, Hornsey, London, N10 3JT	Demonition of existing ground floor rear extension and first floor conservatory. Erection of a single storey rear and side wraparound extension, a first floor rear extension and a roof dormer on the rear eutridge. Enlargement to existing rear	Mark Chan
Muswell Hill	Non-Material Amendment	HGY/2025/0473	Refuse	11/04/2025	7 Onslow Gardens, Hornsey, London, N10 3JT	Non-material amendment to planning application ref: HGY/2024/3042 to alter the pitched corner on the flank wall of the approved extension.	Mark Chan
Muswell Hill	Removal/variation of conditions	HGY/2025/0477	Approve with Conditions	23/04/2025	18 Dukes Avenue, Hornsey, London, N10 2PT	variation condition 2 of planning permission ref. HGY/2024/2145 for the erection of a single storey rear extension, rear dormer window, replacement of existing window to the rear elevation; namely to change the	Ben Coffie
Noel Park	Approval of details reserved by a condition	HGY/2021/3778	Not Determined	11/04/2025	Dominion Centre, 9, The Broadway, London, N22 6DS	Approval of details reserved by condition 3 (trial repairs, trial DOFF cleaning and patch repairs) of listed building consent: HGY/2020/1014. Partial discharge of condition 3 relating to DOFF cleaning and	Mark Chan
Noel Park	Approval of details reserved by a condition	HGY/2023/0158	Approve	25/04/2025	Land at Haringey Heathlands, 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	Approval of details pursuant to condition 31 (CON 2) - partial discharge (Remediation of contamination) of planning permission HGY/2017/3117 relating to buildings D1-D4 and E1-E3 only	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2023/0671	Not Determined	11/04/2025	Dominion Centre, 9 The Broadway, Wood Green, London, N22 6DS	Approval of details reserved by condition 4 (methodology for affixing steel fixings and for parapet consolidation works) of listed building consent: HGY/2020/1014.	Mark Chan
Noel Park	Approval of details reserved by a condition	HGY/2023/1783	Approve	30/04/2025	Land at Haringey Heathlands, 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	Approval of details pursuant to condition 31 (CON 2) - partial discharge (Land contamination) of planning permission HGY/2017/3117 relating to buildings D1 and D2 only	Valerie Okeiyi
Noel Park	Listed building consent (Alt/Ext)	HGY/2024/2203	Approve with Conditions	16/04/2025	9 The Broadway, Wood Green, London, N22 6DS	Listed building consent for repairs to the front (west) elevation of the former Gaumont Cinema, including dismantling and rebuilding of the parapet with repairs to structural steel, reinstatement of failed cast	Mark Chan
Noel Park	Householder planning permission	HGY/2024/2474	Approve with Conditions	10/03/2025	221 & 221A Gladstone Avenue, Wood Green, London, N22 6LB	repair and replacement of roof tiles, chimney, and external bricks; replacement of front windows with double glazed timber windows and rear windows with uPVC and timber double glazed windows; replacement of front doors (wooded decoration)	Nathan Keyte
Noel Park	Lawful development: Existing use	HGY/2024/2552	Approve	03/03/2025	60-70 Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 0DJ	Certificate of Lawfulness: Existing use for use of the property as B8 (Data Centre)	Iliyan Topalov
Noel Park	Approval of details reserved by a condition	HGY/2024/3337	Approve	25/04/2025	Olympia Trading Estate, Coburg Road, Wood Green, London, N22 6TZ	Approval of details pursuant to condition 31 (CON 2) - partial discharge (remediation of contamination) attached to planning permission HGY/2017/3117 relating to D1-D4 and E1-E3	Valerie Okeiyi
Noel Park	Householder planning permission	HGY/2024/3453	Approve with Conditions	05/03/2025	8 Cobham Road, Wood Green, London, N22 6RP	Erection of a ground floor single storey rear extension.	Josh Parker

Noel Park	Consent to display an advertisement	HGY/2025/0074	Approve with Conditions	24/03/2025	575, Lordship Lane, Haringey, London, N22 5LE	Application of display of a single-sided advertisement display in front of the petrol station.	Mark Chan
Noel Park	Householder planning permission	HGY/2025/0127	Approve with Conditions	14/04/2025	35 Morley Avenue, Wood Green, London, N22 6LY	Replacement of an existing timber sliding sash windows with new double glazed timber sliding sash windows of a matching design. The existing window frames are to be retained and refurbished. The existing front door will also be replaced with a timber door.	Neil McClellan
Noel Park	Approval of details reserved by a condition	HGY/2025/0138	Approve	01/04/2025	707-725 LORDSHIP LANE, WOOD GREEN, LONDON, N22 5JY	Approval of details pursuant to condition 41 (BREEAM Certificate ) attached to planning permission HGY/2024/0450	Valerie Okeiyi
Noel Park	Full planning permission	HGY/2025/0156	Approve with Conditions	17/04/2025	Alexandra Infants And Junior School, Western Road, Wood Green, London, N22 6UH	Application for the provision of a new three storey external staircase provision and internal refurbishment to existing building. To facilitate this development we have proposed the demolition of the existing staircase to provide a new compliant stair.	Eunice Huang
Noel Park	Consent to display an advertisement	HGY/2025/0164	Approve with Conditions	19/03/2025	141 High Road, Wood Green, London, N22 6BA	Display of 1no. internally illuminated fascia sign and 1no. internally illuminated projecting sign.	Sion Asfaw
Noel Park	Consent to display an advertisement	HGY/2025/0231	Approve with Conditions	09/04/2025	17 Tower Terrace, Wood Green, London, N22 6SX	Advertisement consent for the display of 3 x non-illuminated fascia signs (at garages/portacabins to rear of No.17) (AMENDED PLANS).	Matthew Gunning
Noel Park	Lawful development: Existing use	HGY/2025/0250	Approve	14/04/2025	3 Whymark Avenue, Wood Green, London, N22 6DJ	Lawful development: Existing use. Conversion of single family dwelling house into 7 x self-contained residential flats.	Sion Asfaw
Noel Park	Householder planning permission	HGY/2025/0322	Approve with Conditions	07/04/2025	122 Maurice Avenue, Wood Green, London, N22 6PU	Single storey rear extension.	Emily Whittredge
Noel Park	Lawful development: Existing use	HGY/2025/0350	Approve	28/03/2025	23 Burghley Road, Wood Green, London, N8 0QG	Certificate of lawfulness for the existing use of the property as a small-scale House in Multiple Occupation (HMO) for up to six occupants (Use Class C4).	Roland Sheldon
Noel Park	Full planning permission	HGY/2025/0378	Refuse	08/04/2025	151B Moselle Avenue, Wood Green, London, N22 6EU	Erection of front porch	Sion Asfaw
Noel Park	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2025/0387	Refuse	28/04/2025	29 High Road, Wood Green, London, N22 6BH	Application to determine if prior approval is required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3) Town and Country Planning (General Permitted Development) (England) Order.	Oskar Gregersen
Noel Park	Householder planning permission	HGY/2025/0539	Approve with Conditions	09/04/2025	38 Malvern Road, Wood Green, London, N8 0LA	Side-return extension	Matthew Gunning

