



Haringey Council

Planning Sub Committee

MONDAY, 14TH MAY, 2012 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Basu, Beacham, Demirci (Chair), Erskine, Hare, Peacock (Vice-Chair), Rice, Schmitz and Waters

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AGENDA

1. APOLOGIES

2. 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 11 below.

3. DECLARATIONS OF INTEREST

A member with a personal interest in a matter who attends a meeting of the authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgement of the public interest **and** if this interest affects their financial position or the financial position of a person or body as described in paragraph 8 of the Code of Conduct **and/or** if it relates to the determining of any approval, consent, licence, permission or registration in relation to them or any person or body described in paragraph 8 of the Code of Conduct.

4. DEPUTATIONS/PETITIONS

To consider receiving deputations and/or petitions in accordance with Part Four, Section B, Paragraph 29 of the Council's Constitution.

5. MINUTES

To confirm and sign the minutes of the Planning Sub Committee held on 16 April 2012.

TO FOLLOW

6. FUNRIVAL HOUSE, 50 CHOLMELEY PARK N6 - PROPOSED VARIATIONS TO SECTION 106 AGREEMENT (PAGES 1 - 6)

To consider the proposal by Rozbelle the applications for a variation of the current s106 agreement for the development at Furnival House, 50 Cholmeley Park as agreed in September 2010. No other changes to the planning permission are sought.

7. PLANNING APPLICATIONS (PAGES 7 - 8)

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. 638 HIGH ROAD, N17 0AA (PAGES 9 - 96)

Erection of 4 storey building (plus basement) to provide A1 retail use at ground and basement levels and 26 residential units at first, second and third floors.
RECOMMENDATION: Grant permission subject to conditions.

9. 2 MAIDSTONE ROAD, N11 2TP (PAGES 97 - 128)

Demolition of existing house and erection of three storey block comprising of 6 x 2 bed flats and 3 x 3 bed flats.
RECOMMENDATION: Grant permission subject to conditions and subject to a s106 Legal Agreement.

10. 555 WHITE HART LANE, N17 (PAGES 129 - 178)

Erection of an extension to the Commercial Laundry at the eastern end of the site (Use Class B2), the formation of a loading bay for two delivery vehicles, erection of vehicle maintenance building and the erection of a new retaining wall and an acoustic fence, retention of existing retaining wall and hardstanding and use of hardstanding for parking of domestic passenger vehicles for staff. Reconsulting due to amended plans.
RECOMMENDATION: Grant permission subject to conditions.

11. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

12. DATE OF NEXT MEETING

Monday 11 June 2012 (tbc)

David McNulty
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and Member Services
Level 5
River Park House
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Thursday, 03 May 2012



Haringey Council

Agenda item:

[No.]**Planning Sub Committee****14th May 2012**

Report Title. **Furnival House, 50 Cholmeley Park N6 - Proposed Variations to Section 106 Agreement**

Report of **Head of Development Management**

Signed :

Contact Officer : **Paul Smith , Head of Development Management Telephone 020 8489 5507**

Wards(s) affected: **Highgate**

Report for: **Sub-Committee**

1. Purpose of the report

1.1. To consider the proposal by Rozbelle the applicants for a variation of the current s106 agreement for the development at Furnival House, 50 Cholmeley Park as agreed in September 2010. No other changes to the planning permission are sought.

2. Summary

Planning Consent was granted In September 2010 to Rozbelle the applicants for a 15 residential unit development at Furnival House, 50 Cholmeley Park. A total financial contribution of £1,505,000 was agreed as part of the Section 106 agreement for housing, education, transportation, Traffic Management Order (TMO) and administration/recovery. Rozbelle are committed to the project and seek a variation to this S106 Agreement attached to the original planning permission in order to make the scheme viable and progress with construction.

3. Recommendation

3.1. That the Committee agrees the variations to reduce the contributions to the existing s106 Agreement attached to planning permission (HGY/2010/1175) for the development at Furnival House, 50 Cholmeley Park.

4.0 Changing the Section 106 Agreement – National Guidelines

Background

- 4.1 The Council's planning policies aim to promote development in appropriate locations and, as far as possible, in ways and for uses that will provide significant benefits for the wider area. Impacts of developments need to be mitigated adequately. In considering the form of a development, the mix and type of uses and the degree to which the impacts of that development are mitigated, it is reasonable to take into account the potential benefits, in planning terms, of the whole development.
- 4.2 The Minister for Decentralisation and Cities' 'Statement on Growth' in March 2011 calls for local authorities to review existing s106 agreements on schemes that are unviable. Where necessary and possible, obligations should be modified to allow development to proceed provided this continues to ensure that the development remains acceptable in planning terms.
- 4.3 The National Planning Policy Framework (March 2012) also encourages local planning authorities to avoid non-essential conditions or obligations when they would undermine the viability of development proposals.

5.0 Detailed Considerations

The Scheme

- 5.1 Planning Consent was granted In September 2010 to Rozbelle for a 15 residential unit development at Furnival House, 50 Cholmeley Park. A total financial contribution of £1,505,000 was agreed as part of the Section 106 agreement for Housing, Education, Transportation, Traffic Management Order (TMO) and Administration/recovery. Due to various circumstances, Rozbelle although committed to the project seek a variation to the S106 Agreement attached to the original planning permission in order to make the scheme viable and progress with construction.
- 5.2 The original planning permission remains unchanged; The proposed variation is in line with the Minister for Decentralisation and Cities' 'Statement on Growth'.
- 5.3 In order to improve the viability of the scheme and for the development to be carried out, the architects (Moxley Architects) have been left with no other option but to seek a reduction/variation in the Section 106 contribution for the approved scheme, and therefore ask to have this request put forward for consideration. The Education contribution will remain the same as existing.

5.4 **The existing Section 106 contribution are as follows;**

Contribution	£
Housing	1,320 000
Education	120,000
Transportation	50,000
TMO	1000
Admin/Recovery	14,000
TOTAL	£1,505,000

5.5 **The applicant seeks to vary the Section 106 contributions as follows;**

Contribution	£
Housing	1,080 000
Education	72,791
Transportation	50,000
TMO	1,000
Admin/Recovery	5,000
TOTAL	£1,208,791

5.6 A financial viability statement has been submitted by the architects which assesses the viability of the scheme based on Residual Value Basis. The appraisal was prepared on a current day basis using current day costs and current day values even though the appraisal makes references to July 2008 which related to when the original costings were prepared. Changes in the market between that date and the current time have essentially meant that there have been no net increases in tender prices over that period. It can be confirmed that this viability statement was independently verified.

5.7 There is an issue regarding the viability of the approved scheme and therefore the applicants seek a reduction figure of £296,209 of the existing Section 106 contributions. There are a number of factors that have led to the proposed reduction in Section 106 contributions such as the economic climate. This can be further justified by the following;

- Sales values have been depressed from the time of the original approval, this is generally something in the order of 15% lower or more.
- The build cost has increased - At the point of approval, the build costs allowed for a tender deflation figure of circa £500K as tenders at that time were coming in lower due to the depression in the construction market at that time. That situation is no longer the

case and therefore the deflation in tender prices can no longer be allowed for in the build cost as construction prices are increasing.

- The recent Government Budget put 20% VAT back onto works to listed buildings, such work had previously been exempt from the payment of VAT.

In summary therefore the sales are down a minimum of 15%, build cost is up circa £500K and 20% VAT has been added.

- 5.8 Despite the above, when the development is carried out, the Council will still receive albeit reduced receipts in terms of the contributions outlined within the original S106 agreement – enabling contribution to be made to the provision of education, housing in the borough also local highway enhancement.
- 5.9 Having assessed the appraisal a variation to the s106 agreement imposed on the original planning consent is recommended to reflect the current viability of the proposal and enable the development to be carried out.

6.0 Existing Section 106 Agreement Clauses Requested for Variation

The officers recommend that the principle of the following variations are accepted

7.0 Recommendation

- 7.1 Through discussions between Moxley Architects and the officers, it is agreed that in order to make the proposed development at Furnival House, 50 Cholmeley Park viable, a variation to the existing s106 obligations attached to the existing planning permission should be agreed.
- 7.2 This variation is sought to reflect a reduction in the S106 contribution. It is recommended that the Committee accept the changes to the contributions to the variation to the original s106 Agreement as outlined above.





Haringey Council



Agenda item:

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Planning Sub-Committee **On 14th May 2012**

Report Title: Planning applications reports for determination	
Report of: Lyn Garner Director of Place and Sustainability	
Wards(s) affected: All	Report for: Planning Sub-Committee
<p>1. Purpose Planning applications submitted to the above Planning Sub-Committee for determination by Members.</p>	
<p>2. Summary All applications present on the following agenda consists of sections comprising a consultation summary, an officers report entitled planning considerations and a recommendation to Members regarding the grant or refusal of planning permission.</p>	
<p>3. Recommendations See following reports.</p>	
<p>Report Authorised by: <i>Paul Smith</i> <i>pp</i> Marc Dorfman Assistant Director Planning, Regeneration & Economy</p>	
<p>Contact Officer: Ahmet Altinsoy Development Management Support Team Leader Tel: 020 8489 5114</p>	
<p>4. Local Government (Access to Information) Act 1985 Planning staff and application case files are located at 6th Floor, River Park House, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am – 5.00pm, Monday – Friday. Case Officers will not be available without appointment. In addition application case files are available to view print and download free of charge via the Haringey Council website: 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.</p> <p>The Development Management Support Team can give further advice and can be contacted on 020 8489 1478, 9.00am – 5.00pm, Monday – Friday.</p>	

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Planning Sub-Committee 14 May 2012

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2012/0427	Ward: Tottenham Hale
Address: 638 High Road N17 0AA	
Proposal: Erection of 4 storey building (plus basement) to provide A1 retail use at ground and basement levels and 26 residential units at first, second and third floors.	
Existing Use: Vacant Site	
Proposed Use: Basement/Ground Floor – Commercial; 1 st /2 nd /3 rd Floor – Residential	
Applicant: Threadneedle Pensions Limited	
Ownership: Private	

DOCUMENTS

Title
Planning and Heritage Statement – prepared by Montague Evans
Design and Access Statement – prepared by Rolfe Judd Architecture Limited
Acoustic Report – prepared by Alan Saunders
Air Quality Assessment – prepared by WSP
Sunlight and daylight study – prepared by GVA Schatunowski Brooks
Archaeology Desktop Assessment – prepared by Mills Whipp
Flood Risk Assessment – prepared by Water Environment
Construction Management Plan – prepared by Workman

PLANS

Plan Number	Revision	Plan Title
Schedule of Previous Drawings (i.e. Prior to Demolition) – For Information Only		
CPMS/3838-01	E	Floor Plan
2570/AL(2)-102	P8	Stock Woolstencroft Proposed Ground floor Plan
2570/AL(2)-103	P14	SW Proposed First Floor Plan
2570/AL(2)-104	P13	SW Proposed Second Floor Plan
2570/AL(2)-105	P13	SW Proposed Third Floor Plan
2570/AL(2)-106	P4	SW Proposed Roof Floor Plan
2570/AL(2)-111	P4	SW Proposed High Road and Side Elevations
2570/AL(2)-112	P3	SW Proposed Lansdowne Road Elevation
2570/AL(2)-113	P2	SW Proposed Rear Elevation
2570/AL(2)-114	P2	SW Proposed Long Section AA
2570/AL(2)-115	P2	SW Proposed Long Section BB

Note: Because the building was destroyed during the fire and subsequently demolished, 'as existing' drawings are not included. However, the applicant has included 'as previously

built' drawings, because this is an important 'material consideration' for the Council.

Schedule of Planning Application Drawings

5103/T90P00	/	Block Plan
5103/T(20)E01	/	Proposed Lansdowne Road Elevation
5103/T(20)E02	/	Proposed High Road Elevation
5103/T(20)E03	/	Proposed Rear Elevation
5103/T(20)E04	/	Proposed Gable Elevation
5103/T(20)E05	/	Proposed Entrance Elevation
5103/T(20)P-1	/	Proposed Basement Floor Plan
5103/T(20)P00	/	Proposed Ground Floor Plan
5103/T(20)P01	T1	Proposed First Floor Plan
5103/T(20)P02	T1	Proposed Second Floor Plan
5103/T(20)P03	T1	Proposed Third Floor Plan
5103/T(20)P04	T1	Proposed Roof Plan
5103/T(20)S01	/	Proposed Section 1
5103/T(20)S02	/	Proposed Section 2
5103/T(20)S03	/	Proposed Section 3
5103/T(20)S04	/	Proposed Section 4
5103/T(20)S05	/	Proposed Section 5
5103/T(21)E01	/	Elevation and Section Detail

Case Officer Contact:

Michelle Bradshaw

P: 0208 489 5280

E: michelle.bradshaw@haringey.gov.uk

PLANNING DESIGNATIONS

Area of Archaeological Importance

Conservation Area

Locally Listed Building

Air Quality Management Area (AQMA)

RECOMMENDATION

GRANT PERMISSION subject to conditions

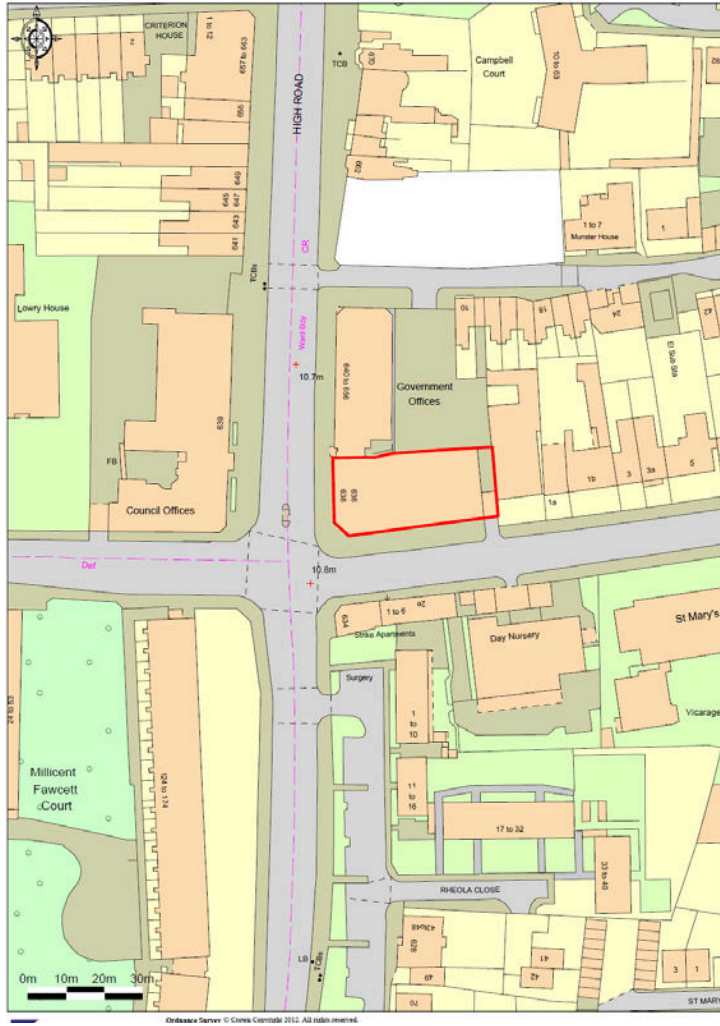
SUMMARY OF REPORT

That the Planning Committee be minded to grant planning permission for application HGY/2012/0437 subject to conditions. The report summary and conclusion are set out at section 12.0 of this report. In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

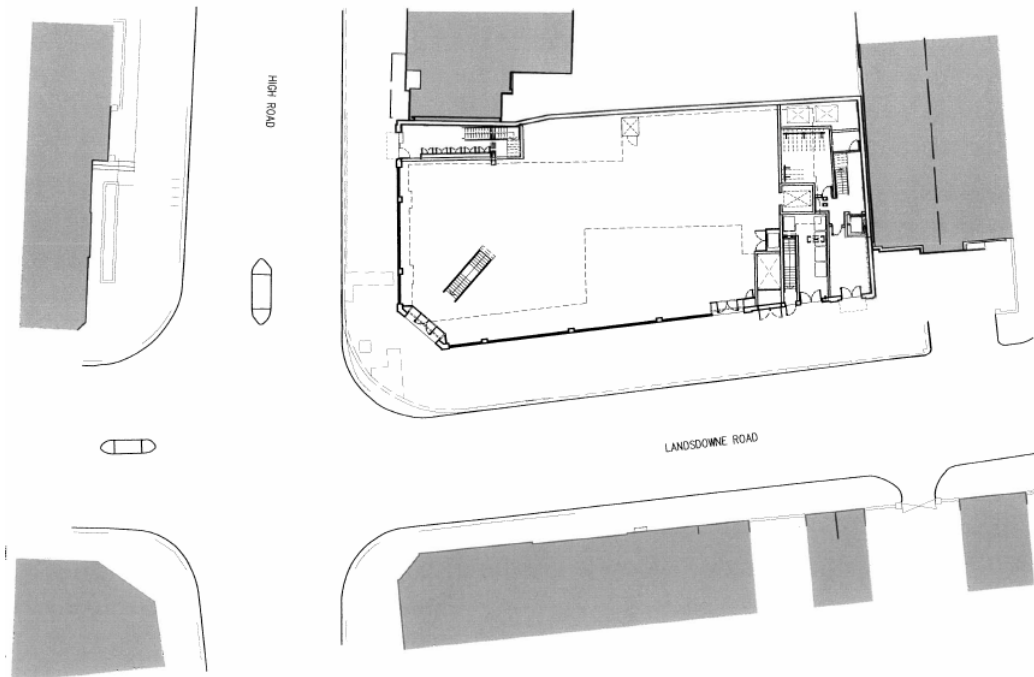
It is considered that the scheme is consistent with planning policy and in the public interest. The new building will reinstate an important local landmark of a higher quality design than the previous building at the time it was destroyed. The design will replicate the appearance of the previous building reinstating many of the original features and materials. The development will preserve and enhance the character of the street scene and conservation area. Therefore, subject to appropriate conditions the application is considered acceptable and on this basis, it is recommended that the application be granted planning permission.

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11.0	EQUALITIES
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14.0	APPENDICES

1.0 SITE PLAN

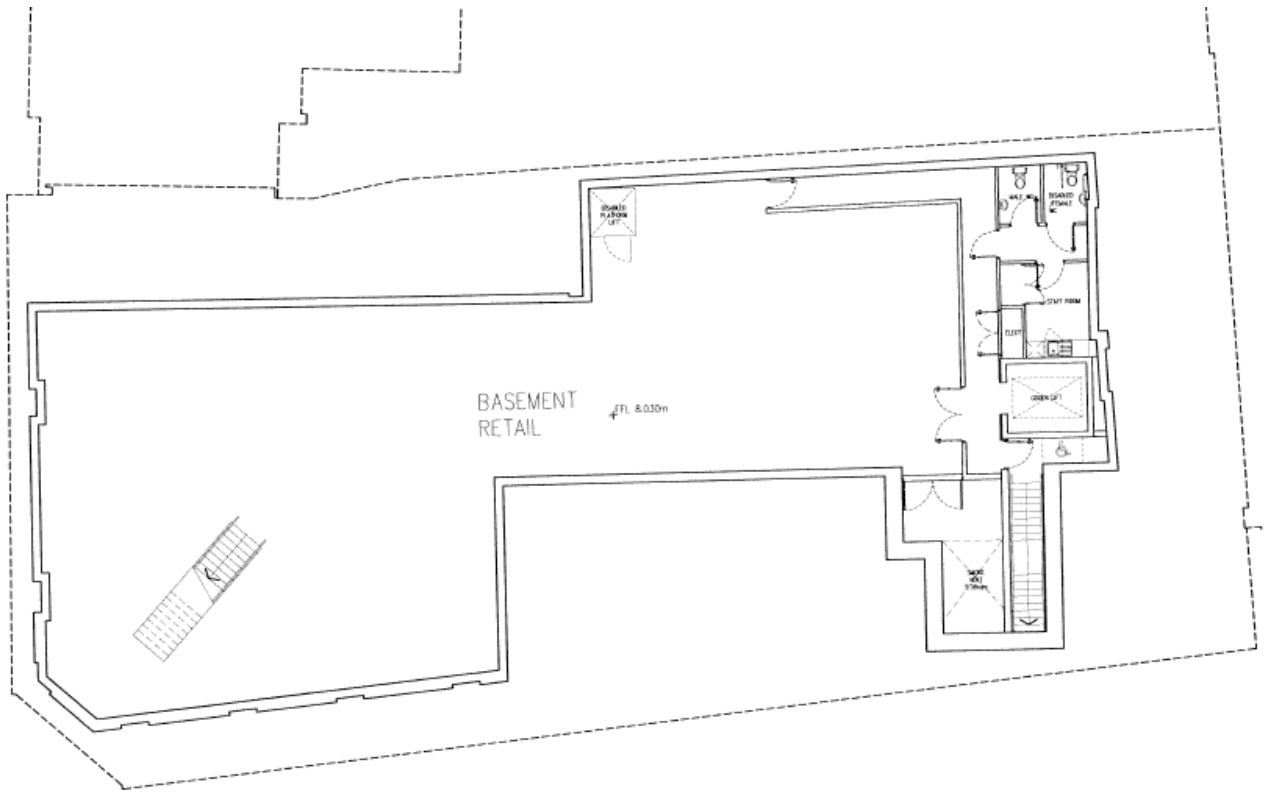


Block Plan

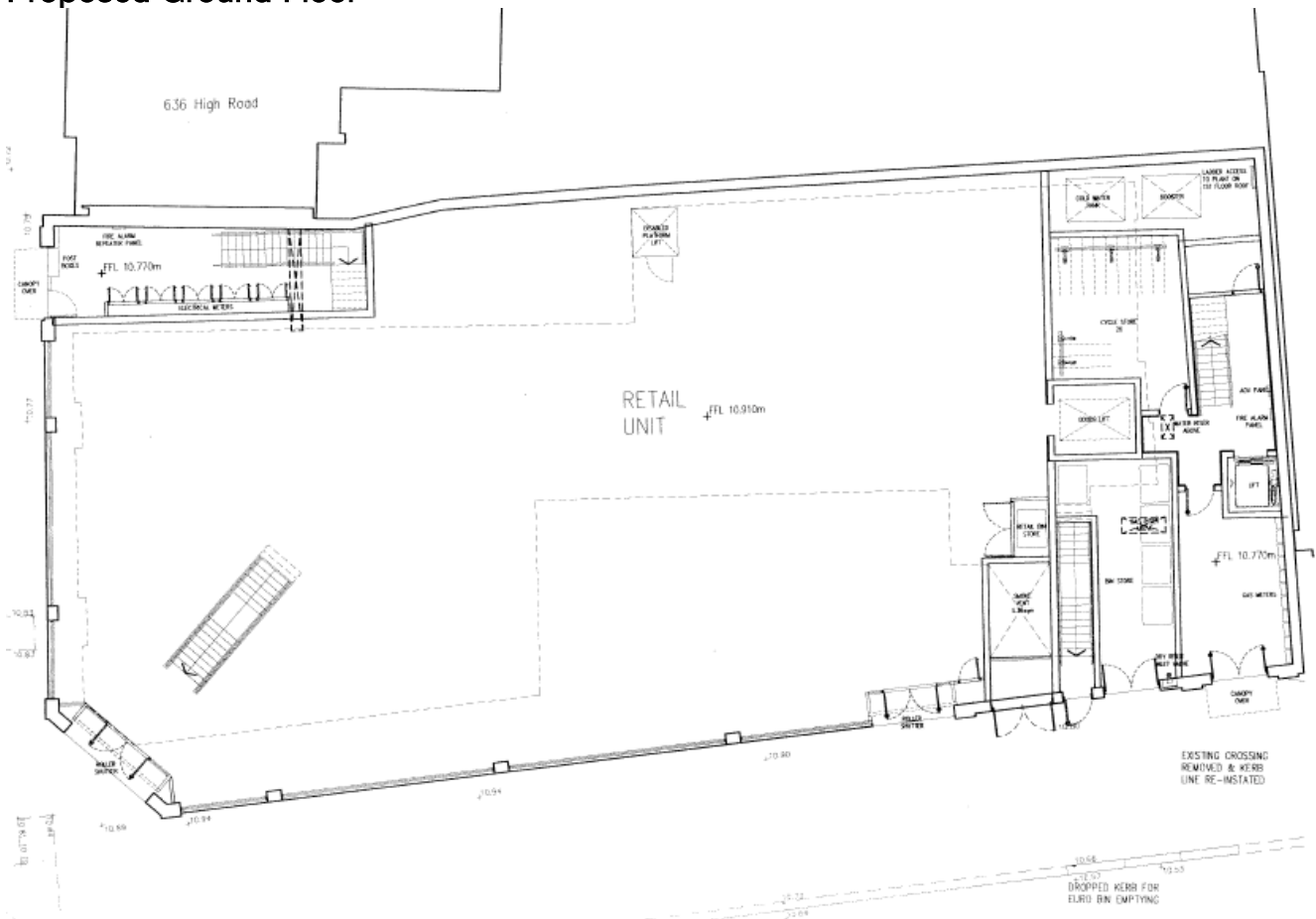


2.0 IMAGES

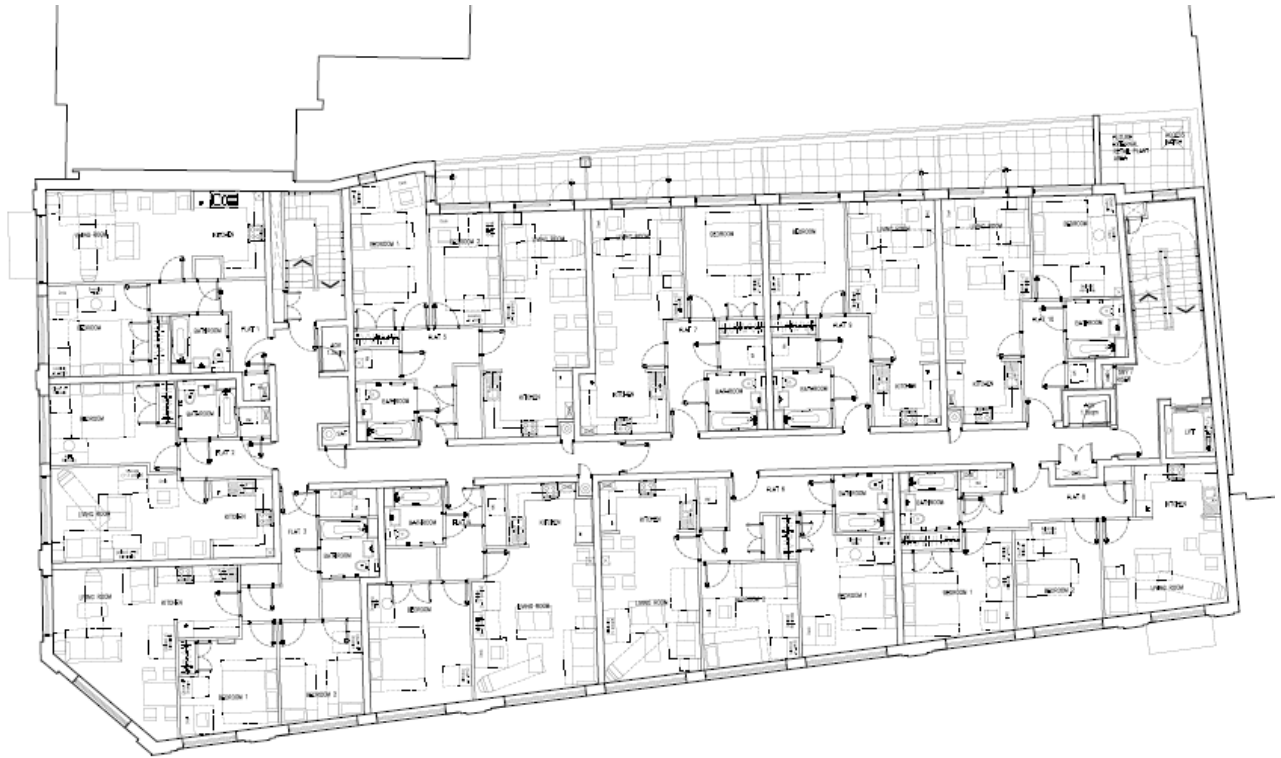
Proposed Basement Floor



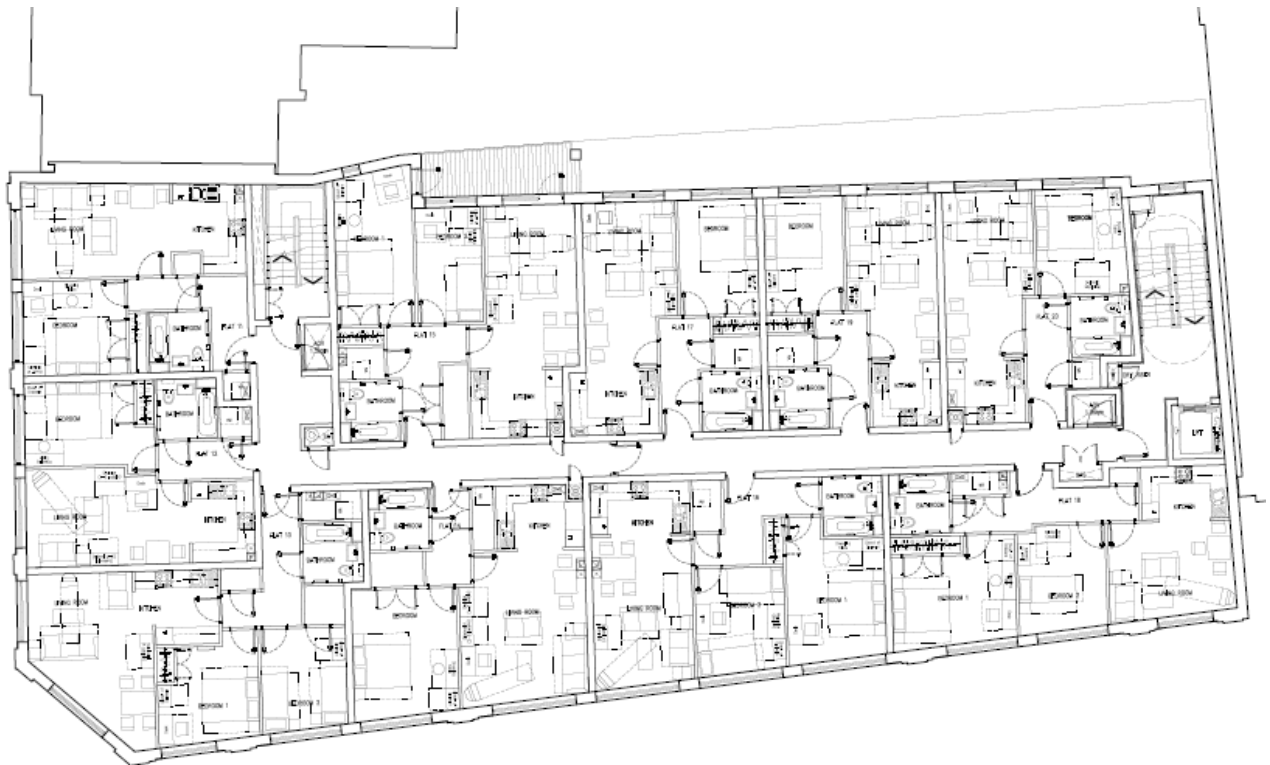
Proposed Ground Floor



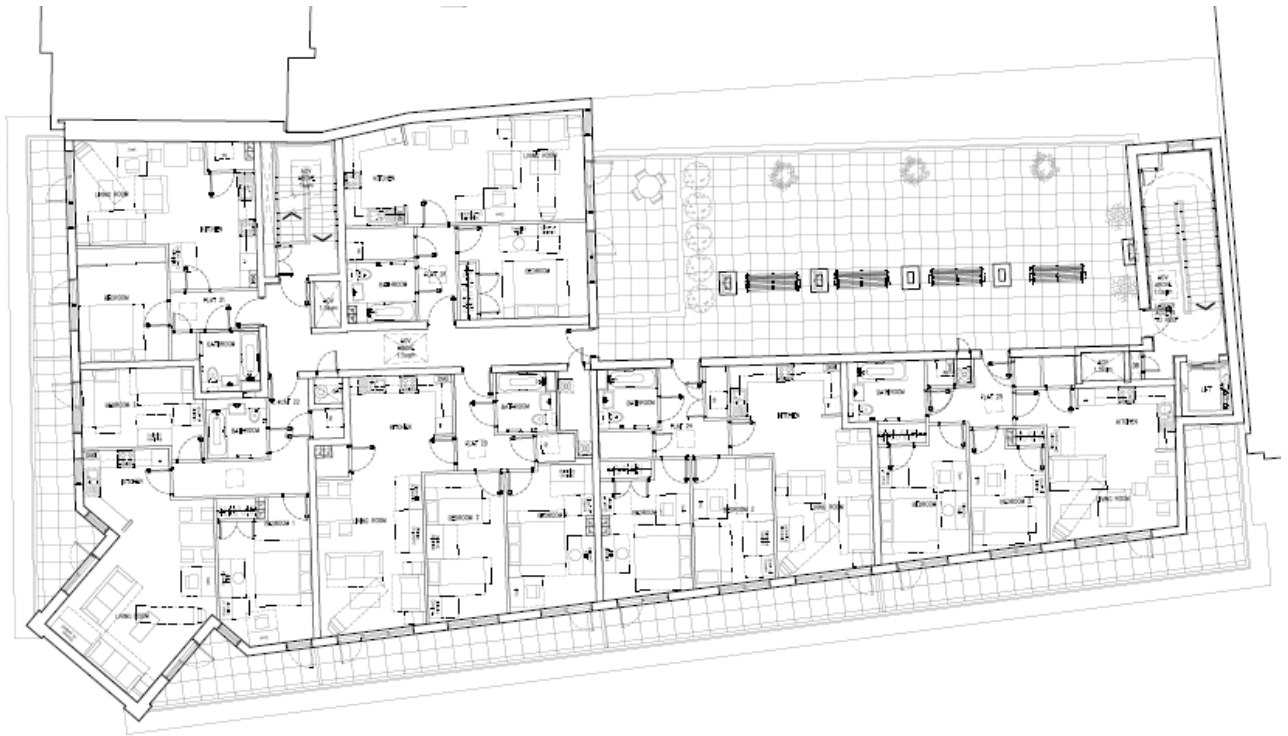
Proposed First Floor



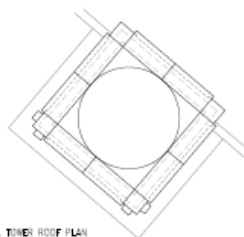
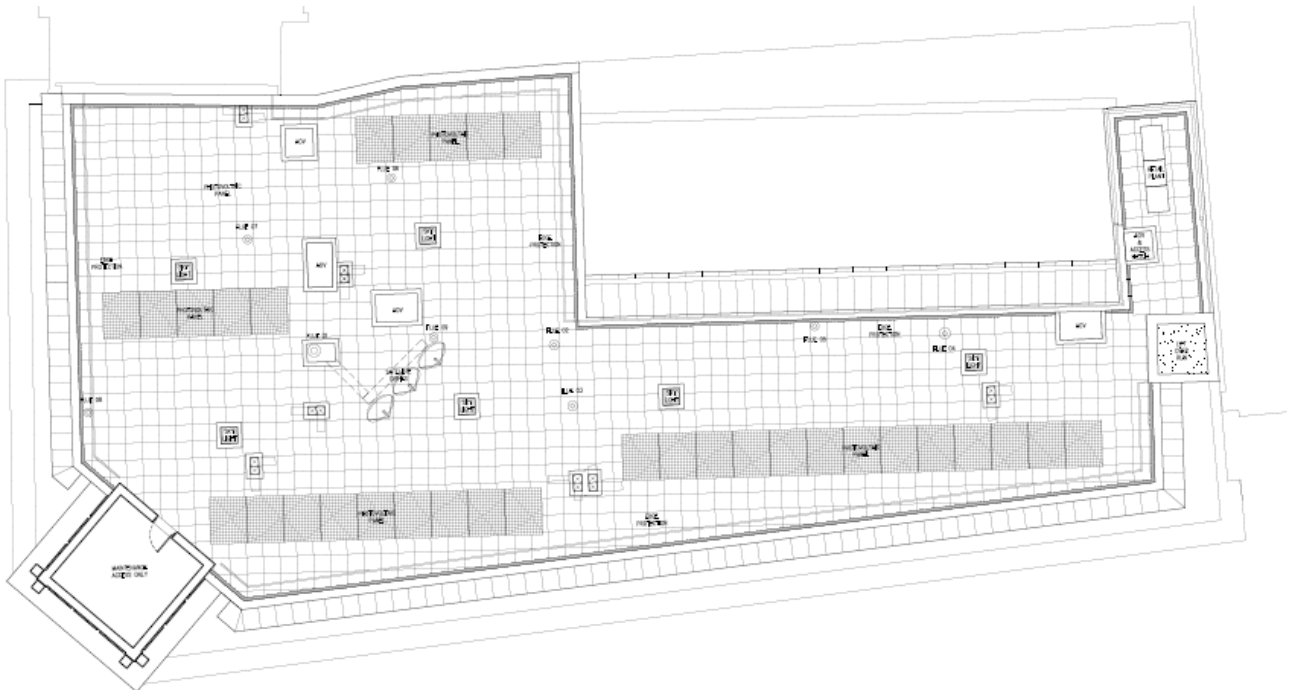
Proposed Second Floor



Proposed Third Floor



Proposed Roof Plan

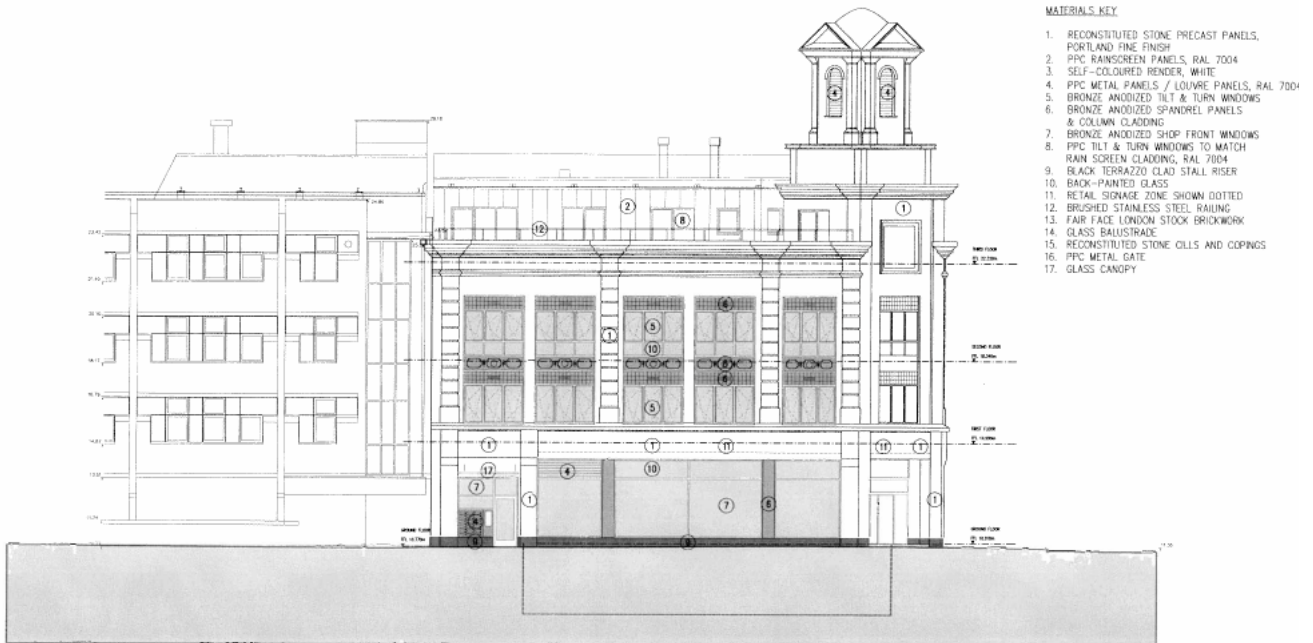


BELL TOWER ROOF PLAN

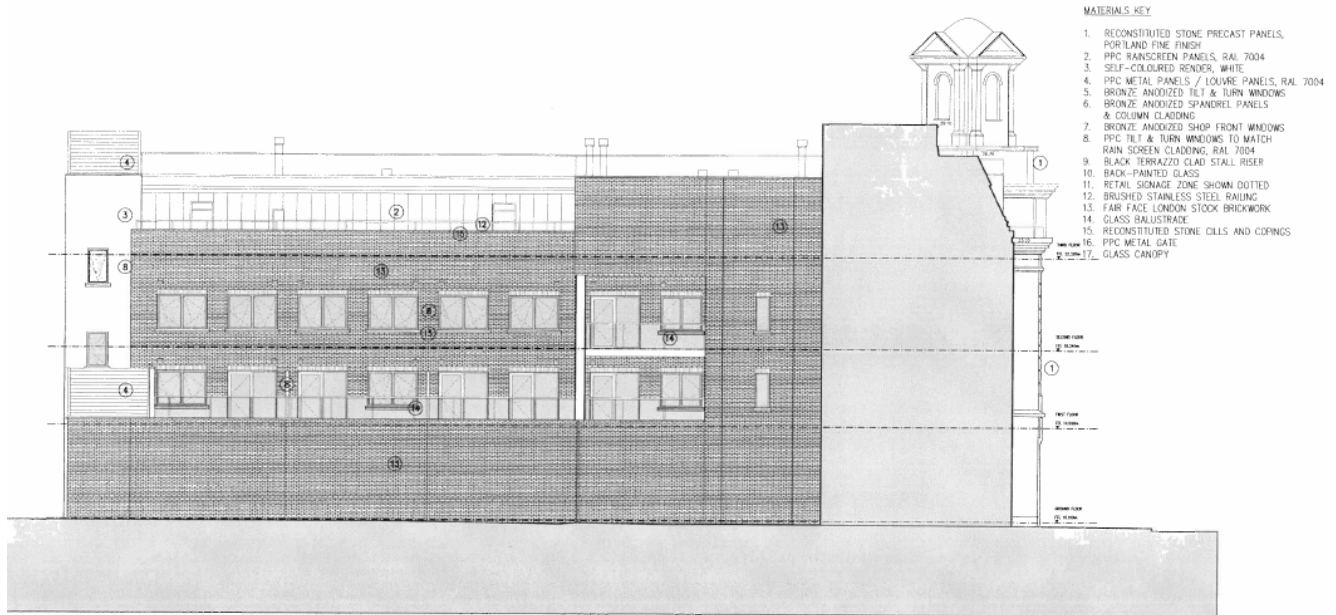
Proposed Elevation (South) – Lansdowne Road



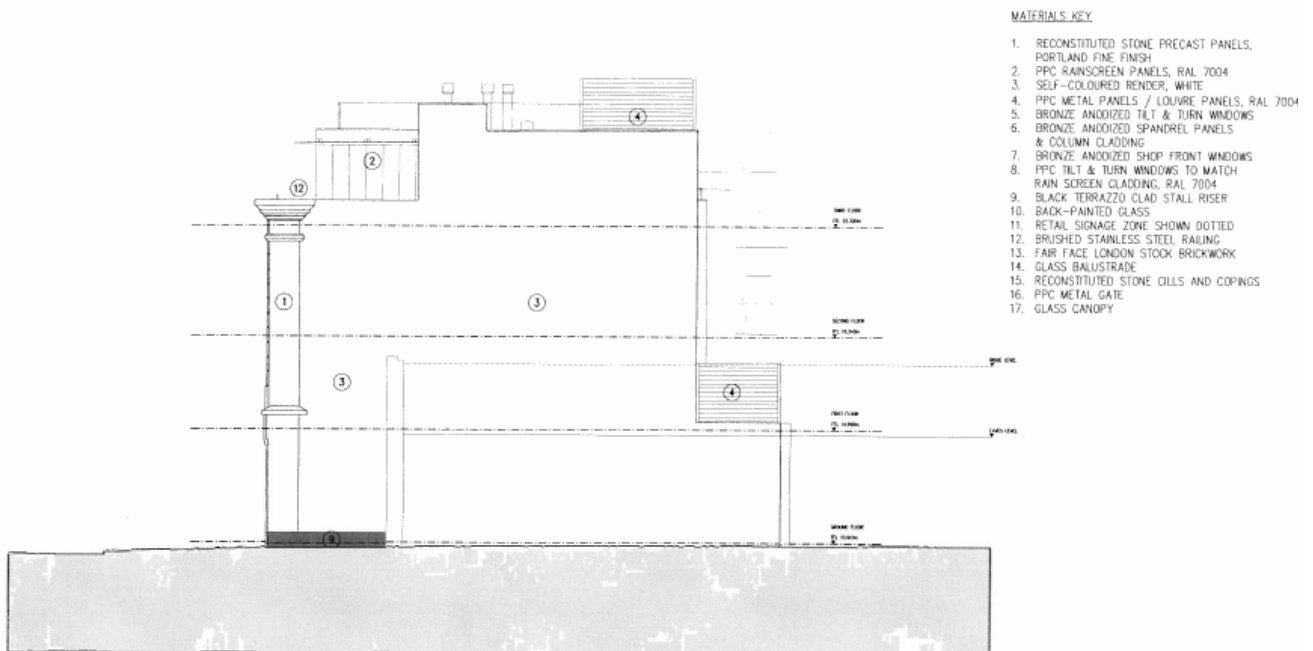
Proposed Elevation (West) – High Road



Proposed Rear Elevation (North)



Proposed Gable Elevation (East)

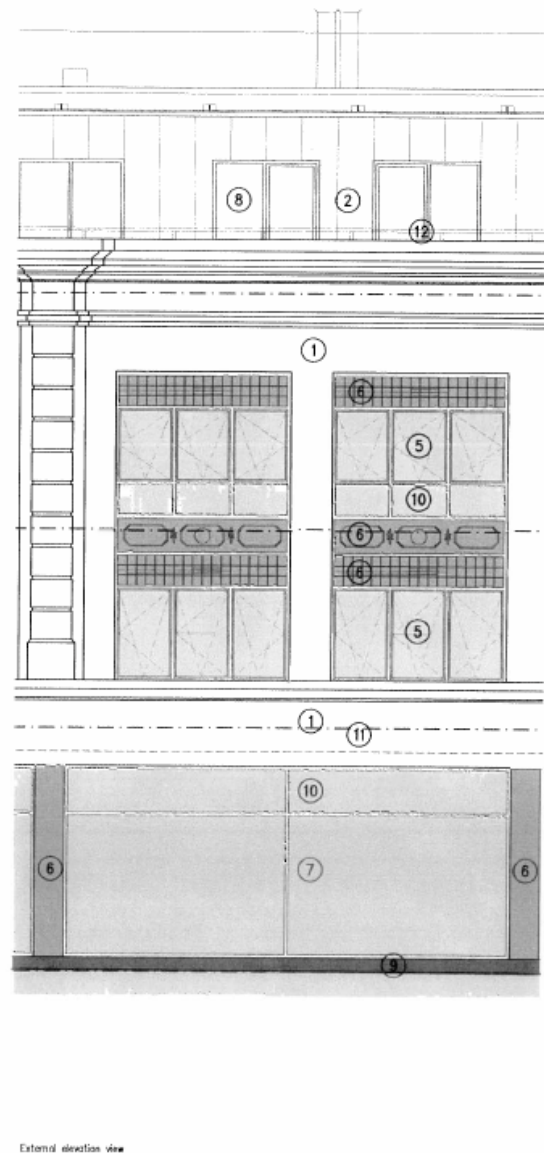
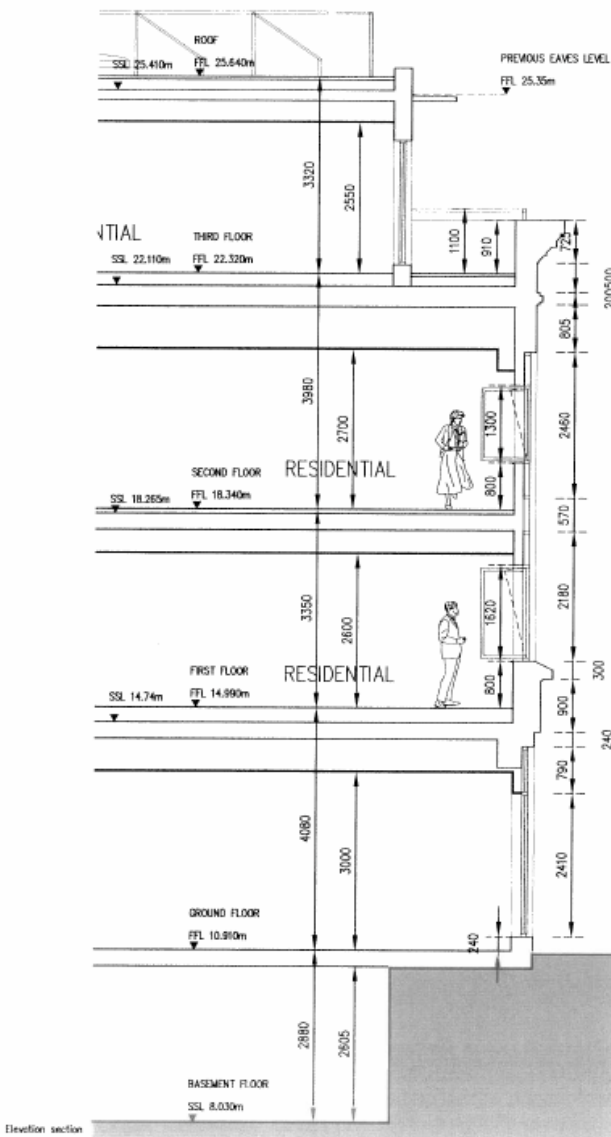


Proposed Entrance Elevation (South West)



- MATERIALS KEY**
1. RECONSTITUTED STONE PRECAST PANELS, PORTLAND FINE FINISH
 2. PPC RAINSCREEN PANELS, RAL 7004
 3. SELF-COLOURED RENDER, WHITE
 4. PPC METAL PANELS / LOUVER PANELS, RAL 7004
 5. BRONZE ANODIZED TILT & TURN WINDOWS
 6. BRONZE ANODIZED SPANDREL PANELS & COLUMN CLADDING
 7. BRONZE ANODIZED SHEP FRONT WINDOWS
 8. PPC TILT & TURN WINDOWS TO MATCH RAIN SCREEN CLADDING, RAL 7004
 9. BLACK TERRAZZO CLAD STALL RISER
 10. BACK-PAINTED GLASS
 11. RETAIL SIGNAGE ZONE SHOWN DOTTED
 12. BRUSHED STAINLESS STEEL RAILING
 13. FAIR FACE LONDON STOCK BRICKWORK
 14. GLASS BALUSTRADE
 15. RECONSTITUTED STONE COLLS AND COPINGS
 16. PPC METAL GATE
 17. GLASS CANOPY

Proposed Elevation and Section Detail



The Original Building in 1930



Visualisation of Proposed Building



3.0 SITE AND SURROUNDINGS

- 3.1 The application site is located at 638 High Road, N17 in the Tottenham Hale ward. The site approximately 0.8 hectares and is situated on the corner of the High Road and Lansdowne Road, with the junction of Lordship Lane opposite. To the north of the site at 640 – 656 High Road is a five storey building containing government offices – the “Job Centre”. To the east flank is a single storey MOT garage. The site sits in an east-west orientation with its High Road façade facing west and Lansdowne Road façade facing south. The north façade overlooks the car parking and service yard of the Government Office building.
- 3.2 The site previously consisted of a four storey building (plus basement) consisting of retail space occupied by Carpetright at basement and ground floor levels with 26 residential flats above at first floor, second floor and set back third floor levels. During the riots of August 2011 the building was subject to severe fire damage and was subsequently demolished on safety grounds. As such, the site is currently vacant.
- 3.3 The site is located within the Tottenham High Road Conservation Area.