Northumberland Park	Approval of details reserved by a condition	HGY/2024/3370	Approve	07/03/2025	18 West Road & Unit 4 West Mews , Tottenham, London N17	Approval of details reserved by a condition 6 (Demolition/Construction Environmental Management Plans) attached planning permission HGY/2024/1370	Sarah Madondo
Northumberland Park	Full planning permission	HGY/2024/3444	Approve with Conditions	03/04/2025	16 Bromley Road, Tottenham, London, N17 0AR	Erection of single storey & part double storey rear extensions	Laina Levassor
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0173	Approve	21/03/2025	2 Farningham Road, Tottenham, London, N17 0PP	Approval of details pursuant to condition 2 (Provision of additional communal kitchen/dining space) attached to Appeal Decision APP/Y5420/C/23/3315563 dated 10 January 2025, quashing Enforcement Notice HMO/2019/00566 and creating	Neil McClellan
Northumberland Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0257	Not Required	17/03/2025	50 Glendish Road, Tottenham, London, N17 9XT	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.15m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Northumberland Park	Full planning permission	HGY/2025/0285	Approve with Conditions	17/04/2025	28 Park Lane, Tottenham, London, N17 0JT	Replacement of existing double glazed PVCu casement windows with new double glazed PVCu casement windows. Design, colour and fenestration to match existing.	Oskar Gregersen
Northumberland Park	Full planning permission	HGY/2025/0286	Approve with Conditions	28/03/2025	66 Shelbourne Road, Tottenham, London, N17 9YJ	Replacement of existing double glazed PVCu casement windows with double glazed PVCu casement windows.	Sion Asfaw
Northumberland Park	Householder planning permission	HGY/2025/0302	Refuse	09/04/2025	36 Tilson Road, Tottenham, London, N17 9UY	Erection of a ground floor rear extension	Oskar Gregersen
Northumberland Park	Lawful development: Proposed use	HGY/2025/0340	Permitted Development	25/03/2025	50 Coniston Road, Tottenham, London, N17 0EX	Certificate of lawfulness: proposed use loft extension.	Sion Asfaw
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0428	Approve	13/03/2025	Fiske Court, Lansdowne Road, Tottenham, London, N17 0NA	Approval of details reserved by a condition 4 (Demolition Environmental Management Plan (DEMP)), condition 16 (a) (Non-Road Mobile Machinery (NRMM)) attached to planning application Ref: HGY/2022/0305.	Kwaku Bossman-Gyamera
Northumberland Park	Approval of details reserved by a condition	HGY/2025/0429	Approve	13/03/2025	Ashdowne Court, 56 Lansdowne Road, Tottenham, London, N17 9XQ	Approval of details reserved by a condition 4 (Demolition Environmental Management Plan (DEMP)), condition 16 (a) (Non-Road Mobile Machinery (NRMM)) attached to planning application Ref: HGY/2022/0295.	Kwaku Bossman-Gyamera
Northumberland Park	Consent to display an advertisement	HGY/2025/0465	Approve with Conditions	23/04/2025	Bus Shelter, Pavement Outside 806 High Road, London, N17 0DH	Replacement of existing static double-sided advert with an internally illuminated double-sided sequential advertisement in bus shelter.	Nathan Keyte
Seven Sisters	Non-Material Amendment	HGY/2024/3214	Approve	02/04/2025	Brunel Walk, Tottenham, London	Non-material amendments to planning permission HGY/2022/2723 to include a new electrical substation at the Brunel Walk / Turners Avenue site.	Valerie Okeiyi



Seven Sisters	Householder planning permission	HGY/2024/3560	Approve with Conditions	05/03/2025	190 Seaford Road, Tottenham, London, N15 5DS	Erection of a single storey ground floor full-width rear extension with side infill.	Oskar Gregersen
Seven Sisters	Lawful development: Proposed use	HGY/2025/0001	Refuse	23/04/2025	3 Seaford Road, Tottenham, London, N15 5DU	Certificate of Lawfulness for change of use from C3(a) (Single family dwelling) to C3(b) (residential care for children).	Mark Chan
Seven Sisters	Removal/variation of conditions	HGY/2025/0068	Approve with Conditions	11/04/2025	245-249 High Road, Tottenham, London, N15 5BT	Removal/variation of a condition 1 (temp. permission expiry date) relating to planning permission ref. HGY/2022/0280 granted on 17/05/2022 for the amalgamation of ground floor units at 245 and 247-249 High Road into a single unit and use as a retail market.	Gareth Prosser
Seven Sisters	Lawful development: Proposed use	HGY/2025/0258	Refuse	31/03/2025	31 Elmar Road, Tottenham, London, N15 5DH	Certificate of Lawfulness for proposed rear dormer roof extension, and installation of front rooflights	Oskar Gregersen
Seven Sisters	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0293	Not Required	19/03/2025	70 Hillside Road, Tottenham, London, N15 6NB	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Seven Sisters	Full planning permission	HGY/2025/0307	Approve with Conditions	24/04/2025	85 St Anns Road, Tottenham, London, N15 6NJ	Ground floor rear extension providing ancillary storage space for the existing commercial unit.	Neil McClellan
Seven Sisters	Approval of details reserved by a condition	HGY/2025/0313	Approve	17/04/2025	718-722 Seven Sisters Road, Tottenham, London, N15 5NH	Approval of details reserved by a condition 5 (Waste and recycling management), condition 6 (Acoustic performance), condition 8 (Structural loading), condition 9 (Construction Management Plan) attached to planning application Ref: HGY/2024/1197	Kwaku Bossman-Gyamara
Seven Sisters	Lawful development: Proposed use	HGY/2025/0381	Permitted Development	14/03/2025	70 Hillside Road, Tottenham, London, N15 6NB	Lawful development: Proposed use for an L-shaped rear dormer	Sabelle Adjagboni
Seven Sisters	Full planning permission	HGY/2025/0433	Approve with Conditions	17/04/2025	2b-4 Thorpe Road , London , N15 6NR	Joint application to further extend rear dormer roof extensions as approved under HGY/2022/2390.	Oskar Gregersen
Seven Sisters	Householder planning permission	HGY/2025/0481	Approve with Conditions	30/04/2025	143 Seaford Road, Tottenham, London, N15 5DX	Erection of a single storey wrap-around side and rear extension projecting 3.5m from the rear elevation of the property. The extension is 3.1m high along the rear elevation, and steps down to 2.7m on the side elevation along the neighbouring garden.	Sarah Madondo
South Tottenham	Approval of details reserved by a condition	HGY/2024/2280	Approve	11/03/2025	47 Grovelands Road, Tottenham, London, N15 6BT	Approval of details reserved by condition 7 (Construction Logistics Management Plan) on approval HGY/2022/1199 for the extension of existing synagogue.	Alicia Croskery
South Tottenham	Approval of details reserved by a condition	HGY/2024/2422	Approve	03/03/2025	47 Grovelands Road, Tottenham, London, N15 6BT	Approval of details pursuant to condition 6 (waste/refuse storage) and condition 8 (external lighting) attached to planning permission HGY/2022/1199.	Alicia Croskery

South Tottenham	Change of use	HGY/2024/2854	Approve with Conditions	17/03/2025	110 & 112 Castlewood Road, Tottenham, London, N15 6BE	Change of use of the ground floor area of number 112 Castlewood Road and its garden from use class C3(a) to a synagogue use class F1(f) to extend an existing synagogue at number 110 Castlewood Road, and associated changes (amended)	Nathan Keyte
South Tottenham	Householder planning permission	HGY/2024/3289	Approve with Conditions	14/03/2025	58 Wargrave Avenue, Tottenham, London, N15 6UB	Erection of a ground floor and basement extension and front and rear lightwells.	Sabelle Adjagboni
South Tottenham	Full planning permission	HGY/2024/3397	Approve with Conditions	29/04/2025	Container Yard, 39 Markfield Road, Tottenham, London, N15 4QF	Re-configuration of forecourt layout, installation of 9 no. additional shipping containers for use as artist recording studios in the forecourt of 39a Markfield Road, N15 4QA, for a temporary period of 5 years.	Roland Sheldon
South Tottenham	Full planning permission	HGY/2024/3447	Approve with Conditions	29/04/2025	Land and Railway Arches to the South of Page Green Road, Land and Railway Arches to the South of Page Green Road, London, N15 4PG	Change of use of existing industrial site to a vehicle rental and repair site along with demolition of existing structure installation of rental vehicle office, rental vehicle wash bay, maintenance and repair workshop with associated changes (amended)	Sarah Madondo
South Tottenham	Lawful development: Proposed use	HGY/2024/3520	Refuse	14/03/2025	22 Clifton Gardens, Tottenham, London, N15 6AP	Certificate of Lawfulness for the proposed erection of a front porch.	Mark Chan
South Tottenham	Householder planning permission	HGY/2024/3528	Approve with Conditions	03/03/2025	49 & 51 Wellington Avenue, Tottenham, London, N15 6AX	Erection of a Type 3 extension to No.51, and erection of a joint first floor rear extension to both Nos. 49 and 51.	Daniel Boama
South Tottenham	Householder planning permission	HGY/2025/0046	Approve with Conditions	07/03/2025	22 Clifton Gardens, Tottenham, London, N15 6AP	Erection of additional storey 'Type 3' extension.	Mark Chan
South Tottenham	Full planning permission	HGY/2025/0059	Refuse	11/03/2025	20-22 Clifton Gardens, Tottenham, London, N15 6AP	Erection of first floor rear extension across two adjoining properties.	Mark Chan
South Tottenham	Full planning permission	HGY/2025/0107	Refuse	19/03/2025	77 Lealand Road, Tottenham, London, N15 6JT	Erection of ground floor wrap-around extension to the flat and a type 3 loft extension to the upper flat.	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2025/0170	Approve with Conditions	16/04/2025	80 Ferndale Road, Tottenham, London, N15 6UQ	Erection of a single storey side infill extension with a monopitched roof and 2no. rooflights. (AMENDED DESCRIPTION)	Daniel Boama
South Tottenham	Householder planning permission	HGY/2025/0175	Approve with Conditions	01/04/2025	7 Lockmead Road, Tottenham, London, N15 6BX	Erection of a single storey ground floor side to rear wrap-around extension.	Sabelle Adjagboni
South Tottenham	Householder planning permission	HGY/2025/0186	Approve with Conditions	28/03/2025	79 Ferndale Road, Tottenham, London, N15 6UG	Erection of Type 3 roof extension.	Neil McClellan

South Tottenham	Householder planning permission	HGY/2025/0188	Approve with Conditions	01/04/2025	7 Lockmead Road, Tottenham, London, N15 6BX	Erection of 2nd floor extension with loft accommodation at 3rd level within a pitched roof (Type 3 extension)	Sabelle Adjagboni
South Tottenham	Full planning permission	HGY/2025/0202	Approve with Conditions	25/03/2025	36-38 Wargrave Avenue, Tottenham, London, N15 6UD	Erection of increased depth single storey rear extension and ?Type 3? additional storey extension with rooflights to no.38, joint first floor rear extension to both nos. 36 and 38 Wargrave Avenue.	Roland Sheldon
South Tottenham	Approval of details reserved by a condition	HGY/2025/0219	Refuse	30/04/2025	2 Wakefield Road, Tottenham, London, N15 4NL	Approval of details pursuant to condition 3 (Materials) attached to planning permission HGY/2019/0192	Gareth Prosser
South Tottenham	Lawful development: Existing use	HGY/2025/0269	Approve	31/03/2025	13 Crowland Road, Tottenham, London, N15 6UL	Certificate of Lawfulness: Existing use for the use of 13 Crowland Road as 3no. self-contained flats	Oskar Gregersen
South Tottenham	Full planning permission	HGY/2025/0279	Approve with Conditions	25/04/2025	67 Ferndale Road, Tottenham, London, N15 6UG	Replacement of existing timber windows and doors with double glazed uPVC windows and doors.	Mark Chan
South Tottenham	Full planning permission	HGY/2025/0281	Approve with Conditions	02/04/2025	Unit 11, 189-191 Broad Lane, Tottenham, London, N15 4QT	Replacement of existing flue with a new chimney duct and flue to unit 11.	Kwaku Bossman-Gyamena
South Tottenham	Lawful development: Proposed use	HGY/2025/0335	Permitted Development	19/03/2025	56 Craven Park Road, Tottenham, London, N15 6AB	Lawful development certificate for: Rear outrigger roof extension	Emily Whittredge
South Tottenham	Full planning permission	HGY/2025/0351	Approve with Conditions	09/04/2025	106 and 108 Fairview Road, Tottenham, London, N15 6TP	Joint planning application - type 3 roof extensions and rear ground floor/first floor outrigger extensions to both properties 106 and 108 Fairview Road	Kwaku Bossman-Gyamena
South Tottenham	Lawful development: Proposed use	HGY/2025/0372	Permitted Development	09/04/2025	84 Gladesmore Road, Tottenham, London, N15 6TD	Certificate of Lawfulness for the erection of a dormer extension to the rear outrigger roof.	Neil McClellan
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0434	Not Required	07/04/2025	26 Clifton Gardens, Tottenham, London, N15 6AP	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.8m and for which the height of the eaves would be 3m	Sabelle Adjagboni
South Tottenham	Lawful development: Proposed use	HGY/2025/0484	Permitted Development	24/04/2025	93 Gladesmore Road, Tottenham, London, N15 6TL	Certificate of Lawfulness for proposed construction of rear dormer and outrigger extensions to facilitate a loft conversion	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2025/0487	Approve with Conditions	24/04/2025	56 Craven Park Road, Tottenham, London, N15 6AB	Erection of an additional storey (?Type 3? extension) and replacement of the existing rear extension and infill conservatory with a single-storey rear extension.	Emily Whittredge