4.0 PLANNING HISTORY

4.1 Planning Application History

- Planning OLD/1961/0359 GTD 19-09-61 636-638 High Road -The installation of a new shop front with an illuminated fascia sign.
- Planning OLD/1977/0826 REF 09-02-77 636-638 High Road - 5/1/77 Erection of display board over 1st & 2nd storey above the main entrance.
- Planning HGY/1994/0109 GTD 15-02-94 638 High Road London - Display of externally illuminated fascia signs.
- Planning HGY/1995/0892 REF 22-08-95 638 High Road London - Display of internally illuminated projecting box sign.
- Planning HGY/1999/1657 GTD 04-09-00 636-638 High Road London Conversion of part vacant upper parts of existing building to accommodate 12 X 2 bed and 14 X 1 bed self contained flats incorporating rooftop addition. Ground and basement retained as retail.
- Planning HGY/2001/0050 GTD 08-05-01 636 - 638 High Road London Approval of Details pursuant to Conditions 2 (samples of materials), 3 (cycle storage), 4 (refuse collection), & 6 (details of materials) attached to planning permission reference - HGY/1999/1657 dated 4/9/2000.
- Planning HGY/2009/1668 GTD 24-11-09 638 High Road London - Display of 3 x non-illuminated fascia signs.

4.2 Planning Enforcement History

- DWC/2002/00045 - 636-638 High Road, N17 - Unauthorised 2nd storey extension – Closed Structure has been in place for over 4 years - Notice Withdrawn - 07.03.03

5.0 RELEVANT PLANNING POLICY

The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

National Planning Policies

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was adopted in March 2012. This document rescinds the previous national planning policy statements and guidance.

Regional Planning Policies

The London Plan 2011 (Published 22 July 2011)

Following consultation in 2008, the Mayor decided to create a replacement Plan rather than amend the previous London Plan. Public consultation on the Draft London Plan took place until January 2010 and its Examination in Public closed on 8 December 2010. The panel report was published by the Mayor on 3rd May 2011. The final report was published on 22nd July 2011. The London Plan (July 2011) is now the adopted regional plan.

Local Planning Policies

Haringey Unitary Development Plan (Adopted 2006)

Haringey Supplementary Planning Guidance and Documents

Haringey Local Development Framework – Draft Local Plan and Proposals Map (Published for Consultation May 2010; Submitted for Examination March 2011)

Haringey's draft Local Plan: Strategic Policies (formerly Core Strategy) was submitted to the Secretary of State in March 2011 for Examination in Public (EiP). The first session of EiP hearings ran from 28th June 2011 until 7th July 2011. Following discussions at these hearings, the Council carried out an additional consultation on fundamental changes to the Core Strategy in Sept-Nov 2011. The outcomes of which resulted in an additional hearing on 22nd February 2012.

In response to the National Planning Policy Framework (NPPF) (27th March 2012) and the Planning Policy for Traveller Sites (PPTS) (6th April 2012), the Council are undertaking a borough-wide consultation seeking comments on the implications of the NPPF and the PPTS on Haringey's Local Plan. This consultation will take place from 27th April - 13th June 2012. Following this the Inspector will indicate when the Council should expect to receive the final report. As a matter of law, some weight should be attached to the Local Plan: Strategic Policies, which is still under examination, however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

Haringey Draft Development Management Policies (Published for Consultation May 2010)

The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The proposed submission draft is expected to be ready for public consultation in early 2013. The DM DPD is at an earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time.

A full list of relevant planning policy can be found in Appendix 2.

6.0 CONSULTATION

6.1 The application was publicised by a site notice and the following parties consulted:

London Fire and Emergency Planning Authority
Crime Prevention Officer
Haringey Building Control
Haringey Transportation Team
Haringey Conservation Team
Haringey Waste Management Team
Haringey Strategic and Community Housing
Ward Councillors
Tottenham CAAC

Residents – More than 1000 residents were consulted (including the former occupiers and owners of the flats). A full list of the consultees is provided in Appendix 5.

6.2 The application was put out to consultation by the London Borough of Haringey at the beginning of March 2012 following the validation of the application.

6.3 A Development Management Forum was held on the 3rd April 2012. The minutes of the forum are provided in Appendix 3.

6.4 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting and in view of this the number of letters received may rise further after the officer's report is finalised but before the planning application is determined. Any additional comments received will be reported verbally to the planning sub-committee.

6.5 In addition to the Council's consultation the applicant has also carried out their own consultation process including:

- Pre-application discussions with officers from the planning and highways teams at the London Borough of Haringey.
- Presentations to Haringey's Design Review Panel and the Tottenham Conservation Area Advisory Committee
- Dialogue with the returning residents continues.

6.6 Further details of this applicant's programme of consultation activity are set out within the Applicant's Statement of Community Involvement within the Planning & Heritage Statement.

7.0 RESPONSES

7.1 The Councils consultation generated 8 responses (5 letters from Statutory and Internal consultees and 3 letters from local amenity groups/residents).

7.2 Consultation Responses were received from

London Fire and Emergency Planning Authority
Haringey Transportation Team
Haringey Design and Conservation Team
Haringey Waste Management
The Tottenham Regeneration Programme Team
The Tottenham CAAC
The Tottenham Civic Society
1 x Resident Letter

7.3 A summary of all Statutory Consultees, Internal Consultees and Residents/Stakeholders comments and objections can be found in Appendix 1.

7.4 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and where relevant within the analysis/assessment section of this report.

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

8.1 The main issues in respect of this application are considered to be:

- Background and Principle of Uses
- Size/Bulk/Appearance and Design
- Heritage and Conservation Area Considerations
- Layout/Size Standards/ Mix of Accommodation, Residential Amenity
- Transport, Traffic, Parking
- Access
- Fire Control
- Sustainability and Waste management

8.2 Background and Principle of Uses

8.2.1 The original building was built in 1930 as a department store for the London Co-operative Society in a quasi art deco style with classical embellishments and a feature domed imitation bell tower where the building turned the corner from High Road into Lansdowne Road

8.2.2 The original building was the subject of an arson attack during the London riots of 6th August 2011. The building was severely damaged as a consequence of the resulting fire, and was demolished immediately thereafter as it was structurally unsafe.

8.2.3 Threadneedle Pensions Ltd is the 'freehold' owner of the building. Under the terms of the building leases with the retail unit tenant Carpetright, and the residential head leaseholder, Metropolitan Housing Trust, Threadneedle Pensions Ltd and their insurer Zurich are required to reinstate the premises. Metropolitan Housing Trust in turn had

leased the 26 residential units in a mixture of Shared Ownership and fully mortgaged leasehold properties.

8.2.4 A number of options were considered for a redevelopment of the site including:

- a) Reinstatement;
- b) Identify improvements within the current site including potential for alternative uses
- c) Consider the opportunity for a wider development, potentially taking in some of the surrounding sites for a mixed use scheme.

8.2.5 However, given the need to meet the obligations to residents and tenants, and the recognised risks in attempting to achieve a larger scale development, after both the Threadneedle team and Haringey Officers had given these options further thought it was agreed that the reinstatement option was, in this case, the most appropriate way forward.

8.2.6 Once a building is destroyed, its existing planning “use-rights” are lost. It may be argued that the owner should have the right of replacement. The courts have ruled that there is no such legal right. However, they have held that the personal circumstances of such predicaments may be accorded considerable weight as a ‘material consideration’ of special circumstances which could outweigh strict planning policy. Similarly, a related argument under article 8 of the European Convention on Human Rights applies with regard to the impact on family life of the failure to reinstate, are therefore this is an important consideration when ‘weighing up’ the planning merits of the proposal.

8.2.7 The proposed scheme is in essence the reinstatement of the building lost in the riots. The proposals are designed to provide a ‘facsimile’ recreation of the original building, incorporating improvements where possible and practical.

8.2.8 The National Planning Policy Framework (NPPF) paragraph 1 states that “Planning law requires that application for planning permission must be determined in accordance with the development plan (this includes the Local Plan and neighbourhood plans which have been made in relation to the area) unless material considerations indicate otherwise”.

8.2.9 The NPPF provides three dimensions to sustainable development: economic, social and environmental (pg 2 Paragraph 7). The development is considered to fulfil these criteria as follows:

Economic Role

The proposed development will:

- Reinstatement the lost retail unit at ground floor and basement levels, replacing employment opportunities;
- Improve the image and streetscene of Tottenham High Road, replacing the current state of dereliction on the site with a new high quality development.

Social Role

The proposed development will:

- Reinstatement lost residential units;

- Reinstate employment opportunities within the retail unit;
- Create a higher quality environment in this part of Tottenham

Environmental Role

The proposed development will:

- Result in a building of high quality design thereby enhancing an existing heritage asset and creating an attractive environment.

8.2.10 Furthermore, paragraph 49 of the NPPF states that “Housing applications should be considered in the context of the presumption in favour of sustainable development”

8.2.11 The London Plan outlines the need for residential development within London through Policy 3.3 Increasing Housing Supply, while Policy 3.14 states that loss of housing should be resisted. At the local level, the strong presumption against the loss of residential accommodation is retained. As such, the principle of the development involving the reinstatement of the original building and thus the original land uses, is therefore considered to be appropriate and in line with the intent of the relevant planning policies stated above.

8.3 Size/Bulk/Appearance and Design

8.3.1 The National Planning Policy Framework, Chapter 7 “Requiring Good Design” paragraph 56 states that “The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.

8.3.2 NPPF paragraph 58 goes on to say that planning decisions should ensure that developments: will function well and add to the overall quality of the area, establish a strong sense of place, using streetscape and buildings to create attractive and comfortable places to live, work and visit, respond to local character and history, and reflect the identity of local surroundings and materials and are visually attractive as a result of good architecture and appropriate landscaping.

8.3.3. UDP Policy G2 states that “Development should be of high quality design and contribute to the character of the local environment in order to enhance the overall quality, sustainability, attractiveness, and amenity of the built environment”. Similarly policy UD4 “Quality Design” states that any proposal for development will be expected to be of high quality design. The spatial and visual character of the development site and surrounding area/street scene should be taken into account and positively address urban grain and enclosure; building lines; form, rhythm and massing; layout, height and scale; landforms, soft and hard landscape, trees and biodiversity; fenestration; architectural style, detailing, materials; historic heritage; living frontages and public realm; identified local views; designing out crime and walkability. SPG1a “Design Guidance” supports the intent of policy UD4.

8.3.4 The original building was built in 1930 as a department store for the London Co-operative Society in a quasi art deco style with classical embellishments and a feature domed imitation bell tower where the building turned the corner from High Road into Lansdowne Road.

- 8.3.5 The original building was 3 storeys in height to Lansdowne Road and High Road, with an extended parapet on the High Road elevation and a pediment feature at roof level on the Lansdowne Road elevation. These features were subsequently removed at some time during the building's life but prior to conversion in 2000. In 2000 the building was converted into residential use on the existing upper two storeys and extended by creating a new set back third floor. The ground and retail floors were retained as retail use.
- 8.3.6 The proposed building is almost an exact replica of the original and the bulk and mass are virtually identical to the previous building. The proposed development will provide a 'facsimile' of the previous building, based where possible on the original 1930s appearance, rather than the later, modified iteration. The proposal also seeks to improve on the previous building by ensuring compliance with the current Building Regulations and also wherever possible to address the planning policy objectives that have since been adopted by Haringey Council and the GLA.
- 8.3.7 Accordingly, the proposed building is almost an exact replica of the original and the bulk and mass is virtually identical to the previous building. The principal change externally is the addition of a lift and stair enclosure to allow the introduction of a wheelchair accessible lift and ambulant disabled compliant secondary escape stair.
- 8.3.8 The scheme was also presented to the Haringey Design Panel prior to the formal submission of a planning application.
- 8.3.9 The Design Panel praised the scheme stating "The new building will reinstate an important local landmark as a significantly better quality building. The design will replicate the appearance of the previous building. Changes to the original design include better insulation ...and other alterations to meet new regulatory requirements".
- 8.3.10 In terms of materials SPG8b provides specific guidance materials and states "The visual element of good use of materials, is using those which adhere to urban design principles, such as those in keeping with the building itself and the character and appearance of the local area. This is of particular importance with window materials, facing materials (such as bricks and roof finishes), shop front design, advertisement signage, street furniture and other components of a built urban environment"
- 8.3.11 It is proposed to use a reconstituted stone for the bulk of the building, with windows and shopfronts in a bronze anodised aluminium finish. The new lift and stair enclosure would be rendered, with the set back third floor finished in a dark grey ppc aluminium. The rear elevation would be of stock brick.

- 8.3.12 The photograph of the original 1930s building (section 2.0 above) shows that the window openings fronting Lansdowne Road and High Road were originally intended to extend over first and second storeys. However, over the years the original decorative metal spandrel panel had been painted to match the rest of the façade, giving the appearance that the windows were large individual openings set in a solid façade, and detracting from the more elegant 'verticality' of the original design. The new fenestration proposal seeks to replicate the original 1930 design and incorporates the two storey window opening with the ornamental spandrel panel in the same finish as the rest of the window frames, restoring the appearance and proportions of the building.
- 8.3.13 The Design Panel especially commended the decision to reinstate the main façades facing Tottenham High Road and Lansdowne Road in reconstituted stone of the same appearance as before, with the main 1st and 2nd floor street facing windows returned to their previous appearance as 2 storey openings, with the metal spandrel panels to match the window frames. Regarding fenestration of those 1st and 2nd floor windows to the 2 main facades, the panel all agreed the verticality, treating the 1st and 2nd windows as one element, emphasising verticality in contrast to the horizontality of the shop windows, was excellent.
- 8.3.14 The applicant has submitted the following samples: Precast reconstituted stone panels – Portland Limestone 1/51/A; Bronze Anodised aluminium window and spandrel Colour 547 (sample indicates colour only and not window section); Facing Brick (for rear elevation) – Funton Orchard Mixture by Ibstock; Render – Self-coloured render – Stolit K2.0 – Colour 32138; Rainscreen Cladding – Polyester Powder Coating Colour – RAL 7004 and Black Terrazo Stall Riser Cladding – AR314 Nero Ebano. The materials submitted are deemed to be of a high quality. A condition of consent will require that the materials and external finishes for the building must be carried out in accordance with the drawings and samples submitted and approved, in order to ensure a high quality design finish and external appearance of the development in the interest of the visual amenity of the area including the conservation area.
- 8.3.15 In relation to the shopfront design, the proportions of the original shopfront had been lost over time through changes and alterations. The applicant's approach is to re-introduce the original proportions. The signage fascia panel has been returned to its original depth in re-constituted stone panels with the art deco feature brackets re-introduced under the column profiles in the facades above. The solid horizontal string course/window cill feature to the level 1 windows have been replicated with a protective lead flashing over. The shopfront frames are to be bronze anodised aluminium finish to match the residential windows above. The glazed shopfront will be built off a dwarf stall riser. A transom has been introduced at the approximately level of the height of the original shop bay window lids. Above the transom are insulated back painted glazed panels which will conceal in situ concrete columns behind.
- 8.3.16 The Design Panel agreed that the signage and shopfront should be the same as the original. They considered that the construction of the shopfront should resemble the early photographs displayed as much as possible, emphasising horizontality in contrast to verticality the of the residential windows, rather than the plain and rather tacky appearance of the shopfront preceding the fire.
- 8.3.17 It is considered that the design of the shopfront is appropriate and reinstates many of the original features and detailing of the original, in accordance with the desire of the

panel and in line with planning policy.

8.3.18 The shop unit signage does not specifically form part of this planning application as it would be dealt with under a separate advertising consent application. The submitted drawings specifically identify a 'signage zone' within the new shopfront. A separate application for Advertisement Consent will be submitted at a later date. An informative has been included to alert future occupiers of the retail space of the requirement of a separate application and that the proposed signage shall be in accordance with the 'Shopfront Design Guide' for Tottenham High Road and Design and Conservation Area policies.

8.3.19 Overall, the size/bulk/appearance and design, reinstating the former building in almost facsimile fashion with the inclusion of original design features and quality materials is deemed to be an acceptable design outcome that will enhance the visual amenity of the area and streetscene. The scheme is deemed to be in line with the NPPF, London Plan and UDP policy G2, UD4, SPG1a and SPG8b.

8.4 Heritage and Conservation Area Considerations

8.4.1 The National Planning Policy Framework replaces the previous national guidance (PPS5) on conservation areas. Paragraph 131 of the NPPF states that "In determining planning applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness".

8.4.2 Policy CSV1 and SPG2 seeks to ensure the developments in conservation areas preserve and enhance special character of the area and/or heritage asset.

8.4.3 The Site is located within the North Tottenham Conservation Area and the original building was identified by the Council as a 'local listed building of merit'. The London Borough of Haringey's Tottenham High Road Historic Corridor Conservation Area Appraisal (February 2007) states:

8.4.4 At the southern end of this section of Tottenham High Road, the building at Nos. 636-638 is a three storey art-deco style building with a richly detailed, white rendered façade and a prominent corner turret. The building incorporates a poorly integrated ground floor unit, though successfully defines the junction between the High Road and Lansdowne Road. Nos. 636-638 Tottenham High Road, the Council offices on the western side of the road and the Red Lion public house to the south, comprise an attractive group of buildings, which are clustered around this busy junction on the High Road and make a positive contribution on the streetscene.'

8.4.5 The original building was included on Haringey's Register of Local Listed Buildings of Merit. Policy CSV3 of the UDP refers to Locally Listed Buildings and Designated Sites of Industrial Heritage Interest and states that the Council attaches special importance to the protection of such buildings, and will utilise its planning powers to ensure that wherever possible the special character of such buildings is protected and enhanced.

8.4.6 It should be noted that because the building was destroyed during the fire and subsequently demolished, there is no ‘substantial demolition’ involved in the project. Consequently, an application for conservation area consent is not required.

8.4.7 Since the original building was demolished there is now a gap on a corner site of townscape importance; the site therefore now detracts from the character and appearance of the North Tottenham Conservation Area. The proposed replacement building is based more closely on the original 1930s appearance and will be constructed from high quality and appropriate materials. The proposals would therefore reinstate a building that makes a positive contribution on this important corner site, and will represent a major enhancement to the character and appearance of the Conservation Area in accordance with the NPPF and CSV1, CSV3 and SPG2.

8.4.8 The site is within a designated area of archaeological importance. The NPPF paragraph 128 states that “Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation”. Haringey’s own UDP policy CSV8 also requires the submission of an archaeological assessment.

8.4.9 In line with these requirements, the planning application is accompanied by an archaeological assessment and assessment of the Site (prepared by Mills Whipp Projects Ltd), which concludes that the site has low archaeological potential and there is little likelihood of archaeological deposits being present on the Site.

8.4.10 As the proposals involve the reinstatement of the building, and do not require significant new below-ground works, the potential for disturbance is in any case very limited. It is therefore considered that the proposals are acceptable from an archaeological perspective in accordance with CSV8 and SPG2.

8.5 Layout/Size Standards/ Mix of Accommodation, Residential Amenity

8.5.1 London Plan Policy 3.5 Quality and Design of Housing Developments states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment.

8.5.2 A number of the flats in the original building (whilst compliant with space standards when they were constructed) would be slightly below the sizes the current guidance aspires to. Where practical, the opportunity has been taken to enlarge these flats, and in the proposed scheme the vast majority now meet the standards.

8.5.3 The London Plan spaces standards seek to ensure a 1b2p flat has a minimum gross internal area of 50sqm. In the previous development 8 of the 1 bedroom flats were less than 50sqm. In the proposed scheme 6 of these 8, 1 bedroom flats have been increase in size. All other 1 and 2 bedroom apartments achieve the minimum areas.

Proposed Scheme – Flat Number	Unit Type (Bedroom/Person)	Unit Size (Sqm)	Haringey SPD Housing – Minimum Floor	Deviation from SPD Housing Requirements	London Plan (2011)/ London Housing	Deviation from London Plan/Design Guide Minimum

			Area (sqm)	(sqm)	Design Guide (2010) – Minimum Space Standards (sqm)	Requirements (sqm)
First Floor						
1	1 bed 2 person	53.3	48	+5.3	50	+3.3
2	1 bed 2 person	50.2	48	+2.2	50	+0.2
3	2 Bed 4 person	70.8	73	-2.2	70	+0.8
4	1 bed 2 person	60.5	48	+12.5	50	+10.5
5	2 bed 3 person	70.2	60	+10.2	61	+9.2
6	2 Bed 4 person	71.3	73	-1.7	70	+1.3
7	1 bed 2 person	51.0	48	+3.0	50	+1.0
8	2 bed 3 person	63.7	60	+6.3	61	+2.7
9	1 bed 2 person	48.9	48	+0.9	50	-1.1
10	1 bed 2 person	47.9	48	-0.1	50	-2.1
Second Floor						
11	1 bed 2 person	53.3	48	+5.3	50	+3.3
12	1 bed 2 person	50.2	48	+2.2	50	+0.2
13	2 Bed 4 person	70.8	73	-2.2	70	+0.8
14	1 bed 2 person	60.5	48	+12.5	50	+10.5
15	2 bed 3 person	70.2	60	+10.2	61	+9.2
16	2 bed 3 person	69.2	60	+9.2	61	+8.2
17	1 bed 2 person	51.0	48	+3.0	50	+1.0
18	2 bed 3 person	65.9	60	+5.9	61	+4.9
19	1 bed 2 person	48.9	48	+0.9	50	-1.1
20	1 bed 2 person	47.9	48	-0.1	50	-2.1
Third Floor						
21	1 bed 2 person	51.1	48	+3.1	50	+1.1
22	2 Bed 4 person	77.7	73	+4.7	70	+7.7
23	2 Bed 4 person	77.4	73	+4.4	70	+7.4
24	2 Bed 4 person	70.4	73	-2.6	70	+0.4
25	2 bed 3 person	66.4	60	+6.4	61	+3.4
26	1 bed 2 person	59.2	48	+11.2	50	+9.2

8.5.4 It has not been possible for all flats within the scheme to meet the most recent requirements for combined living/kitchen/dining area standards. This is due to a small number of flats not meeting the most recent standards on overall flat sizes but also due to the increase in areas of bathrooms and hallways to comply with wheelchair

accessibility and to meet storage space standards. Overall, the standard of accommodation proposed is deemed to be acceptable and an improvement compared to the standard of residential accommodation provided in the previous scheme.

8.5.5 The London Plan (2011) policy 7.6 “Architecture” states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings. UDP policy UD3 “General Principles” states that “The Council will require development proposals to demonstrate that there are no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking, aspect and the avoidance of air, water, light and noise pollution and of fume and smell nuisance. SPD Housing supports the intent of policy UD3.

8.5.6 In terms of sunlight/daylight the windows in the development are largely being reinstated in essentially the same locations as those in the original building. As such, there will be no additional issues of overlooking or loss of privacy to neighbours.

8.5.7 However, the construction of the new lift and stair enclosure and other minor changes had potential impacts on neighbours, and consequently, Haringey Planning officers asked that the applicants undertake a formal study in accordance with the Building Research Establishment’s guidelines, in order to confirm that no unacceptable impacts were caused to neighbours, and that the reinstated flats would enjoy sufficient levels of light.

8.5.8 As such, the application is supported by a report prepared by GVA Schatunowski Brooks analysing the site in the context of the BRE Guidance on Sunlight & Daylight. The report confirms that:

- There is no significant impact on any neighbouring windows;
- All of the units comply with the requirements of the guidance, and enjoy adequate light; and
- Daylighting amenity to the scheme will pass the relevant guidance; and
- The scheme is fully compliant with BRE guidance for its effect on neighbours and for its own internal lighting.

8.5.9 The scheme is therefore considered to be compliant with Policy 7.6 of the London Plan and UDP Policy UD3 and SPD Housing.

8.5.10 Furthermore, a number of measures have been incorporated into the proposed design to provide a higher standard of accommodation for future occupants. These measures include:

- Window design to mitigate overheating;
- Window design to facilitate resident window cleaning;
- Improved building security through ‘Secure by Design’ approach and removal of original external escape stair;
- Improved building security by separating retail/residential facilities and egresses;
- Improved acoustic performance between flats;
- Internal secure cycle store provision for each flat; and
- Increased refuse store provision to accommodate recycling

- Improved internal air quality and thermal comfort

8.5.11 In relation to all of the relevant residential standards, section 9.0 of the applicants Design and Access statement provides detailed tables setting out the various requirements, and the changes and improvements made in each case.

8.6 Transport, Traffic, Parking

8.6.1 Policy M3 and M10 provide guidance on new development location and accessibility and parking for development.

8.6.2 This site is in an area with a high public transport accessibility level and abuts the busy bus routes on Tottenham High Road, which offers some 68 buses per hour (two-way), and within a walking distance of Lansdowne Road where additional 26 buses per hour (two-way) are provided, with the overall 94 buses per hour (two-way) providing very regular bus connections to and from Seven Sisters tube station. In addition the site is within walking distance of Bruce Grove Rail station which provides connection to London Liverpool Station. We have subsequently considered that this site complies with the Councils adopted UDP policy M3 which states that the Council will require that developments with high trip generation characteristics be located where public transport accessibility is high. We have therefore concluded that the majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site.

8.6.3 It is worth noting that the proposed development is a like for like replacement of the former, A1 and C3 use. Haringey Transportation Planners have reviewed the current existing generated trip and as there will be no substantial increase in the size of the development or increase in the number of units. As such, it is considered that this development proposal will not have any effect on the transport and highways network.

8.6.4 In terms of servicing of the retail unit, this area was previously serviced from the street. There was a parking space-sized bay adjacent, which Carpetright had the use of, but this area also served as the exit for the secondary stair from the residential flats above. The consequence of this situation was:

- It caused vehicle/residential access conflict.
- It also conflicted with refuse storage and collection arrangements.
- It required any vehicle using the space to reverse over the footway in order to access or exit the site.
- The space was not large enough to take any of the service vehicles which regularly delivered to Carpetright.

8.6.5 The opportunity has therefore been taken to remove this unsatisfactory element, and instead to utilise the space for:

- Cycle parking for residents.
- Better refuse storage provision.
- Controlled and secure access to the residential flats

8.6.6 Whilst at the same time resolving the pedestrian/vehicle conflict. In all other respects, the service arrangements for the retail unit remain unaltered.

8.6.7 In terms of residential servicing, the opportunity has been taken to improve servicing in terms of the refuse and recycling storage. In addition, the inclusion of the second stair and lift core allows furniture and other items to be more easily delivered. Again, the from-street servicing arrangements for the residential units in all other respects remain unaltered compared to the previous scheme.

8.6.8 The car parking for the previous scheme was a “car free” development which was deemed to be acceptable given the high PTAL rating of the locality. The proposal is to maintain the “no car” development. In the normal course of events, Haringey Council might seek to impose a legal agreement requiring that residents not be legible for on-street parking permits, and a green travel plan provided. In this case, because the existing tenants already have a lease, it is not possible to retrospectively introduce these requirements. Haringey Highways department agreed that maintaining the status quo was appropriate.

8.6.9 A dedicated cycle parking area for the development was not previously provided. The new proposals include a secure, internal cycle-store providing one space per flat.

8.6.10 Although not specifically raised in any of the consultation comments, a key concern for residents and local businesses is often the disruption potentially caused by development work. Initial discussions have taken place with the borough’s transport team to ensure that this activity can be appropriately co-ordinated. In addition, a Construction Management Plan is included as part of the submission. This includes a series of measures to deal with amenity issues such as noise and so on during construction, and in addition to address issues such as vehicle movements, deliveries, removal of waste and so forth. Given that the site has been cleared the disruption from demolition and removal of demolition material will be extremely limited.

8.6.11 Haringey Highway and Transportation Authority would not object to the application subject to a condition regarding a s278 agreement for works to the crossover in order to facilitate vehicular access and the submission of a Construction Logistics Plan, in order to minimise vehicular conflicts.

8.7 Access

8.7.1 The original building did not have a lift for wheelchair access to the upper floors and nor was there a staircase built to meet current ambulant disabled standards. In a number of other respects, the building was deficient.

8.7.2 The proposed development seeks to address these deficiencies, and include a wheelchair accessible lift serving the residential units from ground to third floor levels. This has been incorporated into a new internal core. In addition the new stair in this core has been designed to be ambulant disabled compliant. The core also provides a disabled refuge area on each storey above ground. Furthermore, all bathrooms have been redesigned to provide wheelchair-accessible layouts, along with a variety of other improvements.

8.7.3 Additionally improvements to accessibility include:

- New internal stair core;
- New ambulant disabled stair;
- Level thresholds at residential core entrances;

- Communal roof deck level access;
- Accessible bathrooms; and
- Refuge area in new stair core.

8.7.4 A letter from a resident raised a number of questions regarding accessibility both of the retail and residential units. The applicants have provided a response to these questions, as set out in appendix 1 of this report. A number of issues raised relate to matters for building control and as such will address at that stage of the development. Overall, the proposed development is deemed to be acceptable and will provide a much higher standard of accessibility than the previous scheme.

8.8 Fire Safety and Control

8.8.1 Whilst not specifically a planning matter, due to the specific circumstances surrounding the loss of the original building, fire safety has been very carefully considered, and additional measures introduced into the proposed design, including:

- Improved structural fire resistance;
- Improved fire separation between retail and residential uses;
- Communal residential fire alarm system linked to retail unit fire alarm;
- Smoke detector operated AOV shafts to residential corridors; and
- Dry riser provision to new stair core.

8.8.2 It should be noted that the building's loss was not caused by any inherent lack of fire protection; rather, it appears that this occurred because the rioters set fire to the ground floor, and the fire service was not able to get access to the building in order to extinguish the blaze. This allowed the fire to take hold, and ultimately destroy the building.

8.8.3 Following discussions between the applicants and the residents, Metropolitan Housing Trust, and the building's insurers, Zurich it was agreed that a range of additional fire safety measures should be incorporated in the rebuilt premises. These include:

- A concrete framed building, enhanced fire separation between the retail and residential parts of the building.
- Communal alarms and sounders to the residential corridors and stairs with 'break glass' points at doors into stairs and at least the last exit from the building;
- Smoke detector operated fire alarm system within the retail unit at ground and basement floor levels;
- Interlink between the retail unit fire alarm and the communal residential fire alarm system to the communal areas. In the event of a fire in the retail unit the communal residential alarm system will activate; and
- Automatic dial out facility to the Fire Brigade upon activation of the fire alarm in the retail unit or the communal residential alarm system.

8.8.4 This is in addition to the smoke and heat detector operated fire alarm system within each individual flat.

8.8.5 The London Fire and Emergency Planning Authority have been consulted and are satisfied with the proposed development.

8.9 Sustainability and Waste Management

8.9.1 The National Planning Policy Frameworks Paragraph 49 “Housing applications should be considered in the context of the presumption in favour of sustainable development”

8.9.2 At the regional level, the London Plan promotes a holistic approach to sustainable development. Policy 5.3 Sustainable Design and Construction states that development proposals should demonstrate that sustainable design standards are integral to the proposal. This should include:

- Minimising carbon dioxide emissions across the site, including the building and services (such as heating and cooling systems).
- Avoiding internal overheating and contributing to the urban heat island effect.
- Promoting and protecting biodiversity and green infrastructure.

8.9.3 The applicants have put forward a scheme to achieve the greatest increase in environmental performance possible, within the constraints that the ‘reinstatement’ scheme necessarily imposes.

8.9.4 The original building conversion to include the 26 residential units occurred in 2000 when both the Building Regulations and Haringey Council’s Planning Policies were significantly different. Since the building had been converted in 2000 various new planning standards and requirements have been introduced. (For example, ‘Lifetime Homes’ standards, Code for Sustainable Homes, Mayor’s space standards and so on).

8.9.5 Equally, the owners of the flats have a reasonable expectation that they will be able to move back into their flats – there is thus a ‘tension’ between meeting this requirement, and incorporating measures necessary to meet the new standards.

8.9.6 Reconciling current building regulations, Lifetime Homes, ‘Code for Sustainable Homes’ requirements and other standards with the layouts of the existing flats, while taking into account Threadneedle’s obligation to provide the demised units back to the tenants has been a key challenge of the project .

8.9.7 The new building will perform significantly better from an ‘environmental’ perspective as follows:

- Improved external fabric thermal performance;
- Improved external fabric air leakage performance;
- Improved thermal performance of roof slabs and terraces;
- Improved window thermal performance;
- Use of solar control glass to reduce thermal gain;
- Window design permits increased purge ventilation;
- Roof mounted photovoltaics to reduce energy consumption in communal areas;
- Whole house’ ventilation and heat-recovery improved internal air quality and thermal comfort.

8.9.8 In terms of refuse & recycling, UDP Policy UD7 refers to Waste Storage and states that the Council will require all development to include appropriate provision for the storage and collection of waste and recyclable material. The council sets out specific guidance in their SPG8a 'Waste and Recycling' (Adopted 2006): This seeks the inclusion of provision for refuse and recycling storage internally and/or externally as appropriate.

8.9.9 The provision within the previous building on the site did not meet LB Haringey's current standards. The opportunity has been taken to increase the size of the refuse store to allow the incorporation of separate recycling facilities in accordance with the borough's requirements, significantly improving the arrangements in place at the building. Haringey Waste Management Team has provided specific guidance on the number and size of the bins required for the proposed scheme and offered further advice and assistance if required. An informative has been attached to this effect.

Secured by Design

8.9.10 The applicants have consulted the Metropolitan Police Design Officer in relation to the 'Secured by Design' Standards. A variety of changes and measures have been introduced which improve security for residents. For example, previously, the fire escape from the retail unit exited into the enclosure where the resident's secondary stair landed at ground level. The new scheme separates these fire escape arrangements. The secondary stair was also originally an open metal stair, which allowed access as it could be climbed onto from outside the building. The new enclosed stair thus improves security for all residents. As such, the proposals accord with London Plan Policy 7.3, and local supplementary guidance SPG5 Safety by Design.

Air Quality

8.9.11 The whole of the borough has been designated an Air Quality Management Area (AQMA). As such, the applicants have provided an air quality assessment with the application submission. The assessment shows that because of the high levels of traffic on adjacent roads there are some potential 'air quality' issues in relation some flats.

8.9.12 As a consequence of this, a "whole house" ventilation system is now proposed. This involves taking air in at roof level, away from the principal source of pollution, and introducing this fresh air into each individual flat.

8.9.13 This approach has the added advantage that heat recovery can be introduced, "recycling" the heat from within the dwelling to warm the new incoming air and the ultimate effect of this is to further improve the environmental performance of the dwellings and reduce running costs for individual residents, as well as ensuring an improvement for residents over and above the situation previously existing before the fire.

8.9.14 As such, the development is considered to accord with Policy 7.14 of the London Plan, Policy UD3 of the UDP and Strategic Policy 7 of the emerging Core Strategy.

Flood Risk

- 8.9.15 The Site is located within Flood Zone 1 and is under 1ha, however the High Road immediately adjacent to the Site is within Flood Zone 2, and therefore due to the nature of the proposed development, flood issues have been addressed in an accompanying report by Water Environment Limited.
- 8.9.16 The document mainly considers the potential impact of key sources of flooding on the proposed development. The document concludes that all sources of flood risk have been assessed as 'low' in accordance with national planning policy PPS25 (which was current at the date of submission but has now been replaced by the NPPF), and the impacts on third-party landowners as a result of the development, with regards to fluvial, tidal, surface and groundwater flooding are considered negligible. The report by Water Environment also concludes that as the development comprises reinstatement of the original building, it does not represent an increased risk to the integrity of the Moselle Brook culvert. The proposal is therefore considered to accord with the previous statutory policy PPS25, Policy 5.12 of the London Plan, Policy ENV1 of the UDP and Policy SP5 of the emerging Core Strategy.
- 8.9.17 Overall the proposed development is considered to have sound environmental and sustainability credentials and will be a significant improvement above and beyond the sustainability standards exhibited by the previous development.

9.0 PLANNING OBLIGATIONS/CIL

- 9.1 The proposed development seeks to reinstate the building almost "like for like" to the previous building. As such it is considered that the scheme would not result in any further or additional impacts, over and above the previous building on the site. Furthermore, the inherent design of the building will make improvements compared to the previous building in terms of energy consumption, environmental performance, fire safety etc. It is therefore deemed that there is no justification for a requirement for a section 106 agreement in relation to this development. Additionally, the applicants have raised concerns that the imposition of such a requirement could result in a significant delay to the implementation and completion of the project, to the detriment of those residents who are currently in temporary accommodation awaiting the reinstatement of their properties.

CIL APPLICABLE

- 9.2 The proposal will be liable for the Mayor of London's CIL, as the additional floorspace exceeds 100sqm and the scheme provides one or more residential units. Based on the Mayor of London's CIL charging schedule and the information given on the plans the charge is likely to be £117,449.50 (3355sqm x £35). This would be collected by Haringey after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

10.0 HUMAN RIGHTS

- 10.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically

indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

- 10.2 Furthermore, the decision on the application should be considered in light of the position taken by the Courts with regard to the reinstatement of fire damaged or destroyed dwellings – that the circumstances of the loss can be a strong material consideration and the related arguments under article 8 of the European Convention on Human Rights with regard to the impact on family life of the failure to reinstate.

11.0 EQUALITIES

- 11.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

12.0 CONCLUSION

- 12.1 The proposed development to reinstate the retail space and twenty six residential units at 638 High Road is deemed to be acceptable and in line with National, Regional and Local Planning Policies.
- 12.2 It is considered that the proposed development complies with the National Planning Policy Framework (NPPF) and fulfils the three dimensions of Sustainable Development as defined in that document. It follows that the presumption in favour of sustainable development, as outlined within the NPPF (para. 14), should be applied and that the scheme should therefore be approved.
- 12.3 In addition to reinstating the building to provide 26 residential units at levels 1, 2 and 3; Retail floorspace to basement and ground floors; and Associated storage, plant etc. the proposed scheme would incorporate significant improvements to the original including
- Disabled access, including the provision of a lift to residential floors;
 - Improved access and circulation to all floors;
 - Improved external design;
 - Improved building security;
 - Improved sustainability credentials;
 - Enhanced fire safety provisions; and
 - Reinstatement of original design features and materials lost as a result of a number of alterations to the building since its construction.
- 12.4 Overall the design, form, detailing and facing materials are considered acceptable and the scheme has been designed sensitively in terms of its relationship with neighbouring properties. The proposed development will reinstate a local landmark

building result in high quality design which will preserve and enhance the character of the conservation area.

- 12.5 The proposal has been assessed against and found to comply with the intent of the National Planning Policy Framework, The London Plan (2011) and Policies UD1 'Planning Statements', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', HSG1 'New Housing Developments', M3 'New Development Location and Accessibility', M10 'Parking and Development' and CSV1 "Development in Conservation Areas" of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG2 'Conservation and Archaeology', SPG8a 'Waste and Recycling', SPG8b 'Materials' and SPD 'Housing' of the Haringey Supplementary Planning Guidance and Documents. On this basis, it is recommended that planning permission be GRANTED subject to conditions.

13.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing No's:

Schedule of Planning Application Drawings		
5103/T90P00	/	Block Plan
5103/T(20)E01	/	Proposed Lansdowne Road Elevation
5103/T(20)E02	/	Proposed High Road Elevation
5103/T(20)E03	/	Proposed Rear Elevation
5103/T(20)E04	/	Proposed Gable Elevation
5103/T(20)E05	/	Proposed Entrance Elevation
5103/T(20)P-1	/	Proposed Basement Floor Plan
5103/T(20)P00	/	Proposed Ground Floor Plan
5103/T(20)P01	T1	Proposed First Floor Plan
5103/T(20)P02	T1	Proposed Second Floor Plan
5103/T(20)P03	T1	Proposed Third Floor Plan
5103/T(20)P04	T1	Proposed Roof Plan
5103/T(20)S01	/	Proposed Section 1
5103/T(20)S02	/	Proposed Section 2
5103/T(20)S03	/	Proposed Section 3
5103/T(20)S04	/	Proposed Section 4
5103/T(20)S05	/	Proposed Section 5
5103/T(21)E01	/	Elevation and Section Detail

DOCUMENTS
Title
Planning and Heritage Statement – prepared by Montague Evans
Design and Access Statement – prepared by Rolfe Judd Architecture Limited
Acoustic Report – prepared by Alan Saunders
Air Quality Assessment – prepared by WSP
Sunlight and daylight study – prepared by GVA Schatunowski Brooks
Archaeology Desktop Assessment – prepared by Mills Whipp
Flood Risk Assessment – prepared by Water Environment
Construction Management Plan – prepared by Workman

Subject to the following conditions:

EXPIRATION OF CONSENT

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

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

IN ACCORDANCE WITH APPROVED PLANS

2. The development hereby authorised shall be carried out in complete accordance with the plans, specifications and other documents listed on the decision letter, which have been submitted to and approved in writing by the Local Planning Authority.

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

MATERIALS & EXTERNAL APPEARANCE

3. The materials and external finishes for the building must be carried out in accordance with the drawings and samples submitted and approved as set out in the approved drawings and submitted samples, unless alternative materials are subsequently approved by the borough council as planning authority in writing.

Reason: In order to ensure a high quality design finish and external appearance of the development in the interest of the visual amenity of the area including the conservation area.

SHOPFRONTS

4. The shopfronts hereby approved shall be built in accordance with the approved drawings and retained thereafter unless alternative proposals are subsequently agreed in writing by the council as local planning authority.

Reason: In order to ensure a high quality design finish and external appearance of the development in the interest of the visual amenity of the area including the conservation area.

SIGNAGE

5. Any signage required for the proposed retail unit shall be subject to a separate advertising consent application. Signage shall not be erected on the building without the prior consent of the local planning authority.

Reason: In order to ensure a high quality design finish and external appearance of the development in the interest of the visual amenity of the area including the conservation area.

AIR QUALITY – VENTILATION TO RESIDENTIAL UNITS

6. Prior to the occupation of the units within the development hereby permitted, the ventilation system shown on drawings [insert], serving the first, second and third floor residential accommodation shall be completed and shall be permanently maintained thereafter.

Reason: In order to ensure a satisfactory internal living environment for the future occupiers of the residential accommodation.

CROSSOVER – S278 AGREEMENT

7. Prior to occupation of the development hereby approved, the applicant shall enter in to a S.278 agreement to contribute £8,588 (Eight thousand five hundred and eighty eight pounds) for improvements relating to the 'reinstatement of pavement and removal of vehicular crossover to the development site post construction.

Reason: To facilitate vehicular access to the development and safeguard pedestrian access.

CONSTRUCTION AND LOGISTICS PLAN (CLP) AND CONSTRUCTION MANAGEMENT PLAN (CMP)

8. At least 1 month prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and ensure that freight and waste deliveries are timed to avoid the peak traffic hours. The development shall comply with the submitted Construction Management Plan (CMP) unless an alternative CMP is submitted to and approved in writing by the local planning authority.

Reason: To minimise vehicular conflict and other environmental factors during construction in order to limit the impacts of the construction of the replacement building on adjoining residents and locality.

NOISE

9. The development hereby approved shall comply with BS8233 with regard to sound insulation and noise reduction.

Reason: In order to ensure satisfactory amenity of future residents of the development

CONSTRUCTION DUST MITIGATION

10. The construction phase of development shall be carried out in accordance with the Mayor's Best Practice Guidance "The control of dust and emissions from construction and demolition").

Reason: To protect the environment and amenities of the locality.

CONSTRUCTION HOURS

11. That noisy construction works i.e. those works audible outside the site shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays, unless alternative arrangements are agreed in writing by the local planning authority.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

EMPLOYMENT AND TRAINING – LOCAL EMPLOYMENT DURING CONSTRUCTION

12. To the extent that it is lawfully permitted to do so, the applicant shall use reasonable endeavours to ensure that not less than 20 percent (20%) of the onsite workforce (excluding managers and supervisors) employed during the construction of the

development shall be 'local residents'. In the event that achieving 20% proves impracticable for reasons notified in writing to the Council, then a lower figure will be agreed by the council as local planning authority. The applicant shall provide written records of the recruitment process undertaken and the resulting employment outcomes required to fulfil this condition, to the local planning authority, prior to the occupation of the development.

Reason: In order to support local residents in gaining access to employment and training opportunities in the borough.

TRAINEES DURING CONSTRUCTION

13. To the extent that it is lawfully permitted to do so, the applicant shall use reasonable endeavours to ensure that not less than 20 percent (20%) of the on-site 'local' workforce (as set out in condition 12) employed during the construction of the proposed development shall comprise of trainees, In the event that achieving 20% proves impracticable for reasons notified in writing to the Council, then a lower figure will be agreed by the council as local planning authority. The applicant shall provide written records of the recruitment and process and the details of the training provided to fulfil this condition, to the local planning authority, prior to the occupation of the development.

Reason: In order to support local residents in gaining access to employment and training opportunities in the borough.