South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0607	Refuse	17/04/2025	161 Gladesmore Road, Tottenham, London, N15 6TJ	Erection of single storey extension which extends beyond the rear wall of the original house by 5.3m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.	Daniel Boama
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0668	Refuse	15/04/2025	17 Pembroke Road, Tottenham, London, N15 4NW	Erection of a single storey extension which extends beyond the rear wall of the original house by 6.0m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3.0m.	Daniel Boama
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0719	Not Required	28/04/2025	33 Norfolk Avenue, Tottenham, London, N15 6JX	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.8m	Sabelle Adjagboni
South Tottenham	Prior notification: Development by telecoms operators	HGY/2025/1132	Permitted Development	28/04/2025	61 Markfield Road, Tottenham, London, N15 4QA	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). <del>Permitted Development</del>	Kwaku Bossman-Gyamara
St Ann's	Full planning permission	HGY/2024/3158	Approve with Conditions	25/04/2025	44 Woodlands Park Road, Tottenham, London, N15 3RX	Rear dormer loft conversion to Flats C & D	Eunice Huang
St Ann's	Full planning permission	HGY/2025/0087	Approve with Conditions	11/03/2025	First Floor Flat, 31 Rowley Road, Tottenham, London, N15 3AX	Erection of rear dormer, slight increase in roof ridge height and 2 roof lights to the front elevation.	Alicia Croskery
St Ann's	Householder planning permission	HGY/2025/0169	Approve with Conditions	29/04/2025	441A, West Green Road, Tottenham, London, N15 3PL	Loft extension to 1st floor flat, incorporating a rear dormer and outrigger dormer. Amendment to previous rejected application HGY/2024/1195. APP/Y5420/W/24/3348442 appeal was dismissed.	Kwaku Bossman-Gyamara
St Ann's	Lawful development: Existing use	HGY/2025/0207	Approve	07/03/2025	70 Station Crescent, Tottenham, London, N15 5BE	Certificate of Lawfulness an existing loft conversion, comprising rear dormer extensions and rooflights and for an existing ground floor extension to the rear.	Josh Parker
St Ann's	Householder planning permission	HGY/2025/0209	Approve with Conditions	25/03/2025	26-28 Grove Road, Tottenham, London, N15 5HJ	Single storey rear and side return extension, first floor rear extension, loft conversion including rear dormer and outrigger extensions and 2 front roof lights, replacement windows	Emily Whittredge
St Ann's	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0259	Refuse	17/03/2025	9 Gorleston Road, Tottenham, London, N15 5QR	Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Sabelle Adjagboni
St Ann's	Lawful development: Proposed use	HGY/2025/0260	Permitted Development	07/04/2025	9 Gorleston Road, Tottenham, London, N15 5QR	Certificate of Lawfulness for proposed use: Erection of a ground floor single storey rear extension.	Daniel Boama
St Ann's	Householder planning permission	HGY/2025/0478	Approve with Conditions	23/04/2025	108 Harringay Road, Tottenham, London, N15 3HX	Replacement of existing rear extension with a full width rear extension 5.28m in depth, creating a small courtyard to the rear.	Oskar Gregersen

Stroud Green	Approval of details reserved by a condition	HGY/2024/0090	Approve	07/03/2025	81 Mount View Road, Hornsey, London, N4 4JA	Approval of details pursuant to conditions 3 (materials) and 4 (window details) attached to planning permission HGY/2023/1669.	Eunice Huang
Stroud Green	Full planning permission	HGY/2024/1445	Approve with Conditions	28/03/2025	Shop, 194 Stroud Green Road, London, N4 3RN	Replacement shopfront incorporating folding doors.	Eunice Huang
Stroud Green	Householder planning permission	HGY/2024/2695	Approve with Conditions	24/04/2025	160 Weston Park, Hornsey, London, N8 9PN	Erection of single storey side/rear infill extension	Oskar Gregersen
Stroud Green	Full planning permission	HGY/2024/3283	Approve with Conditions	05/03/2025	52 Blythwood Road, Hornsey, London, N4 4EX	Replacement of existing timber, aluminium and uPVC mixture of windows with modern double-glazed timber and uPVC windows.	Mark Chan
Stroud Green	Lawful development: Proposed use	HGY/2024/3316	Refuse	17/04/2025	Flat 1, Verdant Court, 20 Connaught Road, Hornsey, London, N4 4AW	Certificate of lawfulness for the proposed stationing of a 'mobile home, outbuilding or structure' of 7.5 metre width, part 5.8 & 4.2 metres depth and at a height of 2.7 metres within the residential curtilage of a block of flats for residential purposes.	Adam Silverwood
Stroud Green	Full planning permission	HGY/2024/3320	Approve with Conditions	05/03/2025	26 Nelson Road, Hornsey, London, N8 9RU	Replacement of existing timber windows with uPVC windows.	Mark Chan
Stroud Green	Householder planning permission	HGY/2024/3526	Approve with Conditions	07/03/2025	16 Oakfield Road, Hornsey, London, N4 4NL	Erection of ground floor rear infill extension; changes to fenestration; and other associated changes.	Nathan Keyte
Stroud Green	Full planning permission	HGY/2024/3551	Approve with Conditions	05/03/2025	Part Ground Floor, Abyssinia Court, Weston Park, London, N8 9PL	Change of use of part ground floor of west wing from Class E(g)(iii) (office) to create four affordable Class C3 (residential) units, change of use of part ground floor of east wing from Class C3 (ancillary residential) to Class E(g)(iii) (office) for use as a shop.	Ben Coffie
Stroud Green	Householder planning permission	HGY/2025/0073	Refuse	04/04/2025	19 Stapleton Hall Road, Hornsey, London, N4 3QE	Proposed 2nd floor roof extension above the property's existing rear outrigger. Installation of one skylight in the rear main roof.	Sabelle Adjagboni
Stroud Green	Householder planning permission	HGY/2025/0098	Approve with Conditions	11/03/2025	55 Mayfield Road, Hornsey, London, N8 9LL	Construction of L-shape rear roof extension and installation of 2 front rooflights.	Laina Levassor
Stroud Green	Full planning permission	HGY/2025/0125	Approve with Conditions	17/03/2025	Flat A, 82 Florence Road, Hornsey, London, N4 4DP	Erection of a single storey infill extension to the rear of the property.	Neil McClellan
Stroud Green	Full planning permission	HGY/2025/0158	Refuse	20/03/2025	130 Stapleton Hall Road, Hornsey, London, N4 4QB	Erection of part single, part two and part three-storey rear extension, creation of front lightwell, lowering of existing lower ground floor level, to facilitate conversion of property into 4 self-contained flats.	Alicia Croskery