WASTE AND RECYCLING MANAGEMENT, STORAGE & COLLECTION

14. The waste and recycling management, storage and collection provisions for the proposed site shall be carried out in accordance with the provisions set out in the informative below. Should an alternative bin storage arrangements be proposed, details shall be submitted to and agreed by the Local Planning Authority in consultation with Haringey Waste Management Team, prior to occupation.

Reason: In order to ensure satisfactory waste and recycling arrangements.

INFORMATIVE – “LOCAL RESIDENT”:

'Local Resident' is defined as an individual normally residing within the borough boundary. In the event that after a suitable search, not enough appropriate candidates can be identified within this boundary, candidates normally residing within the North London Sub-Region (as defined in the London Plan) will be accepted. This approach is consistent with Construction Web's approach.

INFORMATIVE: “TRAINEES”

For the avoidance of doubt, the trainees should represent 10% of the 'local workforce', and not the workforce on-site as a whole. These trainees can be self employed or sourced from 'local' Small and Medium size Enterprises.

INFORMATIVE: COMMUNITY CONSULTATION

The developer shall engage with local residents prior to works taking place on site, meeting with adjoining residents and occupiers at the earliest opportunity.

INFORMATIVE: SIGNAGE

The signage referred to in condition 5 shall be designed in accordance with the relevant plans and policies including any Supplementary Planning Guidance or Documents relevant to signage, conservation areas and Tottenham high Road.

INFORMATIVE: WASTE MANAGEMENT

The proposed development of a 4 storey building providing 26 residential units at first, second, third floors will require: 4 x 1100 refuse bins and 2 x 11 recycling bins. The A1 retail floorspace at ground and part basement levels will require 1 x 1100 Bin and 1 x 1100 refuse bin. The A1 retail will need to have in place adequate storage for the 1100 bin which is separate to the storage facilities for the domestic bins provided for the 26 flats. The area will need to be easily accessible for both the business and collection crew as outlined above. The domestic bins will also need to be accessible to both residents and collection crew as outlined above. The Further advice from Haringey Waste Management Team can be provided on request.

INFORMATIVE - THAMES WATER

Waste Comments

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 Ground Water. 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.

Recent 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 your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk

Water Comments

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE - CRIME PREVENTION

The residential buildings hereby approved shall comply with BS 8220 (1986) Part 1 'Security Of Residential Buildings' and comply with the aims and objectives of the police requirement of 'Secured By Design' & 'Designing Out Crime' principles.

INFORMATIVE: NAMING AND NUMBERING

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

REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

(a) The proposal is acceptable for the following reasons:

- I. The design, form, detailing and facing materials are considered acceptable;
- II. The scheme has been designed sensitively in terms of its relationship with neighbouring properties.
- III. The proposed development will reinstate a local landmark building result in high quality design which will preserve and enhance the character of the conservation area.

(b) The proposal has been assessed against and found to comply with the intent of Policies UD1 'Planning Statements', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', HSG1 'New Housing Developments', M3 'New Development Location and Accessibility', M10 'Parking and Development', of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG2 Conservation and Archaeology, SPG8a 'Waste and Recycling', SPG8b 'Materials' and SPD 'Housing' of the Haringey Supplementary Planning Guidance and Documents.

APPENDIX 1

Consultation Responses

No.	Stakeholder	Question/Comment	Response
1	London Fire and Emergency Planning Authority	The Brigade is satisfied with the proposals	Noted
2	Haringey Design and Conservation Team	Support the proposed development. Design Panel comments provided.	Noted. Design Panel Minutes provided in Appendix 4 of this report.
3	Haringey Transportation Team	<p>This proposed development is located at the junction of High Road with Lansdowne Road which provides signalised junctions with dedicated pedestrian facility. A site visit conducted on the 22 March observed that the footways and the junction have been upgraded following the recent riots. However the vehicular crossover to the site will need to be reconstructed to footways following the redevelopment of the site.</p> <p>This site is in an area with a high public transport accessibility level and abuts the busy bus routes on Tottenham High Road, which offers some 68 buses per hour (two-way), and within a walking distance of Lansdowne Road where additional 26 buses per hour (two-way) are provided, with the overall 94 buses per hour (two-way) providing very regular bus connections to and from Seven Sisters tube station. In addition the site is within walking distance of Bruce Grove Rail station which provides connection to London Liverpool Street. We have subsequently considered that this site complies with the Councils adopted UDP policy M3 which states that the Council will require that developments with high trip generation characteristics be located where public transport accessibility is high. We have therefore concluded that the majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site.</p> <p>It is worth noting that the proposed development is a like for like replacement of the former, A1 and C3 use. We have reviewed the current existing generated trip and as there will be no substantial increase in the size of the development or increase in the number of units. We have concluded that this development proposal will not have any effect on the transport and highways network.</p> <p>The applicant has also proposed to provide 26 secure sheltered cycle parking space as part of the rebuild. Consequently, the highway and transportation authority would not object to this applicant subject to the following conditions:</p> <p>1) The applicant agrees to enter into a S.278 agreement to contribute £8,588. (Eight thousand five hundred and eighty eight pounds) to improvement for the reconstruction of the vehicular crossover to the development site post construction. Reason: To facilitate vehicular access to the development and safeguard pedestrian access.</p>	Noted. Conditions/Informatives attached to relevant section.

No.	Stakeholder	Question/Comment	Response
		<p>2) At least 1 months prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and ensure that freight and waste deliveries are timed to avoid the peak traffic hours. Reason: To minimise vehicular conflict at this location.</p> <p>Informative The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p>	
4	Haringey Waste Management Team	<p>The proposed development of a 3 storey building providing 26 residential units at first, second, third floors will require 4 x 1100 refuse bins and 2 x 11 recycling bins. The A1 retail floorspace at ground and part basement levels will require 1 x 1100 Bin and 1 x 1100 refuse bin. The A1 retail will need to have in place adequate storage for the 1100 bin which is separate to the storage facilities for the domestic bins provided for the 26 flats. The area will need to be easily accessible for both the business and collection crew as outlined above. The domestic bins will also need to be accessible to both residents and collection crew as outlined above. Further advise can be provided on request.</p>	Noted. Informative added to section 13.0 of this report.
5	Tottenham CAAC	<p>At its meeting on 9th February 2012 Tottenham CAAC had a presentation on this development from the architect and planning consultant. The 1930 London Co-operative Stores building was one of the most important and handsome buildings in Tottenham in a prominent position facing the listed No. 639. The CAAC is delighted that the building is to be rebuilt as near as possible to its original design. We note it will have new sustainability standards, fire protection measures and a lift. We hope that it will be built as soon as possible</p>	Noted
6	Tottenham Civic Society	<p>On behalf of the committee of Tottenham Civic Society I would like to wholeheartedly welcome these plans to reinstate this iconic building. We understand that the plans also aim to recreate details of the 1930 building that had been lost in recent decades. This is an excellent example of high quality, sustainable, heritage-led regeneration, that will provide an inspiration to other developers in Tottenham. It is good to note the attention to detail that the developer makes to provide high quality homes for this important site.</p>	Noted
7	Tottenham Regeneration Programme	<p>This is a key site for the regeneration of the High Road following the riots in 2011 and as such the Tottenham Team fully supports the proposed re-instatement of the former building with a like for like replacement.</p> <p>In addition to the above comments we would like to ensure that:</p>	Noted - Conditions/Informative included

No.	Stakeholder	Question/Comment	Response
8	Resident - 39 Woodstock Road, E17	<ul style="list-style-type: none"> · Opportunities for local employment during construction are secured through either a condition or obligation as part of a S106 Agreement · The developer is conditioned to comply with the submitted construction management plan. · An informative is attached to any decision notice asking the developer to engage with local residents prior to works taking place on site and advising that they should meet with adjoining residents at the earliest opportunity. <p>I am the resident of Flat 24, and I also happen to be an access consultant by profession. I am generally happy with the plans in relation to my flat, and the provision of a lift within the building (meaning that me and my partner's parents and grandparents can all visit without difficulty, as we are on the top floor).</p> <p>However, flicking through the plans, I noticed a couple of non-compliances / additional considerations in relation to accessibility. These are as follows:</p> <ul style="list-style-type: none"> - Basement Retail: Steps and lift should be adjacent to one another, to avoid segregation - Doors: 300mm nib to side of door required to leading edge, when door opens towards you. This is currently missing for the Basement Retail (door into the staff area), as well as the corridor doors on First, Second, and the communal terrace door on Third Floor. - Basement Retail - Staff Toilets: Space between door at 90 degrees and opposite wall should be 900mm clear, as per ADM. This is not achieved for the wheelchair accessible WC, as well as for the lobby door (from the corridor, into the toilet facilities). - Basement Retail, Staff Room: Is this space large enough for wheelchair users, and will the units be suitable for both seated and standing persons? 	<p>Noted</p> <p>The issues raised are more appropriately resolved during the Building Control process rather than at the planning stage. Notwithstanding this, the applicants have provided the following information:</p> <p>Basement Retail: The steps and lift are not located directly adjacent to one another however this is not deemed to be a significant issue which would cause major problems for the users of the retail shop.</p> <p>Doors: This is more usually an issue addressed during Building Control discussions. The applicants have advised that they will amend the detailed layouts to incorporate the 300mm nib to the door edge.</p> <p>Basement Retail - This is more usually an issue addressed during Building Control discussions. The applicants have advised that they</p>

No.	Stakeholder	Question/Comment	Response
			<p>will amend the layouts to address this matter.</p> <p>Basement Retail - Staff Room: The space provided is assessed to be large enough for this purpose.</p>

APPENDIX 2

Relevant Planning Policy

National Planning Policy

National Planning Policy Framework (March 2012)

Regional Planning Policy

The London Plan (Adopted July 2011)

Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 3.10 Mixed and balanced communities
Policy 3.12 Affordable housing targets
Policy 3.13 Negotiating affordable housing residential & mixed use schemes
Policy 3.14 Affordability housing thresholds
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.5 Decentralised energy networks
Policy 5.7 Renewable Energy
Policy 5.10 Urban Greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood Risk Management
Policy 5.13 Sustainable Drainage
Policy 5.14 Water Quality and Wastewater Infrastructure
Policy 5.15 Water Use and Supplies
Policy 5.18 Construction Excavation and Demolition Waste
Policy 5.21 Contaminated Land
Policy 6.1 Integrating transport & development
Policy 6.3 Assessing transport capacity
Policy 6.13 Parking
Policy 7.2 Creating an inclusive environment
Policy 7.3 Secured by design
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.8 Heritage Assets and Archaeology

The Mayor's Other Strategies

The Mayor's Housing SPG (November 2005)
The Mayor's Sustainable Design and Construction SPG (2006)
The Mayor's Air Quality Strategy: Clearing the Air (2010)
The Mayor's London Housing Design Guide (August 2010)
The Mayor's Accessible London: Achieving an Inclusive Environment SPG
The Mayor's Wheelchair Accessible Housing Best Practice Guide (BPG)
The Mayor's Best Practice Guide on the Control of Dust & Emissions during Construction

The London Housing Design Guide (2010)

Local Planning Policy

Haringey Unitary Development Plan (2006)

G1	Environment
G2	Development and Urban Design
G3	Housing Supply
G4	Employment
G9	Community Well Being
G10	Conservation
UD1	Planning Statements
UD2	Sustainable Design and Construction
UD3	General Principles
UD4	Quality Design
UD6	Mixed Use Developments
UD7	Waste Storage
UD8	Planning Obligations
ENV2	Surface Water Runoff
ENV4	Enhancing and Protecting the Water Environment
ENV11	Contaminated Land
HSG1	New Housing Developments
HSG2	Change of Use to Residential
HSG4	Affordable Housing
HSG10	Dwelling Mix
M3	New Development Location and Accessibility
M5	Protection, Improvement and Creation of Pedestrian and Cycle Routes
M10	Parking for Development
CSV1	Development in Conservation Areas
CSV3	Locally Listed Buildings and Designated Sites of Industrial Heritage Interest
CSV8	Archaeology

Haringey Supplementary Planning Guidance and Documents

SPG1a	Design Guidance (Adopted 2006)
SPG2	Conservation and Archaeology (Draft 2006)
SPG4	Access for All (Mobility Standards) (Draft 2006)
SPG5	Safety By Design (Draft 2006)
SPG7a	Vehicle and Pedestrian Movements (Draft 2006)
SPG8a	Waste and Recycling (Adopted 2006)
SPG8b	Materials (Draft 2006)
SPG8c	Environmental Performance (Draft 2006)
SPG8d	Biodiversity, Landscaping & Trees (Draft 2006)
SPG9	Sustainability Statement Guidance Notes and Checklist (Draft 2006)
SPD	Housing

Local Development Framework

Draft Local Plan (Formerly Core Strategy) and Proposals Map

SP1	Managing Growth
SP2	Housing
SP4	Working towards a Low Carbon Haringey
SP5	Water Management and Flooding
SP6	Waste and Recycling
SP7	Transport
SP8	Employment
SP9	Improve Skills/Training, Support/Access to Jobs/Community Cohesion
SP10	Town Centres
SP11	Design
SP12	Conservation
SP13	Open Space and Biodiversity
SP14	Health and Well-Being
SP15	Culture and Leisure
SP16	Community Infrastructure

Draft Development Management Policies (Published - Consultation May 2010)

DMP1	New Housing Developments
DMP7	Homes of Different Sizes
DMP9	New Development Location and Accessibility
DMP11	Car-Free Residential Developments
DMP13	Sustainable Design and Construction
DMP14	Flood Risk, Water Courses and Water Management
DMP15	Environmental Protection
DMP20	General Principles
DMP21	Quality Design
DMP22	Waste Storage
DMP25	Haringey's Heritage

Draft Sustainable Design and Construction SPD (October 2010)

APPENDIX 3

Development Management Forum Minutes

(The minutes of the DM Forum will be provided as an addendum at the Planning Committee Meeting)

APPENDIX 4
Design Panel Minutes



Haringey

Design Panel no.30

Thursday 12th January 2012

ATTENDANCE

Panel

Deborah Denner
Stephen Davy
Gordon Forbes
David Kells
Chris Mason
Peter Sanders

Observers

Richard Truscott (Facilitator) Haringey Council
Marc Dorfman Haringey Council
Mortimer MacSweeney..... Haringey Council

The following scheme was considered by the Panel:

1) Spurs Amendments

Paul Phillips Tottenham Hotspurs – Client
Jeremy Fisher KSS architects
Richard Serra Savills - planning consultants

2) 638 Tottenham High Road, N17 (former “Carpetright”)

Nick Sharp Montague Evans
Stewart Drummond Rolfe Judd architects

3) Aldi store, 570 Tottenham High Road N17

Gary Humphreys The Harris Partnership – architects
John Norman Haringey Council, Tottenham Regeneration Programme

1) Presentation of the Tottenham Hotspurs planning amendments

Confidential until planning application submitted.

2) 638 Tottenham High Road, N17 (former "Carpet Right")

The panel was shown historical photographs of the former building from construction in 1930 to the burnt out shell that tragically had to be demolished after the riots of August last year. It is owned by Threadneedle Asset Management Ltd., on behalf of various pension funds, Metropolitan Housing Trust, who sold the flats within the building as shared ownership properties, which have mostly been purchased outright, by leaseholders of the flats and of the ground floor retail unit (i.e. Carpet Right).

The new building will reinstate an important local landmark as a significantly better quality building. The design will replicate the appearance of the previous building. Changes to the original design include better insulation and new smoke vents from the basement and other alterations to meet new regulatory requirements. To return as much as possible the previous sold or leased space, other alterations include the removal of a vehicle access to the rear of the building.

The panel questioned what was proposed for the shopfronts and were concerned that Carpet Right had a reputation for poor shopfront designs. They noticed that the early photographs showed structural columns within the shopfront treated as part of the shopfront, and simple signage in a fascia with cornice over. When asked whether roller shutters were to be used the response was on doors only. The Spandrel Panels between the first and second floor will be dark painted metal to match the window frames, to match the original, rather than be painted as though to match the masonry as immediately before the fire.

Panel Observations

1. The panel especially commended the decision to reinstate the main façades facing Tottenham High Road and Lansdowne Road in reconstituted stone of the same appearance as before, with the main 1st and 2nd floor street facing windows returned to their previous appearance as 2 story openings, with the metal spandrel panels between them painted black or in a dark colour to match the window frames. However they accepted that the parapet over the cornice probably need not be reconstructed.
2. The panel particularly welcomed the improved fire protection and means of escape from the residential units, for the confidence this would give.
3. The panel agreed that the signage and shopfront should be the same as the original. They considered that the construction should the shopfront should resemble the early photographs displayed as much as possible, emphasising horizontality in contrast to verticality the of the residential windows, rather than the plain and rather tacky appearance before the fire; the simple fascia and cornice and mouldings over, which must be of good quality, should be reconstructed as part of these works, and Carpet Right encouraged to opt for appropriate signage within that fascia.

4. It was suggested the bell tower would benefit from some form of public art and this could be selected by a competition.

5. Regarding fenestration of those 1st and 2nd floor windows to the 2 main facades, the panel all agreed the verticality, treating the 1st and 2nd windows as one element, emphasising verticality in contrast to the horizontality of the shop windows, was excellent. They also discussed the detailed fenestration options to these windows. They felt Options A is probably the most similar to the original but Option C appears more balanced. The panel suggested more detailed 1:20 sections and elevations be provided to secure the detailing and modelling of the elevations.

Consensus and Conclusions

6. The panel complimented the swiftness of the plans coming forward as the site is important for improving confidence in the area.

7. They felt the design proposals showed a lot of promise and were going in exactly the right direction. A few details remained to be resolved but they were confident that the client and architect were approaching these in the correct manner and they looked forward to seeing this scheme progressing swiftly.

3) Aldi store, 570 Tottenham High Road N17

Confidential until planning application submitted.

Date of next meeting

Later in the month of March; date proposed: 22nd March.

APPENDIX 5

Consultation List

Documents produced for Planning Application Reference HGY/2012/0427

638 High Road N17 0AA

9ACKN1 HGY/2012/0427

Planning Application Acknowledgment**9ACKN1****1**

9CNBR4 HGY/2012/0427 LBH - Cleansing - East Brian Ellick 1st Floor, Technopark London N17 9LN Ashley Road

9CNBR4 HGY/2012/0427 LBH - Strategic & Community Housing Michael Kelleher 3rd Floor, 820 Seven Sisters Road London N15 5PQ

9CNBR4 HGY/2012/0427 LBH - Building Control - East Ray Connor 639 High Road London N17

9CNBR4 HGY/2012/0427 LBH - Conservation & Design Team Conservation & Design Team 639 High Road (Policy) London N17

9CNBR4 HGY/2012/0427 LBH - Transportation Group Transportation Planning, Frontline Services, High Road, Wood Green, London N22 8HQ 1st Floor South, River Park House,

Internal Consultation**9CNBR4****5**

9CNBR7 HGY/2012/0427 Tottenham CAAC Joyce Rosser 46 Redston Road London N8 7HJ

Statutory Consultation (General)**9CNBR7****1**

9CON2 HGY/2012/0427 Councillor Alan Stanton C/O Members Room N22 4HQ River Park House

9CON2 HGY/2012/0427 Councillor Lorna Reith C/O Members Room N22 4HQ River Park House

9CON2 HGY/2012/0427 Councillor Reg Rice C/O Members Room N22 4HQ River Park House

Consulting Councillor Re: Planning Application**9CON2****3**

9CONSIM HGY/2012/0427

Major Application CA Site notice**9CONSIM****1**

9CONSIT HGY/2012/0427

Conservation Area Site Notice**9CONSIT****1**

9FORUM4 HGY/2012/0427 London Fire Brigade - Fire Safety Regulation North West Area 1 169 Union Street London SE1 0LL

9FORUM4 HGY/2012/0427 Ms Aysen Huseyin Flat B, 105 Northchurch Road N1 3NU

9FORUM4 HGY/2012/0427 Mr Omar Malik & Mrs Barbara Bereda-Malik 11 Percey Road N12 8BY

9FORUM4 HGY/2012/0427 Crime Prevention Officer - Andrew Snape Muswell Hill Police Station 115 Fortis Green Muswell Hill N2 9HW

9FORUM4 HGY/2012/0427 Mr S A Mohammed-Ali 175 Colney Hatch Lane N10 1HA

9FORUM4 HGY/2012/0427 Ms Elizabeth Moriba 20 Oulton Rd N15 5PY

9FORUM4 HGY/2012/0427 Ms Sandra Petkovic 24b High Street N8 7PB.

9FORUM4 HGY/2012/0427 Mr Michael Allen 291 Lincoln Road Enfield EN1 1SY

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9FORUM4	HGY/2012/0427	Mr Mohamed Hampton	London 56 Cannon Court, 3 Hawker Place	E17 4GD
9FORUM4	HGY/2012/0427	Ms Mei-Yee Man	39 Woodstock Road	E17 4BH
9FORUM4	HGY/2012/0427	Ms Yvonne Simmons & Mr Hal Bowen	Ground Floor Flat, 89 Brantwood Road	N17 0DT
9FORUM4	HGY/2012/0427	The Owner / Occupier	28 Bronhill Terrace	London N17 0LN Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	29 Bronhill Terrace	London N17 0LN Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	30 Bronhill Terrace	London N17 0LN Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	31 Bronhill Terrace	London N17 0LN Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	32 Bronhill Terrace	London N17 0LN Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	33 Bronhill Terrace	London N17 0LN Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	33A Bronhill Terrace	London N17 0LN Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	33B Bronhill Terrace	London N17 0LN Tottenham
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9FORUM4	HGY/2012/0427	The Owner / Occupier	Nursery	Hartington Park Burlington Road Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 10	Campbell Court Campbell Road London N17 0AU Tottenham
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9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 22	Campbell Court Campbell Road London N17 0AU Tottenham

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9FORUM4	HGY/2012/0427	The Owner / Occupier Tottenham	Campbell Court Campbell Road London N17 0AU
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 58 Tottenham	Campbell Court Campbell Road London N17 0AU
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9FORUM4	HGY/2012/0427	The Owner / Occupier 10 Cedar Road London N17 8NB Tottenham
9FORUM4	HGY/2012/0427	Ms Patricia Fisher 1 Creighton Road N17 8JU
9FORUM4	HGY/2012/0427	Mr & Mrs Akbasak Flat 3, 20 Crescent Road N8 8AX
9FORUM4	HGY/2012/0427	Mr Andreas Muller & Ms Alexandra Mccombie 24 Flanders House, Defoe Road N16 0EG
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1 Munster House Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2 Munster House Hampden Lane London N17 0AS
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9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 4	10 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	10 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	11 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	12 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	13 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	14 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	15 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	16 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	17 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	18 Hampden Lane London N17 0AS

9FORUM4	HGY/2012/0427	The Owner / Occupier	19 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	20 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	21 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	22 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	23 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	24 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	24 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	24 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat D	24 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat E	24 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	24 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	25 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	26 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	27 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	29 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	31 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	33 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	35 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	37 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	42 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	44 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	46 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	48 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	50 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	52 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	54 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	56 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	58 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	60 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	62 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	64 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	66 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	68 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	70 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	72 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	74 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	76 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	78 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	80 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	82 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	84 Hampden Lane London N17 0AS
9FORUM4	HGY/2012/0427	The Owner / Occupier	2 Hampden Road London N17 0AY
9FORUM4	HGY/2012/0427	The Owner / Occupier Unit 24B Tottenham	Wingate Trading Estate High Road London N17 0AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Unit 24C Tottenham	Wingate Trading Estate High Road London N17 0AD

9FORUM4	HGY/2012/0427	The Owner / Occupier Unit 6 Tottenham	Wingate Trading Estate High Road London N17 0AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Unit 8	Wingate Trading Estate High Road London N17 0AD
9FORUM4	HGY/2012/0427	The Owner / Occupier	624 High Road London N17 9TL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	628 High Road London N17 9TP
9FORUM4	HGY/2012/0427	The Owner / Occupier	640 656 High Road London N17 0AF Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	641 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop	641 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	641 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	643 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	643 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	643 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat D	643 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop	643 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	643 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier	645 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	647 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier	647 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	649 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	649 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor Shop	649 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	649 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	651 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop	651 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	651 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1	653 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2	653 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3	653 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop	653 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	653 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	655 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop	655 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	655 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop	657 663 High Road London N17 8AA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	657 663 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier	657A High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier Warehouse at rear	658 High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	658 High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	659 High Road London N17 8AA
9FORUM4	HGY/2012/0427	The Owner / Occupier	660 High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Basement and Ground Floor Offices	662 High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier First and Second Floor Offices	662 High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	662 High Road London N17 0AB
9FORUM4	HGY/2012/0427	The Owner / Occupier Basement level Office	664 666 Tottenham Enterprise Centre High Road London N17 0AB Tottenham