Stroud Green	Full planning permission	HGY/2025/0205	Approve with Conditions	14/04/2025	84 Stroud Green Road, Hornsey, London, N4 3EN	Installation of new window openings to the ground floor commercial units rear flank wall.	Neil McClellan
Stroud Green	Householder planning permission	HGY/2025/0256	Approve with Conditions	07/04/2025	9 Mount Pleasant Villas, Hornsey, London, N4 4HH	Demolish existing rear ground floor extension to create a ground floor side infill and wrap around extension at rear. Install four roof lights to the main roof. Roof terrace above first floor rear dormer. Install six course brick chimney equipment in the rear garden.	Alicia Croskery
Stroud Green	Householder planning permission	HGY/2025/0308	Approve with Conditions	01/04/2025	Flat 2, 76 Ferme Park Road, Hornsey, London, N8 9RY	Proposed partial ground floor single storey rear extension; erection of fence to inner garden to separate the common area from private rear garden area.	Nathan Keyte
Stroud Green	Householder planning permission	HGY/2025/0325	Approve with Conditions	01/04/2025	68 Inderwick Road, Hornsey, London, N8 9JY	Demolition of existing conservatory, erection of single storey ground floor side infill and linked rear extension.	Sion Asfaw
Stroud Green	Lawful development: Existing use	HGY/2025/0384	Approve	14/04/2025	94-96 Stroud Green Road, Hornsey, London, N4 3EN	Certificate of lawful development for an existing use: Ground floor of 94 and 96 Stroud Green Road in use as restaurant class use E(b)	Emily Whittredge
Stroud Green	Full planning permission	HGY/2025/0388	Approve with Conditions	28/04/2025	89 Nelson Road, Hornsey, London, N8 9RS	Amalgamation of 2no. 2-bedroom flats into a single family dwellinghouse.	Mark Chan
Stroud Green	Householder planning permission	HGY/2025/0394	Approve with Conditions	01/04/2025	12 Albany Road, Hornsey, London, N4 4RJ	Extension of the existing rear extension, alongside the creation of a lightwell to the street elevation, extension of the existing basement with new bay, and amendment of the existing access staircase at the front.	Josh Parker
Stroud Green	Householder planning permission	HGY/2025/0402	Approve with Conditions	30/04/2025	53 Ridge Road, Hornsey, London, N8 9LJ	Loft conversion with new dormer to the front elevation and new dormer to the rear elevation. Introduction of a terrace to the rear flat roof.	Josh Parker
Stroud Green	Consent to display an advertisement	HGY/2025/0464	Approve with Conditions	23/04/2025	Bus Shelter, Pavement Opposite 95 Stroud Green Road, Finsbury Park, London, N4 3PX	Replacement of existing static double-sided advert with an internally illuminated double-sided sequential advertisement in bus shelter.	Nathan Keyte
Stroud Green	Consent under Tree Preservation Orders	HGY/2025/0496	Approve with Conditions	30/04/2025	127 Mount View Road, Hornsey, London, N4 4JH	Works to tree protected by a TPO. T1 London Plane growing over 4 gardens reduce overall canopy by 3m to manage size for space	Daniel Monk
Stroud Green	Householder planning permission	HGY/2025/0528	Approve with Conditions	29/04/2025	Flat 3, 5 Beatrice Road, Hornsey, London, N4 4PD	Formation of rear dormer roof extension and insertion two front rooflights.	Ben Coffie
Stroud Green	Full planning permission	HGY/2025/0546	Approve with Conditions	29/04/2025	85 Lancaster Road, Hornsey, London, N4 4PL	Replacement of existing timber sash windows with modern double glazed timber units on a like-for-like basis.	Sion Asfaw

Tottenham Central	Householder planning permission	HGY/2024/2633	Approve with Conditions	28/03/2025	First Floor Flat, 22 Bedford Road, Tottenham, London, N15 4HA	Replacement of existing single glazed timber framed windows with white double glazed timber framed windows at the front and white uPVC windows at the rear.	Josh Parker
Tottenham Central	Householder planning permission	HGY/2024/2634	Approve with Conditions	04/04/2025	Ground Floor Flat, 22 Bedford Road, Tottenham, London, N15 4HA	Conversion of existing garage into a habitable space.	Josh Parker
Tottenham Central	Householder planning permission	HGY/2024/3224	Approve with Conditions	06/03/2025	7 Nelson Road, Tottenham, London, N15 4LE	Alterations to rear elevation and replacement of flat roof with a pitched roof to the existing single storey rear extension and removal of stone cladding to front elevation. (AMENDED DESCRIPTION)	Mark Chan
Tottenham Central	Full planning permission	HGY/2024/3380	Refuse	08/04/2025	Yard rear of 42 Summerhill Road, Tottenham, London, N15 4HD	The erection of a single storey building and the change of use of the site from storage use (Class B8) to a vehicle repair garage and MOT centre (Class B2).	Neil McClellan
Tottenham Central	Full planning permission	HGY/2024/3552	Refuse	01/04/2025	144 Greyhound Road, Tottenham, London, N17 6XN	Erection of two storey extension	Laina Levassor
Tottenham Central	Full planning permission	HGY/2025/0070	Approve with Conditions	13/03/2025	Flat B, 56 Dongola Road, Tottenham, London, N17 6EE	Proposed rear dormer with roof terrace, installation of two front roof lights.	Oskar Gregersen
Tottenham Central	Householder planning permission	HGY/2025/0117	Approve with Conditions	25/04/2025	28 Mount Pleasant Road, Tottenham, London, N17 6TN	Erection of single storey ground floor side infill extension.	Josh Parker
Tottenham Central	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2025/0149	Approve with Conditions	18/03/2025	1 Spur Road, Tottenham, London, N15 4AA	Application to determine if prior approval is required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3) [Town and Country Planning (General Permitted Development) (England) Order 2019]	Oskar Gregersen
Tottenham Central	Lawful development: Proposed use	HGY/2025/0165	Approve	17/04/2025	133 Napier Road, Tottenham, London, N17 6YQ	Certificate of Lawfulness for proposed hip to gable & rear dormer extensions to facilitate loft conversion, installation of 2 front rooflights.	Mark Chan
Tottenham Central	Full planning permission	HGY/2025/0221	Approve with Conditions	27/03/2025	143-145 Philip Lane, Tottenham, London, N15 4HQ	Front retractable canopy (Retrospective) with proposed lowering of the frame by 0.4m and inclusion of a fabric awning to the canopy with permanent planting	Kwaku Bossman-Gyamara
Tottenham Central	Householder planning permission	HGY/2025/0237	Approve with Conditions	25/03/2025	15 Summerhill Road, Tottenham, London, N15 4HF	Proposed ground floor rear extension; enlargement of existing first floor rear outrigger; installation of 5x skylights and solar panels; changes to existing windows and materiality.	Nathan Keyte
Tottenham Central	Lawful development: Proposed use	HGY/2025/0240	Permitted Development	28/03/2025	166 The Avenue, Tottenham, London, N17 6JL	Certificate of lawfulness: proposed use roof extension and ground floor rear extension.	Sion Asfaw