9FORUM4	HGY/2012/0427	The Owner / Occupier First Floor Office 664 666 Tottenham Enterprise Centre High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor 664 666 Tottenham Enterprise Centre High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Office 7 664 666 Tottenham Enterprise Centre High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Office 8-10 664 666 Tottenham Enterprise Centre High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Second Floor Office 664 666 Tottenham Enterprise Centre High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Workshop 666A 664 666 Tottenham Enterprise Centre High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 664 666 Tottenham Enterprise Centre High Road London N17 0AB
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop 665 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 665 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop 667 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 667 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier First Floor Flat 1 668 High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Second Floor Flat 4 668 High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 668 High Road London N17 0AB
9FORUM4	HGY/2012/0427	The Owner / Occupier 668A Workshop High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1 669 673 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2 669 673 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3 669 673 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 4 669 673 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 5 669 673 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 6 669 673 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 7 669 673 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 8 669 673 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Public House 669 673 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 669 673 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Basement to Second Floor Office 670 High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor Office 670 High Road London N17 0AB Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 670 High Road London N17 0AB
9FORUM4	HGY/2012/0427	The Owner / Occupier 671 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier 673 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Club 675 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop 675 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 675 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1 677 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2 677 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3 677 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop 677 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 677 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1 678 682 Diana Martin Court High Road London N17 0AE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2 678 682 Diana Martin Court High Road London N17 0AE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3 678 682 Diana Martin Court High Road London N17 0AE Tottenham

9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 4 678 682 Diana Martin Court High Road London N17 0AE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 5 678 682 Diana Martin Court High Road London N17 0AE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Unit 1 678 682 Diana Martin Court High Road London N17 0AE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 678 682 Diana Martin Court High Road London N17 0AE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A 679 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B 679 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C 679 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Offices 679 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop 679 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 679 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A 681 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B 681 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C 681 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop 681 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 681 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 682 High Road London N17 0AE
9FORUM4	HGY/2012/0427	The Owner / Occupier Shop 683 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Upper Flat 683 High Road London N17 8AD Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 683 High Road London N17 8AD
9FORUM4	HGY/2012/0427	The Owner / Occupier Kemble Hall Kemble Road London N17 9UE
9FORUM4	HGY/2012/0427	The Owner / Occupier 1 Marlborough Court Kemble Road London N17 9UE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 2 Marlborough Court Kemble Road London N17 9UE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 3 Marlborough Court Kemble Road London N17 9UE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 4 Marlborough Court Kemble Road London N17 9UE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 5 Marlborough Court Kemble Road London N17 9UE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 6 Marlborough Court Kemble Road London N17 9UE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Marlborough Court Kemble Road London N17 9UE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier The Cottage Kemble Road London N17 9UE
9FORUM4	HGY/2012/0427	The Owner / Occupier 1 Kemble Road London N17 9UE
9FORUM4	HGY/2012/0427	The Owner / Occupier Lansdowne Road Health Clinic Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Pembury House Centre Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier St Mary The Virgin Church of England Church Lansdowne Road London N17 9XE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier St Marys Vicarage Lansdowne Road London N17 9XE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier First and Second Floor Flat 1 Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Warehouse 1 Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 1 Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 1A Warehouse Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier 1B Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier 2 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier 2A Lansdowne Road London N17 9XE Tottenham

9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1 Tottenham	2E	Strike Apartments Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2 Tottenham	2E	Strike Apartments Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3 Tottenham	2E	Strike Apartments Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 4 Tottenham	2E	Strike Apartments Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 5 Tottenham	2E	Strike Apartments Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 6 Tottenham	2E	Strike Apartments Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Tottenham	2E	Strike Apartments Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1	3	Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2	3	Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3	3	Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 4	3	Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 5	3	Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 6	3	Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	3	Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1	3A	Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2	3A	Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier	3A	Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier	4	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	5	Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	5	Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor Flat	5	Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier	5	Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	6	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	6	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	6	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	6	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1	7	Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2	7	Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	7	Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2	8	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3	8	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 4	8	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 5	8	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 6	8	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 7	8	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	8	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	10	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	12	Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1	13	Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2	13	Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3	13	Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 4	13	Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	13	Lansdowne Road London N17 0LL

9FORUM4	HGY/2012/0427	The Owner / Occupier	15 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 8 15 Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 9 15 Lansdowne Road London N17 0LL Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	15 Lansdowne Road London N17 0LL
9FORUM4	HGY/2012/0427	The Owner / Occupier	16 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	First Floor Flat 18 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	Ground Floor Flat 18 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	18 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	20 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	First Floor Flat 22 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	Ground Floor Flat 22 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	22 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	First Floor Flat 24 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	Ground Floor Flat 24 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	Store at rear 24 Lansdowne Road London N17 9XE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	24 Lansdowne Road London N17 9XE
9FORUM4	HGY/2012/0427	The Owner / Occupier	Pembury House Nursery Lawrence Road London N17 9XE Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	5 Liston Road London N17 9UG Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	6 Liston Road London N17 9UG Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	7 Liston Road London N17 9UG Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 1 11 Liston Road London N17 9UG Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 2 11 Liston Road London N17 9UG Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 3 11 Liston Road London N17 9UG Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	11 Liston Road London N17 9UG Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	2 Lordship Lane London N17 8NA
9FORUM4	HGY/2012/0427	The Owner / Occupier	4 Lordship Lane London N17 8NA
9FORUM4	HGY/2012/0427	The Owner / Occupier	6 Lordship Lane London N17 8NA
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat A 8 Lordship Lane London N17 8NA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat B 8 Lordship Lane London N17 8NA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	8 Lordship Lane London N17 8NA
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat A 10 Lordship Lane London N17 8NA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat B 10 Lordship Lane London N17 8NA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	10 Lordship Lane London N17 8NA
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat A 12 Lordship Lane London N17 8NA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat B 12 Lordship Lane London N17 8NA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	12 Lordship Lane London N17 8NA
9FORUM4	HGY/2012/0427	The Owner / Occupier	Basement and Ground Floor Flat A 14 Lordship Lane London N17 8NA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	First and Second Floor Flat B 14 Lordship Lane London N17 8NA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	14 Lordship Lane London N17 8NA
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat A 16 Lordship Lane London N17 8NA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat B 16 Lordship Lane London N17 8NA Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	16 Lordship Lane London N17 8NA
9FORUM4	HGY/2012/0427	The Owner / Occupier	Basement and Ground Floor Flat 18 Lordship Lane London N17 8NA Tottenham

9FORUM4	HGY/2012/0427	The Owner / Occupier	First and Second Floor Flat B	18 Lordship Lane London N17 8NA	Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier		18 Lordship Lane London N17 8NA	
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 1	21 Lordship Lane London N17 6TA	Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 2	21 Lordship Lane London N17 6TA	Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 3	21 Lordship Lane London N17 6TA	Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 4	21 Lordship Lane London N17 6TA	Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier		21 Lordship Lane London N17 6TA	
9FORUM4	HGY/2012/0427	The Owner / Occupier		23 Lordship Lane London N17 6TA	
9FORUM4	HGY/2012/0427	The Owner / Occupier	10	Millicent Fawcett Court Pembury Road London N17 6SU	
9FORUM4	HGY/2012/0427	The Owner / Occupier	100	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	101	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	102	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	103	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	104	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	105	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	106	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	107	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	108	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	109	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	11	Millicent Fawcett Court Pembury Road London N17 6SU	
9FORUM4	HGY/2012/0427	The Owner / Occupier	110	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	111	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	112	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	113	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	114	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	115	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	116	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	117	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	118	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	119	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	12	Millicent Fawcett Court Pembury Road London N17 6SU	
9FORUM4	HGY/2012/0427	The Owner / Occupier	120	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	121	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	122	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	123	Millicent Fawcett Court Pembury Road London N17 6SY	
9FORUM4	HGY/2012/0427	The Owner / Occupier	124	Millicent Fawcett Court Pembury Road London N17 6SY	

9FORUM4	HGY/2012/0427	The Owner / Occupier 125	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 126	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 127	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 128	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 129	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 13	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 130	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 131	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 132	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 133	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 134	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 135	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 136	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 137	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 138	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 139	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 14	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 140	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 141	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 142	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 143	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 144	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 145	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 146	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 147	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 148	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 149	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 15	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 150	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 151	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 152	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 153	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 154	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 155	Millicent Fawcett Court Pembury Road London N17 6SY

9FORUM4	HGY/2012/0427	The Owner / Occupier 156	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 157	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 158	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 159	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 16	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 160	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 161	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 162	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 163	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 164	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 165	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 166	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 167	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 168	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 169	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 17	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 170	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 171	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 172	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 173	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 174	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 175	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 176	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 177	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 178	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 179	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 18	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 180	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 181	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 182	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 183	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 184	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 185	Millicent Fawcett Court Pembury Road London N17 6SY
9FORUM4	HGY/2012/0427	The Owner / Occupier 186	Millicent Fawcett Court Pembury Road London N17 6SY

9FORUM4	HGY/2012/0427	The Owner / Occupier 19	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 20	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 21	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 22	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 23	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 24	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 25	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 26	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 27	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 28	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 29	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 30	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 31	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 32	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 33	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 34	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 35	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 36	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 37	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 38	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 39	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 40	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 41	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 42	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 43	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 44	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 45	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 46	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 47	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 48	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 49	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 50	Millicent Fawcett Court Pembury Road London N17 6SU
9FORUM4	HGY/2012/0427	The Owner / Occupier 51	Millicent Fawcett Court Pembury Road London N17 6SX
9FORUM4	HGY/2012/0427	The Owner / Occupier 52	Millicent Fawcett Court Pembury Road London N17 6SX
9FORUM4	HGY/2012/0427	The Owner / Occupier 53	Millicent Fawcett Court Pembury Road London N17 6SX

9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	36 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	36 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	37 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier First Floor Flat	38 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor Flat	38 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Second Floor Flat	38 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	38 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	39 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	40 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	40 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	40 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	40 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	41 Pembury Road London N17 6SS Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	41 Pembury Road London N17 6SS Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	41 Pembury Road London N17 6SS Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	42 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	43 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier	44 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	46 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	46 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	46 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	46 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	48 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	48 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	48 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	48 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	49 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier First Floor Flat B	50 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor Flat A	50 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Second Floor Flat C	50 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	50 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	51 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier First Floor Flat B	52 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor Flat A	52 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Second Floor Flat C	52 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	52 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	53 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1	54 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2	54 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3	54 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	54 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	55 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier	57 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier	59 Pembury Road London N17 6SS

9FORUM4	HGY/2012/0427	The Owner / Occupier	55 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier	63 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier	65 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier	67 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier	69 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier	71 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier	73 Pembury Road London N17 6SS
9FORUM4	HGY/2012/0427	The Owner / Occupier	75 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	77 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	77A Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	79 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	81 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	81A Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	83 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1	85 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2	85 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3	85 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 4	85 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 5	85 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 6	85 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 7	85 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 8	85 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 9	85 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	85 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	87 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	87 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	87 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	87 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1	89 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2	89 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3	89 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 4	89 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 5	89 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 6	89 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 7	89 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	89 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1	91 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2	91 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3	91 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 4	91 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 5	91 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 6	91 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 7	91 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 8	91 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	91 Pembury Road London N17 8LY Tottenham

9FORUM4	HGY/2012/0427	The Owner / Occupier First Floor Flat C	93 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Garden Flat A	93 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor Flat B	93 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Second Floor Flat D	93 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	93 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 1	95 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 2	95 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 3	95 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 4	95 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 5	95 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 6	95 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 7	95 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat 8	95 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	95 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	95 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	95 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	97 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	97 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	97 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat D	97 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	97 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier First Floor Flat B	99 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor Flat A	99 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Second Floor Flat C	99 Pembury Road London N17 8LY Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	99 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	101 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	101 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	101 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	103 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	105 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	107 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	109 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor Flat	109 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	109 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	111 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	111 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	111 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	111 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	113 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	115 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	115 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	115 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	115 Pembury Road London N17 8LY
9FORUM4	HGY/2012/0427	The Owner / Occupier	1 Rheola Close London N17 9TR

9FORUM4	HGY/2012/0427	The Owner / Occupier	2 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	3 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	4 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	5 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	6 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	7 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	8 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	9 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	10 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	11 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	12 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	13 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	14 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	15 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	16 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	17 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	18 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	19 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	20 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	21 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	22 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	23 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	24 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	25 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	26 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	27 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	28 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	29 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	30 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	31 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	32 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	33 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	34 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	35 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	36 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	37 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	38 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	39 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	40 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	41 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	42 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	43 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	44 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	45 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	46 Rheola Close London N17 9TR

9FORUM4	HGY/2012/0427	The Owner / Occupier	47 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	48 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	49 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	63 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	64 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	65 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	66 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	67 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	68 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	69 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	70 Rheola Close London N17 9TR
9FORUM4	HGY/2012/0427	The Owner / Occupier	First Floor Flat B 1 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Ground Floor Flat A 1 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Second Floor Flat C 1 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	First and Second Floor Flat 2 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Ground Floor Flat 2 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	2 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	First Floor Flat B 3 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Ground Floor Flat A 3 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Second Floor Flat C 3 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	First Floor Flat B 4 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	Ground Floor Flat A 4 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	Second Floor Flat C 4 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	4 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat A 5 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat B 5 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat A 6 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	6 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 1 7 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 2 7 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat 3 7 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	First Floor Flat 8 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	Ground Floor Flat 8 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	Second Floor Flat 8 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	8 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	First Floor Flat B 9 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	Ground Floor Flat A 9 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	Second Floor Flat C 9 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	First Floor Flat 10 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	Flat A 10 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	Second Floor Flat 10 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	10 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	First Floor Flat B 11 Ruskin Road London N17 8ND Tottenham

9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor Flat A	11 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Second Floor Flat C	11 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier First Floor Flat	12 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor Flat	12 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier Second Floor Flat	12 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	12 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier First Floor Flat B	14 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Ground Floor Flat A	14 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Second Floor Flat C	14 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	14 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	16 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	16 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	16 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	16 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat A	18 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat B	18 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat C	18 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat D	18 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat E	18 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier Flat F	18 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	18 Ruskin Road London N17 8ND Tottenham
9FORUM4	HGY/2012/0427	The Owner / Occupier	20 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	22 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	24 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	26 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	28 Ruskin Road London N17 8ND
9FORUM4	HGY/2012/0427	The Owner / Occupier	7 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	9 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	11 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	13 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	15 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	17 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	19 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	21 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	23 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	25 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	27 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	29 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	31 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	33 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	35 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	37 Scotland Green London N17 9TX
9FORUM4	HGY/2012/0427	The Owner / Occupier	1 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	The Owner / Occupier	2 St Marys Close London N17 9UD

9FORUM4	HGY/2012/0427	The Owner / Occupier	3 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	The Owner / Occupier	4 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	The Owner / Occupier	6 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	The Owner / Occupier	8 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	The Owner / Occupier	10 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	The Owner / Occupier	12 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	The Owner / Occupier	14 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	The Owner / Occupier	16 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	The Owner / Occupier	18 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	The Owner / Occupier	20 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	The Owner / Occupier	22 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	The Owner / Occupier	24 St Marys Close London N17 9UD
9FORUM4	HGY/2012/0427	Ms Rebecca Lee	45 Station Road Sawbridgeworth CM21 9JY
9FORUM4	HGY/2012/0427	Ms Funka Daobry	18 Wordsworth House, Sydney Road N8
9FORUM4	HGY/2012/0427	Ms Sandra Agyanpong	Flat 1A, Thorold Road N22 8YE
9FORUM4	HGY/2012/0427	Mr Mehmet Asdoyuran	27 Franklin House, Velocity Way Enfield EN3 7FG
9FORUM4	HGY/2012/0427	The Owner / Occupier	1 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	2 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	3 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	4 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	5 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	6 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	7 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	8 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	9 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	10 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	11 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	12 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	13 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	14 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	15 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	16 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	17 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	18 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	20 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	21 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	22 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	23 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	24 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	25 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	26 Whitbread Close London N17 0YA
9FORUM4	HGY/2012/0427	The Owner / Occupier	27 Whitbread Close London N17 0YB
9FORUM4	HGY/2012/0427	The Owner / Occupier	28 Whitbread Close London N17 0YB
9FORUM4	HGY/2012/0427	The Owner / Occupier	29 Whitbread Close London N17 0YB
9FORUM4	HGY/2012/0427	The Owner / Occupier	30 Whitbread Close London N17 0YB

New standard forum letter north	9FORUM4	1,038
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9FRONT HGY/2012/0427 (06) Michelle Bradshaw

New Planning Application Received	9FRONT	1
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BCREGS HGY/2012/0427

Building Control Marketing Letter	BCREGS	1
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INCOMP HGY/2012/0427

Incomplete Application Letter	INCOMP	1
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OLC HGY/2012/0427 Matthew Bradby 21 Gospatrick Road London N17 7EH Tottenham

OLC HGY/2012/0427 Tottenham CAAC c/o 46 Redston Road N8 7HJ

OLC HGY/2012/0427 Mei-Yee Man 39 Woodstock Road London E17 4BH London

On Line Comments	OLC	3
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Grand Total:	1,056
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APPENDIX 3
Development Management Forum Minutes



**PLANNING & REGENERATION
DEVELOPMENT MANAGEMENT TEAM**

MINUTES

Meeting : Development Management Forum - 638 High Road, N17 –
Formerly Carpet Right
Date : 3rd April 2012
Place : Pembury Nursery, Lansdowne Road, N17
Present : Paul Smith (Chair), Architect Agent, 5 Residents
Minutes by : Tay Makoon

Distribution :

1.

Paul Smith welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. He explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, he explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.

2.

Proposal

Erection of 3 storey building to provide 26 residential units at first, second, third floors including A1 retail floor space at ground and part basement levels.

Presentation by Architects, Representative from Montague Evans

The ownership of the site is quite complicated Thread Needle Pensions Limited are the freeholder and they have got a long lease with Metropolitan Housing Trust who when the building was converted had 26 residential units and they in turn have got shared ownership flats, fully owed flats within the 26 resident and in addition to that there is another lease with Carpet Right who was the retailer on the ground floor. There are 16 of the residents intended to come back so they have all been involved in the design development process and the situation is that we have been consulting them and made sure they are happy with the revised layout of the plans. The building history is that it was built in the 1930's as a department store for London Co-operative Society, originally it was basement, ground and two storeys with an art deco style and it contributed significantly to the Conservation Area and the Locally Listed Building because of its appearance and contribution. Then in 2000 the first and second floor were converted into residential units and an upper third floor was added with some more residential units and the retail was restricted to ground floor and basement levels only. After the aftermath due to the condition of the building it had to be demolished and this vacant space is now as it is.

Thread Needle Lease and contractual obligations, their insurance is through Zurich and the insurance have to reinstate the building in the same condition as it was when it was destroyed. So we have to put back the 26 residential units in the same form as the existing building before it was damaged. The same amount of one Bed, two Beds, and the living room is the same position as in the original building. We have chosen to replicate the same style building as this is the simplest way of which we can put the insurance position also satisfy the planning requirements and reinstate the local listed building and the land mark that was so well known. The position whereby because the build was destroyed we had to go back and get planning consent and the attitude of the courts is because it was there previously there is a strong material consideration for it to be rebuilt and so planning permission is not necessarily going to be granted but it is going to be considered because of its previous existence. The situation

that has occurred within the period between 2000/2010 the building regulations have moved on significantly and planning policies have developed significantly such that the standards now being imposed are more onerous than those that were there when the build was originally converted and we have endeavoured to satisfy as many of the planning policy improvements and building regulations as we possibly can within the constraints of the footprint of the building plus putting back all the original flats. The decision to reinstate was taken after consultation with a variety of people

Including planning officer, as well as the need as desires of the residents who wanted to go back in and we also had to consider the time scale to redevelop so we are going back in with the replica building was probably going to be a slightly faster programme if we were going to come up with a completely new proposal together. The speed also sends an appropriate positive signal in the area. We have had a challenge to reconcile the regulatory requirements, legal obligations and various stakeholders and we have been doing this as speedily as possible and it has resulted in the planning application being submitted in February which is within 6 months of the event, which is very quick for a project such as this.

We did some research on this building, the original building was 1930's. We noticed the fenestration was a lot more elegant. (photos highlighting differences) The window was a two storey element covered the spandrel panel is a metal which gives the overall proportion to the windows making it slender, makes the appearance of the façade more elegant. Pictures of the 1970's. The building was developed in 2000 to look like that at which point the façade was painted yet again, windows totally replaced and the third floor added on top.

We have designed the building slightly different and the main change is the vehicle access to the back and that no longer exist and all the space that was there have now been included into the footprint of the building to allow the building to expand slightly to allow us to satisfy a lot of the regulatory requirements that currently exist, amongst those are wheelchair accessible lift servicing the residential units which has to go in a new core which had to be created in a new ambulant disabled stair which resident will have access to, we have reconfigured the bins store which is directly linked to the street, we have provided cycle storage and the main entrance still exist in 638 High Road. The retail units exist in the same place as before, we have had to accommodate a new smoke vent in the basement; the new escape stair is now in the front.

First floor there are 10 flats, the are in the same position and size as before, we have had to accommodate air circulation zone in bathrooms and that has had some impact on the way we designed the layouts. The second floor is identical to the first and

third floor is 6 flats and we have replaced the communal roof garden as we had before. We have automatic smoke vent which opens automatically in case of fire, the smoke vented out so people can make way out of building. Some discussions with residents about fire integrity of the building, because we are going in with a reinforce concrete frame solution, it has a more inherent fire integrity and we are achieving 2 hours fire protection at basement and ground and 90 minutes to the structure about that. We have a new roof plan with photo voltaic panel which to assist the energy strategy which is to satisfy the planning policy in renewable energy for buildings. We are using a whole house ventilation system which sucks in fresh air and uses the extract of warm air to heat exchange the fresh air and it reduces the central heating requirements in the winter. The elevation treatment, we have the windows, introduced the spandel panels, the other problem the residents had was very serious overheating in the summer months because the size of the windows they had and they were south facing , couldn't open them except at the top, they couldn't vent the hot air out and could not clear their windows. The new design allows the windows to be tilt and turned so they can be opened up inside to be cleaning purposes and should they need it for extra ventilation in the summer otherwise the ventilation system is providing the building with fresh air. Rear elevation with London stock brick and aluminium window frames.

We have prepared an indicative construction management plan, it will be up to the appointed contractor to work up the details of this. In terms of the timetable we are intending to go out to tender immediately after Easter and looking to start on site in July and complete September 2013. The core working hours will be Mon – Fri 8am – 6pm and Saturday mornings will be reviewed dependant on the local position in Tottenham around matches in view of traffic generation. The contractor will be obliged to follow the considerate contractor scheme, includes a number of obligation to local liaise. Apart from the contact numbers and leaflet drop about progress on the site, there will also be site hoardings and regularly updated with progress of the works such as any road closures due to Tower Crane being delivered and due to safety the road needs to be closed.

Question from Floor

Q1: Quinten Given; Tottenham & Wood Green Friends of the Earth

We are very pleased you are going to build on site very quickly. How many cycle spaces?

Ans: One per Unit

Q2: Quinten Given; What standard overall is the code for sustainable homes are you achieving?

Ans: Because of the way the building was and the need to reinstate and can't get CFSH to code 4 and we are looking to get to that as much as we can. We think 2 or possibly 3. Within the constraints we have got, we have worked as hard as we can and tried to get it up as high as we can, for example as a new building we can massively improve the thermal performance of the building envelope, we are doing whole house ventilation, we are doing heat recovery, there are codes we cannot get because of the orientation of the flats. We have consultants and there is a full report done in detail and is with the Council.

Q3: What is the heating system? Is there no scope for having more?

Ans: We have dual gas boilers, we have looked at it and it is too small to have CHP, we looked at having communal system but because the building is so well insulated there is no huge demand for heating with heat recovery systems. All you are doing is heating hot water on demand.

Q4: It is good if the heat recovery deals with most of the heating, do you know what the reduction is in Co2.