Tottenham Central	Householder planning permission	HGY/2025/0270	Approve with Conditions	27/03/2025	First And Second Floor Flat, 36 West Green Road, Tottenham, London, N15 5NP	Re-installment of original roof to match pre-existing roof prior to demolition and insertion of rear dormer. Insertion of 2no rooflights on the new roof front slope.	Daniel Boama
Tottenham Central	Approval of details reserved by a condition	HGY/2025/0277	Approve	02/04/2025	Holy Trinity Vicarage, Philip Lane, Tottenham, London, N15 4GZ	<del>Details of cycle parking as required by condition 4 of planning permission HGY/2023/0541 for: Conversion and extension of former nursery building to create new cafe space and external seating including replacement windows.</del>	Emily Whittredge
Tottenham Central	Non-Material Amendment	HGY/2025/0318	Approve	10/03/2025	51 Moorefield Road, Tottenham, London, N17 6PU	Non-Material Amendment to vary the plans approved under planning permission Ref: HGY/2021/0894 (Proposed exterior flank wall of dormer to be raised up to matching existing brick finish).	Kwaku Bossman-Gyamera
Tottenham Central	Lawful development: Proposed use	HGY/2025/0341	Permitted Development	18/03/2025	65 Handsworth Road, Tottenham, London, N17 6DB	Lawful development: Proposed use for a rear L-shaped dormer including the insertion of rooflights in the front roof slope	Sabelle Adjagboni
Tottenham Central	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0537	Not Required	07/04/2025	3 Handsworth Road, Tottenham, London, N17 6DB	Erection of single storey extension which extends beyond the rear wall of the original house by 3.5m, for which the maximum height would be 3.2m and for which the height of the eaves would be 2.6m	Oskar Gregersen
Tottenham Central	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0677	Not Required	22/04/2025	84 Higham Road, Tottenham, London, N17 6NP	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.45m and for which the height of the eaves would be 3m	Daniel Boama
Tottenham Hale	Full planning permission	HGY/2023/0261	Approve with Conditions	03/03/2025	Berol Quarter, Ashley Road, London N17 9LJ	<del>Full planning permission for the refurbishment and extension of Berol House to include Use Class E floorspace; and the redevelopment of 2 Berol Yard to provide new residential homes and Use Class E floorspace with associated landscaping.</del>	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/0884	Approve	24/03/2025	Council Depot, Ashley Road, Tottenham, London, N17 9DP	Partial approval of details pursuant to Condition 49(a) only (Living and Blue Roofs) attached to Planning Permission Ref: HGY/2022/0752 dated 31 August 2022.	Adam Silverwood
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/1309	Approve	15/04/2025	Plot B (Ferry Island), Tottenham Hale Centre	Approval of details pursuant to Conditions B9 (Boiler Details (LBH Environmental Health/Carbon Management)) in relation to Plot B (FERRY ISLAND site) of the Tottenham Hale Centre development	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/1910	Approve	14/04/2025	Plot C (Welbourne), Tottenham Hale Centre	<del>Application for the approval of details pursuant to Condition C6 (Overheating and Model Report) in relation to the non-residential element (health centre) of Plot C (Welbourne site) of the Tottenham Hale Centre planning permission / DA ref.</del>	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/2610	Approve	24/03/2025	Hale Wharf, Ferry Lane, Tottenham, London	Submission of details pursuant to conditions 4 and 5 of planning permission reference HGY/2018/2352	Adam Silverwood
Tottenham Hale	Full planning permission	HGY/2024/3114	Refuse	16/04/2025	Units 13-14, Millmead Business Centre, Mill Mead Road, Tottenham, London, N17 9QU	Retrospective planning permission is sought for the change of use of the site to a place of worship (Use Class F1).	Adam Silverwood



Tottenham Hale	Approval of details reserved by a condition	HGY/2024/3436	Approve	14/04/2025	29-33, The Hale, Tottenham, London, N17 9JZ	Approval of details reserved by Condition 15 (Overheating (Student Accommodation)) attached to planning permission HGY/2021/2304 dated 30 August 2023.	Philip Elliott
Tottenham Hale	Full planning permission	HGY/2024/3490	Refuse	13/03/2025	3 Cromer Road, Tottenham, London, N17 9RX	Erection of roof extension to existing block of flats to create an additional 2 (no.) units and associated changes.	Nathan Keyte
Tottenham Hale	Full planning permission	HGY/2025/0005	Approve with Conditions	07/03/2025	512 High Road, Tottenham, London, N17 9SX	Change of use of the 1st floor from storage use (Class B8) to residential use (Class C3) and amalgamation with the existing 2nd floor flat to form one larger 1-bedroom flat (Class C3 Use) over the 1st floor and 2nd floor.	Kwaku Bossman-Gyamara
Tottenham Hale	Full planning permission	HGY/2025/0129	Approve with Conditions	13/03/2025	Unit 1, West Apartments, 2 Ashley Road, Tottenham, London, N17 9RW	Installation of plant equipment and covered vents to support the anticipated new Asda Express store, infill of aperture with masonry to match existing. The equipment will be located on the north west side of the	Alicia Croskery
Tottenham Hale	Approval of details reserved by a condition	HGY/2025/0130	Approve	02/04/2025	Accord House, Ashley Road, Tottenham, London, N17 9AZ	Submission of details pursuant to Condition 41 (Commercial Overheating) of planning permission reference HGY/2022/0752: Council Depot, Ashley Road, London, N17 9DP - Full planning application for the erection of 270 homes including 50% affordable housing.	Adam Silverwood
Tottenham Hale	Full planning permission	HGY/2025/0166	Refuse	03/03/2025	1 Havelock Road, Tottenham, London, N17 9DS	Change of use of a single dwelling to form 2 no. two-bedroom flats	Alicia Croskery
Tottenham Hale	Full planning permission	HGY/2025/0346	Approve with Conditions	08/04/2025	Unit 16, Lockwood Industrial Park, Mill Mead Road, Tottenham, London, N17 9QP	Continued temporary placement of 5 no. 20 ft shipping containers to forecourt of industrial unit (3 no. containers on ground level and 2 no stacked above).	Roland Sheldon
Tottenham Hale	Full planning permission	HGY/2025/0421	Approve with Conditions	14/04/2025	Supermarket, 570-592 High Road, Tottenham, London, N17 9TA	Replacement refrigeration plant equipment and its associated fencing, as well as the installation of air source heat pumps and associated works along the northern boundary.	Alicia Croskery
Tottenham Hale	Lawful development: Proposed use	HGY/2025/0424	Permitted Development	08/04/2025	44 Holcombe Road, Tottenham, London, N17 9AS	Certificate of lawfulness: Proposed use rear dormer loft conversion.	Sion Asfaw
Tottenham Hale	Approval of details reserved by a condition	HGY/2025/0613	Approve	25/04/2025	29-33, Tottenham, Tottenham, London, N17 9JZ	Approval of details reserved by Conditions 24 (Stage II Written Scheme of Investigation of Archaeology) and 25 (Foundation Design ? Archaeology) attached to planning permission HGY/2021/2304 dated 30 August 2023.	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2025/0757	Approve	25/03/2025	Accord House, Ashley Road, Tottenham, London, N17 9AZ	Submission of details pursuant to condition 19 (20% of Parking Spaces with Electric Charging Infrastructure) of planning permission reference HGY/2022/0752	Adam Silverwood
West Green	Full planning permission	HGY/2023/3214	Refuse	14/04/2025	14 Vincent Road, Tottenham, London, N15 3QH	Subdivision of the site and construction of detached studio dwelling.	Ben Coffie