Ans: The simple answer is no, I am a planner and not an engineer. We do have engineers but they are not here tonight. It is a significant increase over the previous building, it is not as good as CFSH code 4 but it is as high as we can get it and it has massively improved from the original.

Q5: Any specification about local sourcing of materials

Ans: All the stuff in CFSH, were sustainable material also what we have been talking to the Council and put forward as a set of conditions. Normally on a job like this you would have a legal agreement looking for local labour, if we enter a legal agreement it is going to stop us getting on site and we are dealing with that by way of a set of conditions so there will be a condition requiring local labour be employed and local training for those people.

Q6: Joyce Prosser – CAAC

The CAAC's have already seen this presentation and we are very please as local people are the building is going to be rebuilt, it is nice you have the notices up on the hoardings telling people what is happening. When is it going to Planning Committee? It was interesting to hear about the fire protection would have saved this building had the fire engines been able to get to the fire and put it out. It might be worth publishing that why it burnt down. One last question.

Ans: It is going to Planning Committee on May 14th. We have an active alarm system on the ground floor and linked to upper flats, dry risers for fire engine to fight fire from away from the building, it is design to perform much better than previously as residents were concerned about it and we are going above what is normally

required for a building like this. ~~Page 95~~ One of the safest buildings in Tottenham. We have explained all that in the design and access.

Q7: Just need reassurance about the cladding being used and windows and shop fronts

Ans: Using this is the material board that was submitted to Haringey, we are going with the reconstituted stone finish, cast in panels, rather than being painted white this is maintenance free solution. The sample is with case officer and can be accessed, we then have a new core which we are building, the east end of the building and we are going to finish that off with a render and then London stock brick, the window frames on the 3rd floor and rear elevations are to be polyester powder grey aluminium frames, window frames on front, doors to the flat and shop will be bronze iodise finish. We are not showing any signage here there will be an application by Carpet Right for their own advertisement consent which would be considered separately by Haringey.

Q8: Are carpet right going to take over all of the ground floor again.

Ans: Yes they have a lease and they have a right and obligation to go back and they want to go back and we are re-providing them with their shop.

Paul Smith reminded everyone to submit their comments to the Planning Service if not already done so and further representations can be made at Planning Committee. He thanked everyone for attending and contributing to the meeting.

End of meeting

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Planning Committee 14TH May 2012

Item No.

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

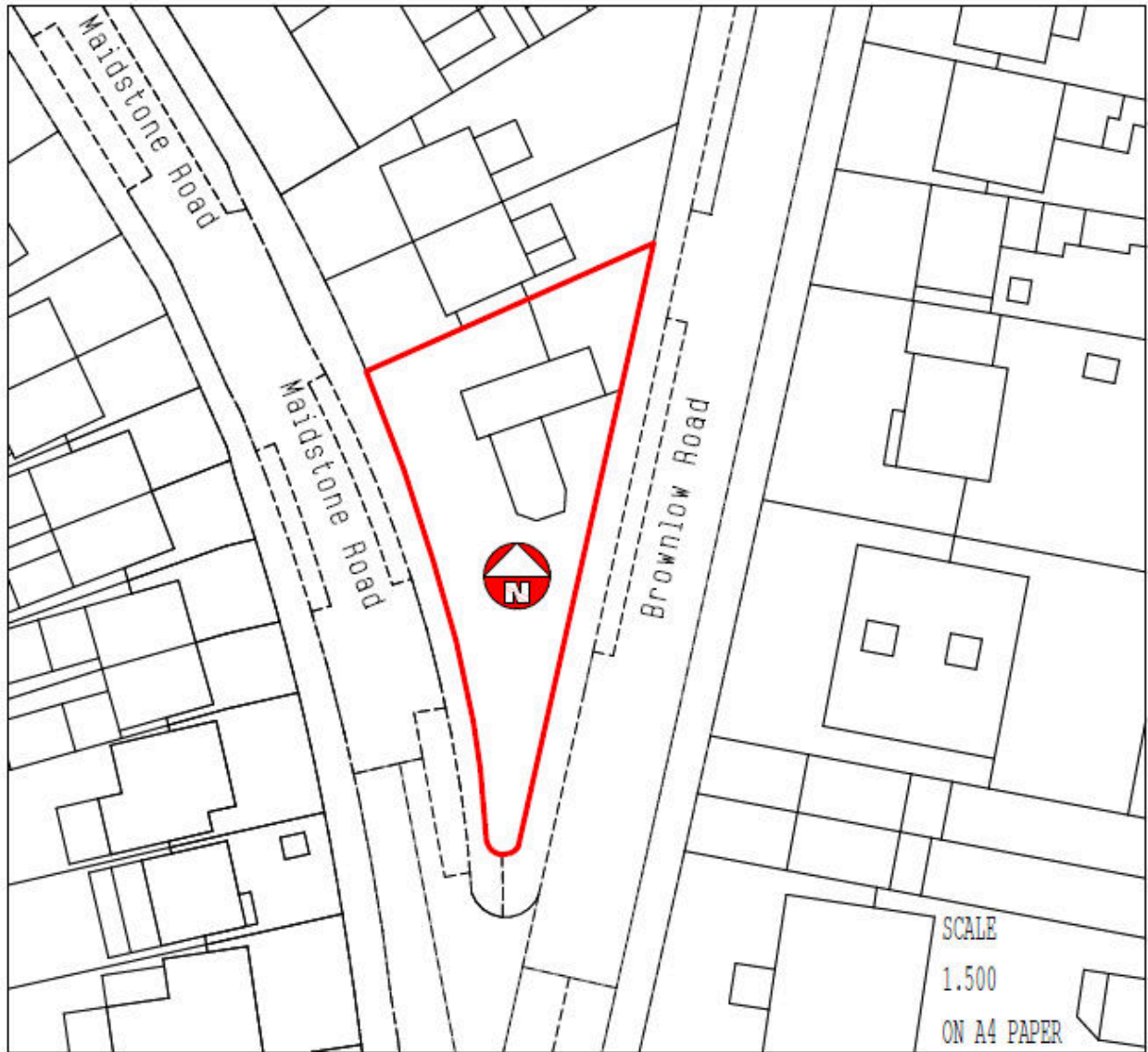
Reference No: HGY/2011/2220		Ward: Bounds Green
Address: 2 Maidstone Road N11 2TP		
Proposal: Demolition of existing house and erection of 3 storey block comprising of 6 x 2 bed flats and 3 x 3 bed flats.		
Existing Use: Vacant		Proposed Use: Residential
Applicant: Mr A Pempestios GSA Building Services Ltd		
Ownership: Private		
DOCUMENTS		
Design & Access Statement & Supporting Planning Statement		
Tree Report		
PLANS		
Plan Number	Revision	Plan Title
390611/1		Site Survey
390611/2	C	Proposed Site Plan
390611/3	C	Proposed Floor and Roof Plan
390611/4	C	Proposed Elevations
PLANNING DESIGNATIONS Road Network: C Road		
RECOMMENDATION: GRANT PERMISSION subject to conditions subject to sec. 106 Legal Agreement		
Case Officer Contact: Matthew Gunning P: 0208 489 5290 E: matthew.gunning@gmail.com		
SUMMARY OF REPORT:		
<p>The proposed scheme is for the demolition of the existing building and the erection of a three storey purpose build block of modern design to accommodate 9 self contained flats. In comparison to the existing building the replacement building will have a larger and wider footprint. The building will have a clean but simple modern appearance which will improve the buildings legibility and interface at the junction of Maidstone Road and Brownlow Road. The proposed redevelopment of this site for flatted accommodation is considered</p>		

acceptable given the proximity of the site to a local shopping parade and its accessibility to public transport and local services. The density of the proposed residential development is also considered appropriate. The scale, bulk and mass of the proposed development is considered to be acceptable and will not affect the residential and visual amenities of the area. This residential scheme will be in part car free, secured by way of S106 agreement, along with other planning contributions.

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1.0 SITE & AERIAL PLAN



Showing Existing Site Layout

2.0 PHOTOGRAPHS & IMAGES



Existing Front Elevation – Maidstone Road



Existing Southern Corner - Maidstone Road/ Brownlow Road

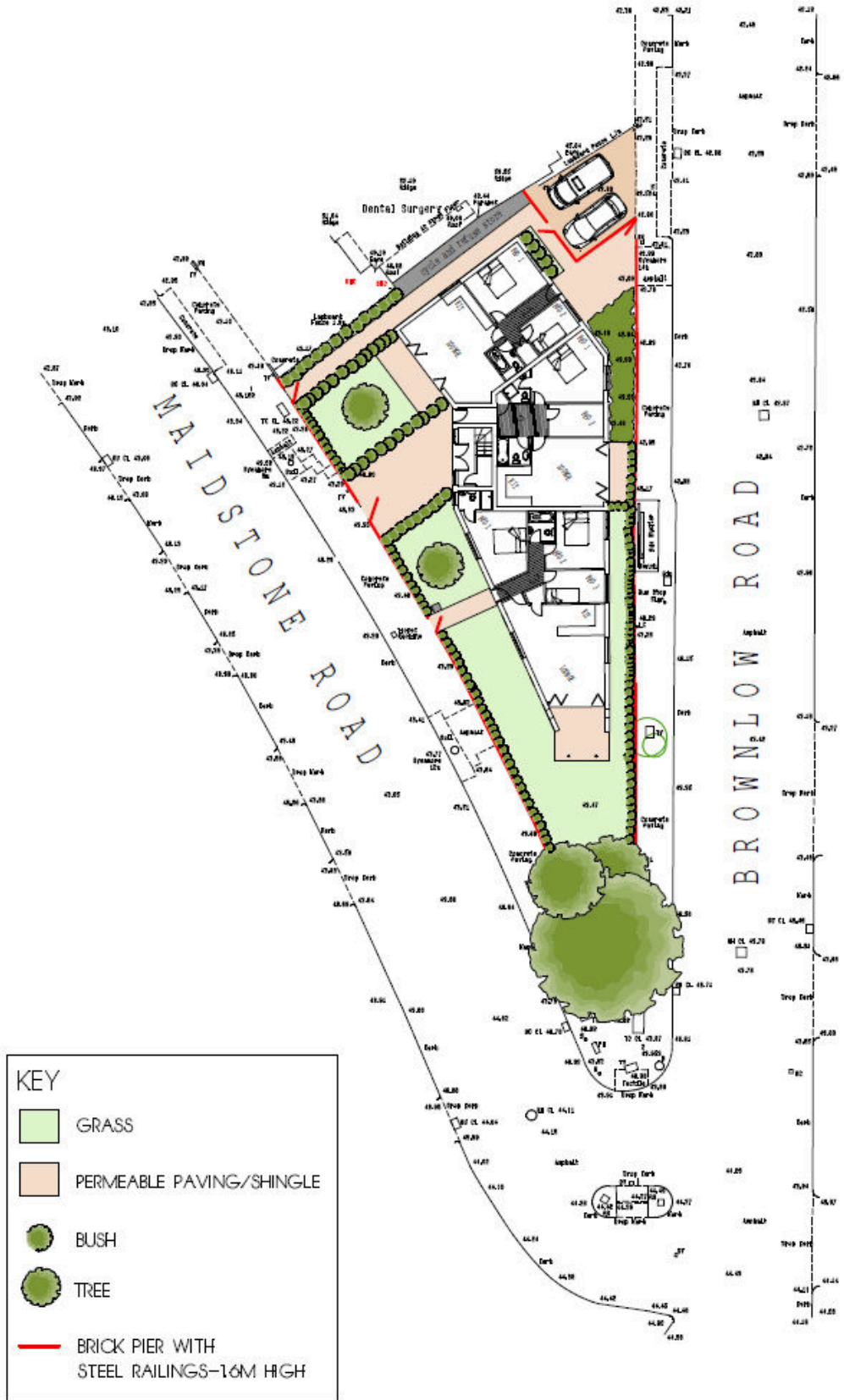


Existing Rear Elevation - Brownlow Road



Maidstone Road- Showing neighbouring properties

LANDSCAPE SITE PLAN



Site Layout Plan



Proposed Elevations (Showing brick as primary facing material)



Proposed Elevations (Showing render as primary facing material)

3.0 SITE AND SURROUNDINGS

- 3.1 The subject site is a triangular shaped site measuring 0.06 hectares in size located at the junctions of Maidstone Road and Brownlow Road in Bounds Green. The site contains a two-storey detached Victorian building which is currently vacant and which was formerly used as a hostel. The property comprises of four bedrooms, two reception rooms, kitchen, two bathrooms and a separate W.C. To the side of the building is a detached concrete double garage which is accessed via Brownlow Road. There is a large garden surrounding the property.
- 3.2 The surrounding area is predominantly residential in character consisting of purpose build blocks of flats, conversions and single family dwellings. The subject site in question is very close to the boundary with the adjoining borough of Enfield. To the south of the site is a small parade of shops in very close proximity to Bounds Green Underground Station. The area is well served by public transport with the tube station 150 metres to the south of the site and Bowes Park mainline station approximately 400 metres to the east. The site has a public transport accessibility level (PLTAL) rating of 6a. In addition the site is well serviced by a number of local bus routes. The site does not fall within a conservation area.

4. PROPOSAL

- 4.1 The proposal is for the demolition of the existing building and the erection of a three storey purpose build block to accommodate 9 self contained flats; comprising of 6 x 2 bed flats and 3 x 3 bed flats.

5.0 PLANNING HISTORY

- 5.1 There is no planning history in regards to this site other than a pre-application advice note.

PRE/2010/0037 - demolition of the existing building and the erection of a three storey purpose build block to accommodate 9 self contained flats - 3x1 bedroom, 5x2 bedroom and 1x3 bedroom – 22/12/2010

6.0 RELEVANT PLANNING POLICY

6.1 National Planning Policy Framework

The NPPF was formally published on 27th March 2012. This document sets out the Government's planning policies for England and supersedes the previous Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). The proposed development is considered to be consistent with the Framework which seeks to approve proposals that accord with the local development plan. The NPPF has at its core a strong presumption in favour of sustainable development.

6.2 London Plan (2011)

Policy 3.3 Increasing housing supply

- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.7 Renewable energy

6.3 Unitary Development Plan

- G1 Environment
- G2 Development and Urban Design
- G3 Housing Supply
- UD2 Sustainable Design and Construction
- UD3 General Principles
- UD4 Quality Design
- HSG1 New Housing Development
- HSG9 Density Standards
- HSG10 Dwelling Mix
- M10 Parking for Development
- OS17 Tree Protection, Tree Masses and Spines
- M9 Car Free Residential Development
- M10 Parking for Development

6.4 Supplementary Planning Guidance / Documents

- SPG1a Design Guidance and Design Statements
- SPD Housing 2008
- SPG5 Safety by Design
- SPG8a Waste and Recycling
- SPG8b Materials
- SPG9 Sustainability Statement
- SPG10a The Negotiation, Management and Monitoring of Planning Obligations
- SPD Housing

6.5 Other

- Mayor of London ‘London Housing Design Guide’ 2010
- Haringey ‘Draft Supplementary Planning Document on Sustainable Design and Construction’
- Haringey ‘Open Space and Recreation Standards SPD’

7.0 **CONSULTATION**

Internal	External
Ward Councillors Transportation Team Housing	London Borough of Enfield LFEPA

<p>Building Control Legal Services Cleansing Waste Management</p>	<p><u>Amenity Groups</u> Bounds Green & District Residents Association</p> <p><u>Local Residents</u> 1-10 Beaumaris Brownlow Road, 1-16 Fairlawns Brownlow, 6, 6A, 7, 7A, 8, 8A, 9, 9A, 10 & 11 Queens Parade Brownlow Road Flats 1-6 Station Chambers 6-.36 Brownlow Road (including flats) Flats 1-6 Acorn Court Maidstone Road 1-33 Maidstone Road (including flats)</p>
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8.0 RESPONSES

Waste Management

- 8.1 This proposed development of a 3 storey block consisting of 6 x two bedroom flats and 3 x three bedroom flats will require a waste storage area for 2x 1100 refuse bins and 1x 1100 recycling bin.
- 8.2 The proposed site plan for this application shows a waste storage area but it is unclear of the route from the waste storage area to point of collection (are the bins to be collected from Brownlow Road or Maidstone Road this needs to be confirmed).
- 8.3 Bulk waste containers must be located no further than 10 metres from the point of collection and the route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.
- 8.4 The site will require the managing agents to have a cleansing schedule to remove litter from the external areas of the site and cleansing of the waste storage areas. A clear instruction from the managing agents to residents of how and where to dispose of waste responsibly is recommended. The Crime Prevention Department of Haringey Police can provide all aspects of security advice as required. They can be contacted on 020 8345 2167.

London Fire & Emergency Planning Authority

- 8.5 The Brigade is satisfied with the proposal subject to the requirements of Building Regulations 2010, Approved Document B – B5 being met.

Transportation

- 8.6 The proposed residential development is located in an area with high public transport accessibility level, with Bounds Green tube station and Bowes Park surface rail station, a short walking distance away. We have subsequently considered that majority of the prospective residents of this development would use sustainable travel modes for their journeys to and from the site. In addition this site has not been identified within the Council's Adopted 2006 UDP as that renowned to have car parking pressure. It is therefore deemed that this development proposal would not have any significant adverse impact on the existing generated traffic or indeed car parking demand at this location.
- 8.7 Moreover the characteristics of this site fulfil the criteria as a car-free development as per the Council's adopted 2006 UDP Policy M9. The applicant has proposed providing 2 car parking spaces with the development, as detailed on Plan No.82390611/2. However we have the following concerns with regards to the proposed crossover. The crossover width is excessive therefore we cannot support the proposed layout. The highways and

transportation department will not support a crossover width in excess of 3.75m as recommended by Manual for Street. A site visit conducted on the 20/12/2012 observed that the street lighting and footways on Maidstone Road and Bounds Green Road will need to be improved in order to facilitate travel by sustainable modes of transport to and from this development. We will therefore require the applicant to make a contribution of £25,000 to wards improve the street lighting and footway in the area surrounding the site. Consequently the transportation and highways authority would not object to this development proposal subject to the following conditions:

1) The applicant enters into an S.106 agreement and contributes £25,000 for street lighting and footways enhancement in the area surrounding the site.

Reason: To improve the conditions to facilitate travel my sustainable modes of transport.

2) The applicant agrees as part of the S.106 agreement to pay for the first year membership to a Car Club Scheme for prospective resident of the proposed development.

Reason: To reduce parking congestion and promote travel by sustainable modes of transport.

3) The developer provides a construction Logistic Plan for the proposed redevelopment site, the plan must be submitted to the Local Planning Authority at least 2 months before the start of construction.

Reason: To reduce congestion on the Transportation and Highways network.

4) The width of the crossover on to Brownlow Road shall be restricted to a maximum width of 3.75 metres.

Reason: To safeguard pedestrians movement and improve highways safety.

Local Residents

8.8 Letters of objection have been received from the residents of the following properties No's 17 & 25 Maidstone Road, 8 Highworth Road, No 21 Goring Road New Southgate, No 4a Beech Road, No 74 Stanley Road, Station Chambers Brownlow Road, and are summarised as follows:

Principle

- High density proposal is totally out of keeping with the surrounding area;
- Already enough blocks of flats in the area;
- Existing structure should be renovated;
- Demolishing a Victorian property and replacing it with a modern development will destroy the architectural Victorian integrity of the area;

Design & Form

- The building will be visually overbearing;
- Proposal is disproportionately huge development on a fairly small site;
- Proposal will be an eyesore on the corner of two road;
- Proposed design is out of keeping with surrounding properties.
- Proposal should be no higher than two storeys, and in red brick to blend in with the neighbourhood;
- A modern block of flats stuck at the end of the road will completely ruin the landscape of the road;
- Detrimental to the heritage of the area to allow such a prominent and inherently attractive building to be demolished and replaced with a cheap looking modern apartment block;
- The development should not be permitted to erode the appearance of the area further by concreting more green space for car parking;
- The architecture of the block is not sympathetic to the character of existing buildings in close proximity, which are predominantly Edwardian;

Amenity Issues

- Additional flats will leads to increased noise and disturbance in the area;

Parking

- Additional demand for parking, 2 spaces is insufficient;
- Affect on the availability of on-street parking for rest of the residents in the area;

Other

- Would like to see the existing property developed for business use;
- Already a problem with access to primary school places in the area and this development would add to the problem;
- The S106 agreement contributions should include monies for improvement of the local pavements, street lighting and road surfaces;
- The development may result in the loss of mature trees.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

- 9.1 The main issues in regards to this application are considered to be (1) principle of development, (2) site layout, (3) design & built form, (4) the layout/ standard of accommodation, (5) residential mix, (6) trees and landscaping, (7) impact on residential amenity, (8) transportation and car parking and (9) planning obligations.

PRINCIPLE OF DEMOLITION

- 9.2 .While the scale, bulk, mass and design of the existing building is in keeping with the overall streetscene the property is not within a conservation area and

as such it has no statutory protection. As such there is no measure of protection afforded against its demolition.

- 9.3 In accordance with Class A Part 31 of Schedule 2 to the Town and Country Planning (General Permitted Development Order) 1995 (demolition of buildings) and Circular 10/95, the demolition of the majority of residential properties is classed as permitted development. This is however, subject to acceptable demolition methods and restoration of the site. Given the character of the site and prevailing uses in the immediate surrounding the principle of flatted development is considered acceptable for this site.

PRINCIPLE OF RESIDENTIAL USE

- 9.4 The application site is located within an established residential area, close to a local shopping parade and close to a number of public transport nodes. Residential development is considered appropriate for this site and to be in accordance with the sequential approach advocated in policy HG1 'New Housing Development'.
- .9.5 This site has an area of 0.6 hectares. This proposal will have a habitable room density of 433 habitable rooms per hectares (HRH). The Adopted Unitary Development Plan (UDP) states that residential development in the borough as a general guideline should be in the density range of 200-700 habitable rooms per hectares.
- 9.6 In terms of the London Plan (2011), the plan categorises density ranges in terms of location, setting, existing building form and massing. The site is viewed to be an area characterised by terrace houses and blocks of flats and as such a density of 200-700 HRH is considered acceptable.
- 9.7 Officers recognise this site can make a contribution to housing supply, and can provide an acceptable environment for residential use. Furthermore, the principle of making full re-use of previously developed in accessible urban locations is in accordance with the NPPF.

SITE LAYOUT

- 9.8 The footprint of the new building will occupy a larger footprint in comparison to the existing building on site with a frontage of approximately 31m onto Brownlow Road, as opposed to the existing frontage of 16.3m.
- 9.9 The layout of the proposed new block is influenced by the unusual shape of the site; its elongated triangular shape and the need to have active frontages onto both roads. The building is designed to sit closer and align with the adjacent semi-detached dental surgery (Nos. 4-6) on Maidstone Road, but further along the building will step out sitting closer to the street. The replacement building will sit closer to Brownlow Road in comparison to the existing building (a difference of approximately 1m). The form of the building is

cranked to reflect the junction with Brownlow Road and to draw the eye past the development towards the local shopping centre and the station.

- 9.10 The positioning of a flatted block of this nature is considered to be acceptable bearing in mind the positioning of this site in a location next to a small shopping parade and the start of lower density suburban housing. The two main elevations of the block will be oriented south-west and east, therefore providing good natural lighting and solar gain to the flats in question.
- 9.11 Two parking spaces will be provided on site adjacent to the north east boundary of the site; with direct access from Brownlow Road. This is the same as the existing driveway to the double garage, which sits alongside the large car park to the rear of No. 4 Maidstone Road. The space closest to No. 4 Maidstone Road will be 3.3m x 4.8m, suitable for one disabled space. These two car parking will not interfere with the existing CPZ in operation along both Maidstone and Brownlow Roads.
- 9.12 As indicated on the plans submitted a refuse and recycling bin store area and cycle parking area will be provided between the new block and the side boundary with the dental surgery, No. 4-6 Maidstone Road. The bins will be within easy reach of collection from Maidstone Road and will not be openly visible.
- 9.13 Overall the layout of the proposed scheme is considered acceptable in the context of the site's shape and location and the character of the immediate area.