West Green	Householder planning permission	HGY/2024/2801	Approve with Conditions	04/04/2025	107 Downhills Way, Tottenham, London, N17 6AJ	Proposed single storey rear extension.	Ben Coffie
West Green	Non-Material Amendment	HGY/2024/2920	Approve	30/04/2025	423, The Red House, West Green Road, Tottenham, London, N15 3PJ	Non-material amendment to planning permission HGY/2018/1806 to relocate the Block C Cycle Storage from the current internal location to an external location to facilitate the requirement for a cleaners store	Valerie Okeiyi
West Green	Approval of details reserved by a condition	HGY/2024/3458	Approve	05/03/2025	Broadwater Farm Estate, London N17	Application for the discharge of Condition 22 (Considerate Constructors Scheme - MOSELLE PHASE ONLY) as attached to the planning permission HGY/2022/0823 as approved on 07/03/2023	Adam Silverwood
West Green	Approval of details reserved by a condition	HGY/2024/3459	Approve	25/03/2025	Broadwater Farm Estate, London N17	Application for the discharge of Condition 23 (Construction Environmental Management Plan) as attached to the planning permission HGY/2022/0823, as approved on 07/03/2023 for: Demolition of the existing buildings and structures and	Adam Silverwood
West Green	Approval of details reserved by a condition	HGY/2024/3462	Approve	06/03/2025	Broadwater Farm Estate, London N17	Application for the discharge of Condition 32 (Piling Method Statement - MOSELLE PHASE ONLY) as attached to the planning permission HGY/2022/0823, as approved on 07/03/2023 for: Demolition of the existing buildings and structures and	Adam Silverwood
West Green	Full planning permission	HGY/2024/3466	Approve with Conditions	05/03/2025	238 Sirdar Road, Wood Green, London, N22 6QX	Erection of rear dormer and installation of 3 front rooflights.	Laina Levassor
West Green	Householder planning permission	HGY/2025/0048	Approve with Conditions	06/03/2025	24 Stanmore Road, Tottenham, London, N15 3PS	Construction of new partially glazed single storey infill extension at ground floor rear	Oskar Gregersen
West Green	Full planning permission	HGY/2025/0167	Refuse	27/03/2025	268 West Green Road, Tottenham, London, N15 3QR	Erection of a third-floor extension to the front of the building to create 2 x 1-bedroom self-contained flats and the resubmission following the approval of the second-floor extension to create a 1 x 1-bedroom self-contained flat under existing roof space	Daniel Boama
West Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0192	Refuse	11/03/2025	91L Carlingford Road, Tottenham, London, N15 3EJ	Erection of a single storey extension which extends beyond the rear wall of the original house by 4.96m, for which the maximum height would be 3.38m and for which the height of the eaves would be 3m	Daniel Boama
West Green	Approval of details reserved by a condition	HGY/2025/0225	Approve	05/03/2025	Broadwater Farm Estate, London	Application for the discharge of Condition 36 (Digital Connectivity - MOSELLE PHASE ONLY) as placed upon application HGY/2022/0823 for: ?Demolition of the existing buildings and structures and	Adam Silverwood
West Green	Approval of details reserved by a condition	HGY/2025/0282	Approve	28/04/2025	Broadwater Farm Estate, London	Application for the discharge of Condition 52a (Living Roofs) as placed upon application HGY/2022/0823 for: ?Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C2)	Adam Silverwood
West Green	Lawful development: Proposed use	HGY/2025/0312	Permitted Development	25/03/2025	7 Vincent Road, Tottenham, London, N15 3QA	Certificate of lawfulness for proposed dev: Loft conversion with erection of rear dormer with a Juliette balcony and insertion of 2no. rooflights on front roof slope of main roof.	Alicia Croskery

West Green	Householder planning permission	HGY/2025/0311	Approve with Conditions	25/03/2025	7 Vincent Road, Tottenham, London, N15 3QA	Erection of rear side extension with one rooflight and replacement windows on side and rear elevation.	Alicia Croskery
West Green	Householder planning permission	HGY/2025/0333	Approve with Conditions	11/04/2025	73 Boundary Road, Tottenham, London, N22 6AS	Erection of single storey rear extension following demolition of conservatory	Emily Whittredge
West Green	Lawful development: Proposed use	HGY/2025/0334	Permitted Development	14/03/2025	73 Boundary Road, Tottenham, London, N22 6AS	Certificate of Lawfulness for rear dormer	Emily Whittredge
West Green	Householder planning permission	HGY/2025/0436	Approve with Conditions	30/04/2025	48 Sirdar Road, Wood Green, London, N22 6RG	Demolition of existing side garage and shed, rear garage, and rear extension. Erection of a single storey side and rear infill extension set back from front elevation, with a part glazing on sloped roof, 1no. front window to rear elevation and internal alterations.	Daniel Boama
West Green	Consent to display an advertisement	HGY/2025/0493	Approve with Conditions	22/04/2025	300-306, West Green Road, London, N15 3QR	Display of two internally illuminated fascia signs and one internally illuminated projecting sign to shop front.	Sion Asfaw
West Green	Full planning permission	HGY/2025/0594	Approve with Conditions	28/04/2025	44A, Westbury Avenue, London, N22 6RS	Formation of rear dormer and insertion of two rooflights to front roofslope	Alicia Croskery
West Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0641	Not Required	10/04/2025	146 Downhills Park Road, Tottenham, London, N17 6BP	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 4m and for which the height of the eaves would be 3m	Daniel Boama
West Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0665	Not Required	22/04/2025	145 Higham Road, Tottenham, London, N17 6NU	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 4m and for which the height of the eaves would be 3m	Daniel Boama
West Green	Lawful development: Proposed use	HGY/2025/0895	Permitted Development	28/04/2025	107 Downhills Way, London N17 6AJ	Lawful development: Proposed loft conversion comprising the formation of a rear dormer roof extension and two front rooflights.	Ben Coffie
West Green	Approval of details reserved by a condition	HGY/2025/0988	Approve	24/04/2025	Broadwater Farm Estate, London	Submission of details for the discharge of Condition 34 (Play Space) of planning permission reference HGY/2022/0823 for: ?Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential / Use Class	Adam Silverwood
White Hart Lane	Full planning permission	HGY/2024/1412	Approve with Conditions	03/03/2025	Nos. 4, 9,10,11,14,15, Walthef Avenue, London, N17 7PL	Replacement of Nos. 4, 9,10,11,14 & 15, Walthef Avenues' windows and doors.	Sabelle Adjagboni
White Hart Lane	Lawful development: Proposed use	HGY/2024/3340	Refuse	04/04/2025	5 Homecroft Road, Wood Green, London, N22 5EL	Certificate of Lawfulness for use of the dwellinghouse as a children's home within Use Class C3(b) .	Nathan Keyte

White Hart Lane	Full planning permission	HGY/2024/3416	Approve with Conditions	14/03/2025	Chapmans Green , Perth Road, Haringey , N22 5RB	Removal of existing fencing and installation of new fencing and gates, replacement of rear doors and glass screen, installation of side entrance doors, and alterations to façade and roof. (AMENDED DESCRIPTION)	Mark Chan
White Hart Lane	Householder planning permission	HGY/2025/0060	Approve with Conditions	17/04/2025	54 Henningham Road, Tottenham, London, N17 7DT	Front porch extension, hard landscaping to front garden and bin store.	Emily Whittredge
White Hart Lane	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0177	Not Required	10/03/2025	116 Norfolk Avenue, Wood Green, London, N13 6AJ	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.85m	Daniel Boama
White Hart Lane	Full planning permission	HGY/2025/0291	Approve with Conditions	30/04/2025	Risley Avenue Primary School, The Roundway, Tottenham, London, N17 7AB	Change of use of ground floor of the former caretaker's house into nursery to expand the school's childcare provision.	Kwaku Bossman-Gyamera
White Hart Lane	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0374	Not Required	20/03/2025	131 The Roundway, Tottenham, London, N17 7HD	Erection of single storey extension which extends beyond the rear wall of the original house by 5.2m, for which the maximum height would be 3m and for which the height of the eaves would be 2.9m	Oskar Gregersen
White Hart Lane	Householder planning permission	HGY/2025/0439	Approve with Conditions	08/04/2025	8 New Road, Wood Green, London, N22 5ET	Erection of single-storey rear conservatory extension with polycarbonate roof	Sion Asfaw
White Hart Lane	Householder planning permission	HGY/2025/0516	Approve with Conditions	22/04/2025	99 Norfolk Avenue, Wood Green, London, N13 6AL	Erection of two-storey side extension, re-location of entrance to front of property from side extension, erection of extended rear dormer extension, erection of single storey rear extension.	Roland Sheldon
White Hart Lane	Full planning permission	HGY/2025/0545	Approve with Conditions	30/04/2025	68 De Quincey Road, Tottenham, London, N17 7DJ	Replacement of the existing uPVC windows with modern profile double glazed UPVC units on all elevations.	Daniel Boama
White Hart Lane	Approval of details reserved by a condition	HGY/2025/0693	Approve	22/04/2025	Land adjacent to 8 Grainger Road, London, N22 5LT	Submission of details pursuant to Condition 3 (external materials & detailing) of planning permission reference HGY/2022/1789.	Neil McClellan
White Hart Lane	Approval of details reserved by a condition	HGY/2025/0749	Approve	22/04/2025	Land adjacent to 8 Grainger Road, London, N22 5LT	Submission of details pursuant to Condition 7 (sustainable drainage) of planning permission reference HGY/2022/1789.	Neil McClellan
Woodside	Approval of details reserved by a condition	HGY/2024/1634	Approve	14/04/2025	132 Station Road, Wood Green, London, N22 7SX	Approval of details pursuant to condition 16 (Boundary Treatment) attached to Planning permission HGY/2020/3036.	Matthew Gunning
Woodside	Approval of details reserved by a condition	HGY/2024/2116	Approve	10/04/2025	132 Station Road, Wood Green, London, N22 7SX	Approval of details pursuant to condition 5 (Cycle Parking Facilities) and Condition 6 (Refuse Storage) attached to Planning permission HGY/2020/3036.	Matthew Gunning

Woodside	Approval of details reserved by a condition	HGY/2024/3199	Approve	04/03/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Approval of details reserved by condition 3 (Levels) of Planning Permission HGY/2023/1043 for "erection of a three-storey building comprising of Class E floorspace and external alterations of the existing Civic Centre and offices".	Samuel Uff
Woodside	Lawful development: Proposed use	HGY/2024/3273	Approve	06/03/2025	28 Stirling Road, Wood Green, London, N22 5BT	Certificate of Lawfulness for the proposed erection of a single storey rear extension.	Mark Chan
Woodside	Full planning permission	HGY/2024/3308	Approve with Conditions	03/03/2025	720A & 720B Lordship Lane, Wood Green, N22 5JN	Replacement of all existing timber framed windows with new UPVC windows.	Neil McClellan
Woodside	Approval of details reserved by a condition	HGY/2024/3542	Approve	10/04/2025	Rear of 132 Station Road, London, N22 7SX	Approval or addendum to details already approved in connection with Condition 3 (Sample of Facing Materials) attached to planning permission HGY/2020/3036 and subsequent approval of details applications	Matthew Gunning
Woodside	Approval of details reserved by a condition	HGY/2025/0017	Approve	14/04/2025	Civic Centre, High Road, Wood Green, London, N22 9SB	Approval of details reserved by condition 3 (Piling Method Statement) of Planning Permission HGY/2023/1043 for "erection of a three-storey building comprising of Class E floorspace and external alterations of the existing Civic Centre and offices".	Samuel Uff
Woodside	Lawful development: Proposed use	HGY/2025/0034	Refuse	04/03/2025	13, Maryland Road, London, N22 5AR	Lawful certificate for a loft conversion (amended).	Josh Parker
Woodside	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0155	Not Required	05/03/2025	47 Dunbar Road, Wood Green, London, N22 5BG	Erection of single storey extension which extends beyond the rear wall of the original house by 3.4m, for which the maximum height would be 3.76m and for which the height of the eaves would be 2.85m	Oskar Gregersen
Woodside	Consent to display an advertisement	HGY/2025/0185	Approve with Conditions	20/03/2025	194 High Road, Wood Green, London, N22 8HH	Consent to display an advertisement for new internally illuminated fascia sign and one internally illuminated projecting sign.	Alicia Croskery
Woodside	Lawful development: Proposed use	HGY/2025/0296	Permitted Development	07/04/2025	Space Apartments, 419 High Road, Wood Green, London, N22 8JS	Certificate of Lawfulness to confirm that alterations to improve the fire safety credentials of the site do not comprise "development?". No other internal or external alterations are proposed other than those set in green space information with	Adam Silverwood
Woodside	Full planning permission	HGY/2025/0306	Approve with Conditions	08/04/2025	722 Lordship Lane, Wood Green, London, N22 5JN	Change of use of a single dwellinghouse (Class C3) to a House in Multiple Occupation (HMO) (Class C4) for up to 5 people. (Retrospective)	Oskar Gregersen
Woodside	Lawful development: Proposed use	HGY/2025/0309	Refuse	01/04/2025	15 Ranelagh Road, Wood Green, London, N22 7TJ	Erection of a single storey side infill extension, erection of rear dormer and linked roof extension, insertion of 2 front rooflights.	Sion Asfaw
Woodside	Lawful development: Existing use	HGY/2025/0391	Approve	09/04/2025	10 Lascotts Road, Wood Green, London, N22 8JN	Lawful development: Existing use as 2 one-bedroom flats, and 1 two-bedroom flat, by way of a loft conversion.	Oskar Gregersen

Woodside	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2025/0445	Approve with Conditions	28/04/2025	11 and 11a Commerce Road, Wood Green, London, N22 8DZ	Application to determine if prior approvals required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3) Town and Country Planning (General Permitted Development) (England) Order	Adam Silverwood
Woodside	Full planning permission	HGY/2025/0476	Approve with Conditions	23/04/2025	26 Lascotts Road, Wood Green, London, N22 8JN	Change of use from use class C3 to C4 (HMO).	Oskar Gregersen
Woodside	Full planning permission	HGY/2025/0520	Approve with Conditions	28/04/2025	11 Commerce Road, Wood Green, London, N22 8DZ	* Repair of the deficient roof. - minor alteration of the roof including reducing the roof height and parapet wall to the front left side. - Removal of unused and unsafe chimney breasts. - Insertion of a matching door and window to the front elevation.	Adam Silverwood
Woodside	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2025/0634	Not Required	22/04/2025	21 Cumberland Road, Wood Green, London, N22 7TD	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.2m and for which the height of the eaves would be 2.5m	Daniel Boama