DESIGN & FORM

- 9.14 Policies UD3 and UD4 of the Haringey Unitary Development Plan seek to ensure that proposals compliment the character of the local area and are of a nature and scale that is sensitive to the surrounding area and of a high design quality. Furthermore, it is stated that the spatial and visual character of the development site and the surrounding streetscene should be taken into account and attention should be given to the building lines, form, rhythm and massing, height and scale and fenestration.
- 9.15 The proposal intends to provide a building with active frontage onto both Maidstone Road and Brownlow Road in addition to developing the junction of the two facades as a focal point. The new building block will span a greater width of the sites frontages and will be 3 stories high. The block will have a width of approximately 31m and a depth of 10m at the north end next to 4 Maidstone Road narrowing to 4m at the southern end of the site. The southern corner of the proposed building will be articulated by incorporating partly enclosed and projecting balconies to create a focal point.
- 9.16 The maximum height of the building will be 8m. While the new building will appear higher than some of the two-storey residential properties in the immediate surroundings it will sit lower than the ridge height of these

residential properties. It is important to point out that there are a number of purpose built blocks of flats of between 3 and 4 stories on the opposite side of and further down Brownlow Road. No's 8 to 12 Maidstone Road are a terrace of relatively recent neo-Georgian houses of two and a half stories with a semi-basement and mansard roof, which accommodate flats. In addition closer to Bounds Green Station the area is marked by taller buildings including a number of prominent corner marking buildings, notably Bounds Green Underground Station (a listed structure) as well as a relatively new curved block on the corner of Bounds Green Road and Dunsford Road. Given the surrounding context a 3 storey building is considered to be acceptable.

- 9.17 The block will be of a modern design with clean, simple and modern appearance with high levels of glazing to both sides to reflect the unusual site layout and the need to improve legibility and interface with both streets. There is no overriding prevalent style in the immediate surroundings. There are neo-Georgian, original Victorian (both "Arts and Crafts" and "Neo Italianate"), 1930s and "Modernist" buildings nearby, including the Statutory Listed Grade II Bounds Green Station. The building does not attempt to copy any adjacent style, whether Victorian or modern. However, the proposed building will pick up a number of references from neighbouring buildings, in particular in the use of brick and the treatment of the curved element on the southern corner.
- 9.18 The form and height of the building has changed from that initially submitted, namely by giving the building a uniform height with changes to the fenestration and materials proposed. These changes are in part reflective of points made by the Design Panel whose comments are attached in Appendix A.
- Less kinks in the building footprint;
 - Glass element on the southern end of the building did not work successfully (recessed balconies would work better);
 - If simple design then very high quality materials need to be used (render, brick, stone cladding);
 - More information on boundary treatment/ landscaping proposed given the prominence/ dual street frontage of the site;
 - Concern that some of the rooms did not meet lifetime home standards;
 - The sharp apex of the site could work better if designed/ given over to being a pocket park.
- 9.19 The building will have an over-sailing flat roof with distinct projecting eaves. The curved southern end of the building will be glazed with projecting balconies. The proposed block will have an entrance core along Maidstone Road.
- 9.20 The need for active frontages onto both sides of the street has been seen as an important issue. The Maidstone Road frontage will have three separate entrances, one each for ground floor flats 2 and 3 and a communal entrance for the upper 6 flats. The entrance to flat 1 will be from Brownlow Road, where the building is set furthest back from the road and adjacent to the two parking

spaces to be provided on the site. This arrangement will provide security and natural surveillance for the development as a whole. The two spaces will provide one disabled space and one space specifically for Flat 1.

- 9.21 In terms of facing material the front elevation will incorporate brickwork (yellow stock) and render, grey and powder-coated, aluminium windows and external doors. The balconies will be grey structural steel, self-supporting, with glass balustrading. The roof will be finished with three layer felt with black mineral top layer roof. The applicant's preferred option is to use render as the primary facing material with brickwork on the recessed elements. Such an approach could work given the predominance of render in the immediate vicinity (i.e. on the other side of Maidstone Road and the neo- Georgian block No's 8-12). Officers however consider the main façade element of the building should be faced in brickwork as opposed to render, as render is likely to stain given the prominent position of the building.
- 9.22 The proposed block of 9 flats would be constructed to achieve a minimum of Level 3 of the Code for Sustainable Homes.
- 9.23 Overall the building will have a simple but modern appearance which will improve the buildings legibility and interface with the two streets in questions. The elevation onto Brownlow Road will help to give relief to the drab and utilitarian rear façade of the current building. A strip of landscaping will be incorporated behind the perimeter railings proposed along the back edge of the pavement.

LAYOUT/ STANDARD OF ACCOMMODATION

- 9.24 Policy 3.5 of the London Plan and the London 'Housing Design Guide' emphasises the requirements for high quality housing in new developments.
- 9.25 As discussed above the residential accommodation will consist of 9 self contained units comprising of 6 x 2 bed flats and 3 x 3 bed flats. Each of the floors will accommodate 3 flats. The unit sizes (as set out below) meet the floor space requirements set out in SPD 'Housing' for 2 and 3 bedroom units.
- Flats 1,4 and 7 - 2 Bed 3p - 63.sq.m
 - Flats 2,5 and 8 - 2 Bed 3p - 66.sq.m
 - Flats 3,6 and 9 - 3 Bed 5p - 83.sq,m
- 9.26 The 3 bed units, at 83.3 sq.m would be 2.7sq.m lower than the new London Plan requirements of 86 sq.m, but would exceed Haringey's Housing SPD requirements for space standards 3 bedroom units (82 sq.m) These flats would however meet the London Plan's lower standard for 3 bedroom 4 person flats (74 sq.m). The development will comply with Lifetime Homes Standards, as amended in July 2010. A lift is not proposed for this three storey building as the standards do not require such provision.

- 9.27 As noted above the ground floor flats will have their own individual entrances with a communal entrance for the upper 6 flats from Maidstone Road .All flats and maisonettes are provided with private outdoor garden space for the ground floor units or balconies for the upper floor flats. The balconies would be 5sqm in size. Six of units would be of dual aspect. All of the flats will however benefit from good levels of natural light, ventilation and outlook.

RESIDENTIAL MIX

- 9.28 The recommended mix for private market housing is set out in the Housing SPD and requires a dwelling mix of 37% -1 bedroom units, 30% -2 bedroom units, 22% - 3 bedroom units and 11% 4 bedroom units. The scheme provides 6 x 2 bed flats and 3 x 3 bed flats and while it would be preferable if some one bedroom units could be provided. The proposed layout and associates mix makes efficient use of the building floor plate by having a small circulation core, which in turn allows for double aspect units.

TREES & LANDSCAPING

- 9.29 A tree report was prepared and submitted with the application. There were 7 trees on site none of which are protected by TPOs. A number of these trees were Sycamore's and sat very close to the building and were compromised by their siting and concrete hard-standing. The Ash tree (T1 Ash) was identified as having significant scaffold limb & trunk damage.
- 9.30 All of the trees have been removed other than T3 Sycamore located in the very southern corner of the site and identified as "a lapsed 'pollard' that will require a regular pruning regime to prevent the scaffold leverarms from splitting out. A 'C' grade tree.
- 9.31 A condition will be attached seeking details for the planting of trees, hedging and shrubs to be submitted to the LPA. The indicative site layout plans shows hedge planting inside the 1.6m high perimeter railings in addition to ornamental tree planting along the Maidstone Road frontage.

TRANSPORTATION & CAR PARKING

- 9.32 The application site is located in an area that has a high PTAL of 6 and is a short walking distance of Bounds Green underground station, a number of bus routes and a mainline station (within 400m)
- 9.33 The site is also located within the Bounds Green CPZ, which operates between Monday to Friday 10:00am- 12:00 noon and provides some level of on-street parking control. It is therefore likely that future occupiers of this residential development would use public transport for journeys to and from the site.
- 9.34 The Council's transportation team consider that the majority of the prospective residents of this site would travel by public transport, especially given the proximity of the underground station.

- 9.35 Taking into account the high PTAL rating for this site, and the fact that the site currently has two off-street car parking spaces, it is considered that the nature of this development (namely the 2 bedroom units with the exception of Unit 1) is suitable for a 'car-free' development. This will be secured by way of a Section 106 agreement and will prevent future occupiers of these units from applying for residents parking permits under the terms of the relevant traffic management order.

IMPACT ON RESIDENTIAL AMENITY

- 9.36 It is considered that the development will not have any significant impact on the residential and visual amenities of neighbouring residents. The block would be sited between 2 and 2.5m from the side boundary with Nos. 4-6 Maidstone Road, a building currently used as a dental surgery.
- 9.37 The general scale, design and height of the proposal building, viewed from properties on the other sides of Maidstone Road and Brownlow Road is considered acceptable.
- 9.38 Overall the proposed development has taken careful consideration in terms of its layout and design to ensure that the privacy and amenity of neighbouring occupiers are not adversely affected. As such the proposal is considered to be in accordance with policy UD3 and with sections 8.20-8.27 of the Housing SPD

PLANNING OBLIGATIONS

- 9.39 In line with Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' and SPG 10c 'Educational Needs Generated by New Housing', the LPA will seek an educational contribution in connection with this development. The education contribution as per the scheme submitted and calculated in accordance with SPG 10a would amount to £30,750.00 (primary - £14,750.00 - secondary £16,000.00).
- 9.40 A contribution of £25,000.00 is being sought for a range of highway improvement in the immediate vicinity of the site. In addition a sum of £1,000.00 is required for the amendment of the relevant Traffic Management Order(s) (TMO) to make some of the units 'car free'. The S106 agreement will also include a requirement to provide one years free membership to a "Car club scheme" for residents of the new development ('car free' units) to help mitigate the lack of off-street parking provision.
- 9.41 The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm/ the scheme provides one or more residential units. Based on the MoL's CIL charging schedule and the information given on the plans the charge is likely to be £16,975.00 (685 sq.m x £35- existing/ 200sq.m floorspace). This would be collected by Haringey after

implementation (if permission were granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

10.0 HUMAN RIGHTS

10.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

11.0 EQUALITIES

11.1 The Equalities Act fully sets out the applicable legal framework for Public Authorities (Section 149 of the Act) to pay due regard to the need to eliminate discrimination and promote equality with regard to those with protected characteristics such as race, disability, and gender including gender reassignment, religion or belief, sex, pregnancy or maternity and foster good relations between different groups. Equality duties require Authorities to demonstrate that any decision it makes is done in a fair, transparent and accountable way, considering the needs and the rights of different members of the community. Members must have regard to these obligations in taking a decision on this application.

12.0 CONCLUSION

12.1 The proposed scheme is for the demolition of the existing building and the erection of a three storey purpose build block of modern design to accommodate 9 self contained flats. In comparison to the existing building the replacement building will have a larger and wider footprint. The building will have a clean but simple modern appearance which will improve the buildings legibility and interface at the junction of Maidstone Road and Brownlow Road. The proposed redevelopment of this site for flatted accommodation is considered acceptable given the proximity of the site to a local shopping parade and its accessibility to public transport and local services. The density of the proposed residential development is also considered appropriate. The scale, bulk and mass of the proposed development is considered to be acceptable and will not affect the residential and visual amenities of the area. This residential scheme will be in part car free, secured by way of S106 agreement, along with other planning obligations. Given the above this application is recommended for APPROVAL.

13.0 RECOMMENDATIONS

RECOMMENDATION 1

13.1 The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2011/2220, subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

(1.1) A contribution of £30,750.00 towards educational facilities within the Borough (£14,750.00 for primary and £16,000.00 for secondary) according to the formula set out in Policy UD8 and Supplementary Planning Guidance 10c of the Haringey Unitary Development Plan July 2006;

(1.2) A contribution of £25,000.00 is sought for a range of highway improvements in the immediate vicinity of the site.

(1.3) A sum of £1,000.00 towards the amendment of the relevant Traffic Management Order(s) (TMO) controlling on-street parking in the vicinity of the site to reflect that 5 of the new residential units (Flat No's 2, 4, 5, 7 & 8) shall be designated 'car free' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of this Traffic Management Order(s) (TMO);

(1.4) The S106 to include the provision of one years free membership to a "Car club scheme" for residents of the new development ('car free' units) to help mitigate the lack of off-street parking provision;

(1.5) The developer to pay a administration / monitoring cost of £2,750.00 in connection with this Section 106 agreement. This gives a total amount of £59,500.00.

RECOMMENDATION 2

13.2 That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2011/2220 and the Applicant's drawing No's 390611/1, 2C, 3C, & 4C and subject to the following conditions

IMPLEMENTATION

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

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

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority. Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

EXTERNAL APPEARANCE & SITE LAYOUT

3. A sample panel of the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The sample panel shall be retained on site until the work has been completed.

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

4. Window and balcony details including reveal depths for windows, cill and headers shall be submitted to and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with such approved details.

Reason: To ensure a satisfactory appearance for the development and in the interest of the visual amenity of the area.

5. Before the development hereby permitted is occupied details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area.

6. A landscaping scheme for the treatment of the surroundings of the proposed development including the planting of trees, hedging and shrubs in addition to an associated maintenance regime shall be submitted to, approved in writing by the Local Planning Authority. The landscaping shall be completed within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority.

Any trees, or plants which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged, or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity

7. Details including the type, specification and location of external lighting shall be submitted to and approved in writing by the Local Planning Authority before the residential units are occupied and thereafter carried out in accordance with the approved details.

Reason: To prevent adverse light pollution to neighbouring properties

- 8 The proposed cycle storage area as shown on the plans hereby approved shall be provided in its entirety prior to the occupation of the development, and thereafter permanently maintained and retained thereafter. Reason: To ensure the development provides adequate cycle parking facilities in accordance with
9. The width of the crossover on to Brownlow Road shall be restricted to a maximum width of 3.75 metres.

Reason: To safeguard pedestrians movement and improve highways safety.

CONSTRUCTION

10. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties

10. Prior to the commencement of the development a Construction Logistics Plan (CLP) should be submitted for the approval of the LPA. The CLP should show the routing of traffic around the immediate road network and reasonable endeavours ensure that deliveries are timed to avoid the peak traffic hours.

Reason: To minimise vehicular conflict at this location.

PERMITTED DEVELOPMENT

11. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

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

REASON FOR APPROVAL

The proposed redevelopment of this site for residential use is considered acceptable as it is compatible with surrounding uses. The siting, design, form, detailing of the residential block is considered sensitive to its surrounding and the character of the area. The proposal will not give rise to demand for additional parking on site nor will it affect the visual and residential amenities of neighbouring occupiers. As such the proposal is considered to be in accordance with Policies: G2 'Development and Urban Design', UD3 'General Principles', UD4 'Quality Design', HSG1 'New Housing Development', HSG9 'Density Standards', HSG10 'Dwelling Mix' of the adopted Haringey Unitary Development Plan 2006 and with supplementary planning guidance SPG1a 'Design Guidance and Design Statements', and the Council's 'Housing' Supplementary Planning Document (2008).

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

INFORMATIVE: The proposed development will require a waste storage area for 2x 1100 refuse bins and 1x 1100 recycling bin. Bulk waste containers must be located no further than 10 metres from the point of collection and the route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.

INFORMATIVE; The site will require will the managing agents to have a cleansing schedule to remove litter from the external areas of the site and cleansing of the waste storage areas. A clear instruction from the managing agents to residents of how and where to dispose of waste responsibly is recommended. The Crime Prevention Department of Haringey Police can provide all aspects of security advice as required. We can be contacted on 020 8345 2167.

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15.0 APPENDICES

APPENDIX 1 Comments on Consultation Responsive

No.	Stakeholder	Comments	Response
1	INTERNAL Waste Management	Ask for clarification on point of collection – must not be located no further than 10 metres from the point of collection.	Refuse bins will be collected from Brownlow Road which is less than 10m from point of collection. Informatives have been applied.
2	Transportation	Raise no objection Ask for S106 contribution for highway works Ask for the width of the crossover to be reduced Put forward other conditions	Noted, S106 contribution required and conditions applied.
2	EXTERNAL LFEPA	No objection	Comments noted
	LOCAL RESIDENTS	Letters of objection received from the residents of properties below and summarised under headings No's 17 & 25 Maidstone Road, 8 Highworth Road, No 21 Goring Road New Southgate, No 4a Beech Road, No 74 Stanley Road, Station Chambers Brownlow Road	
		<u>Principle</u> High density proposal is totally out of keeping with the surrounding area; Already enough blocks of flats in the area; Existing structure should be renovated; Demolishing a Victorian property and replacing it	Density is in keeping with density matrix as set out in London Plan. Area is mixed in nature and suitable for flatted development given its high PTAL rating. Existing building has no statutory protection and is in poor structural condition. The area has a mixture of different styles, rather than a uniformity.

No.	Stakeholder	Comments	Response
		<p>with a modern development will destroy the architectural Victorian integrity of our area;</p>	
		<p><u>Design & Form</u></p> <p>The building will be visually overbearing;</p> <p>Proposal is disproportionately huge development on a fairly small site;</p> <p>Proposal will be an eyesore on the corner of two road;</p> <p>Proposed design is out of keeping with surrounding properties.</p> <p>Proposal should be no higher than two storeys, and in red brick to blend in with the neighbourhood;</p> <p>A modern block of flats stuck at the end of the road will completely ruin the landscape of the road;</p> <p>Detrimental to the heritage of the area to allow such a prominent and inherently attractive building to be demolished and replaced with a cheap looking modern apartment block;</p> <p>The development should not be permitted to erode the appearance of the area further by concreting more green space for car parking;</p>	<p>The height and bulk of the building is considered to be sensitive to the site.</p> <p>The block will be of a modern design with clean, simple and modern appearance with high levels of glazing to both sides to reflect the unusual site layout and the need to improve legibility and interface with both streets.</p> <p>The surrounding character is made up of a variety of buildings.</p> <p>The building will exceed the eaves height of the next door building but will sit below its ridge height. The height of the building is considered acceptable for the site.</p> <p>The scheme will incorporate some landscaping. In addition there are some street trees which will soften the appearance of the building.</p> <p>The building in question is not protected nor is the area within a conservation area. The material used will be sensitive to the area and the block will have active frontages onto both streets.</p> <p>The scheme will result in the loss of some green space, however landscaping around the perimeter of the site.</p>

No.	Stakeholder	Comments	Response
		<p>The architecture of the block is not sympathetic to the character of existing buildings in close proximity, which are predominantly Edwardian;</p>	<p>As discussed above.</p>
		<p><u>Amenity</u> Already enough blocks of flats in the area; Additional flats will lead to increased noise and disturbance in the area;</p>	<p>The area will still have a variety of building types. A site very close to a tube station along a busy road is appropriate for a block of flats.</p>
		<p><u>Parking</u> Additional demand for parking, 2 spaces is insufficient; Affect on the availability of on-street parking for rest of the residents in the area;</p>	<p>The scheme will be in part 'car free'. The effect on-street parking will not be significant.</p>
		<p><u>Other</u> Would like to see the existing property developed for business use; Already a problem with access to primary school places in the area and this development would add to the problem; The S106 agreement contributions should include monies for improvement of the local pavements, street lighting and road surfaces;</p>	<p>The building lends itself more to residential use. An education contribution and other contributions will be secured.</p>

No.	Stakeholder	Comments	Response
		The development may result in the loss of mature trees.	It is noted that some trees have been lost. Replacement tree, hedge and shrub planting is required.

OFFREPC
Officers Report

For Sub Committee

APPENDIX 2
Design Panel Minutes



Planning Sub-Committee 14 May 2012

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

Reference No: HGY/2010/1924	Ward: White Hart Lane
Address: 555 White Hart Lane N17	
Proposal: Erection of an extension to the Commercial Laundry at the eastern end of the site (Use Class B2), the formation of a loading bay for two delivery vehicles, Erection of vehicle maintenance building and the the erection of a new retaining wall and an acoustic fence, retention of existing retaining wall and hardstanding and use of hardstanding for parking of domestic passanger vehicles for staff.	
- Reconsulting due to amended plans -	
Existing Use: Industrial	Proposed Use: Industrial
Applicant: MrDavid Dervish Steamhouse Group Ltd	
Ownership: Private	
Date received: 14/10/2010 Last amended date: 03/05/12	
Drawing number of plans: Drawing No's: 5061/PLN-009 D Rec 02/04/12; 5061/PLN-005B; 5061/PLN-007B; 5061/PLN-008C Rec 30/4/12; 5061/PLN-020RevA Rec 10/6/11, 5061/PLN-021Rev A Rec 10/6/11 PLAN C; PLAN D, PLAN E; PLAN F,	
Case Officer Contact: Ruma Nowaz	
PLANNING DESIGNATIONS:	
Road Network: Classified Road	
RECOMMENDATION	
GRANT PERMISSION subject to conditions	
SUMMARY OF REPORT:	

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1.0 PROPOSED SITE PLAN



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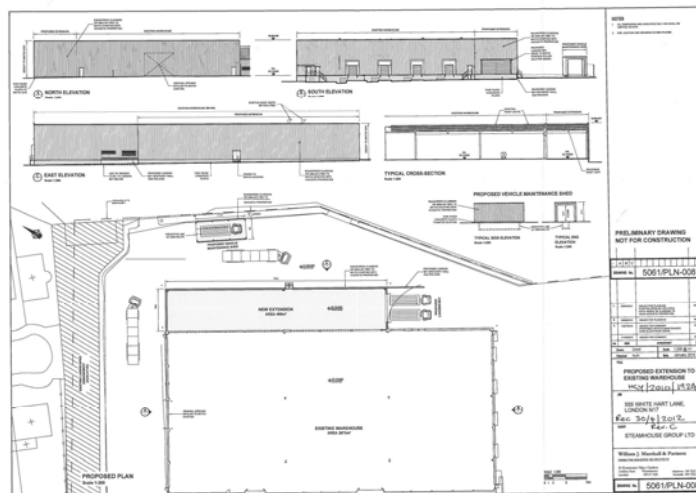
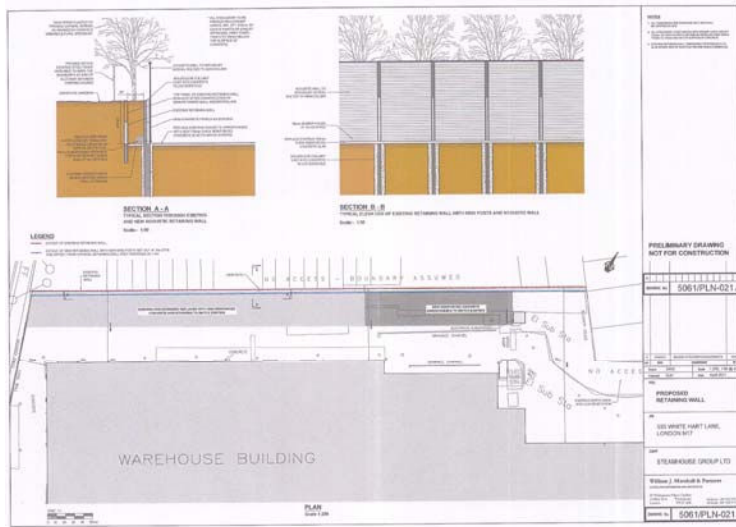
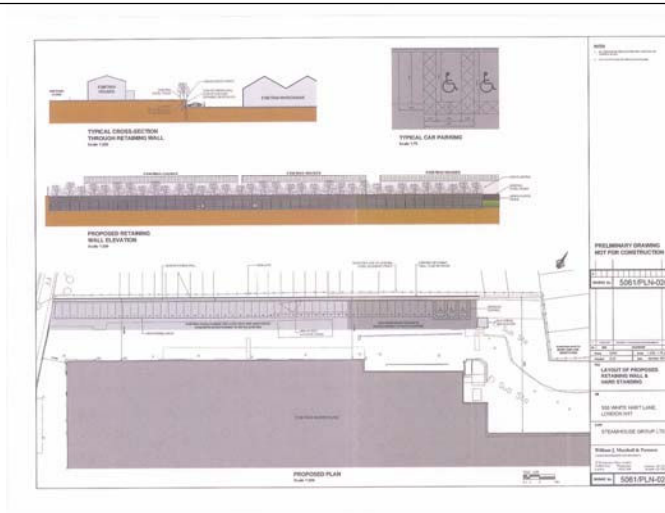
Site plan

**Directorate of
Urban
Environment**

Marc Dorfman
Assistant Director
Planning and Regeneration
639 High Road
London N17 8BD
Tel 020 8489 0000
Fax 020 8489 5525

	Drawn by	MT
	Scale	1:2500
	Date	03/05/2012

2.0 IMAGES



3.0 SITE AND SURROUNDINGS

- 3.1 The application site is The application site comprises of 3.17 ha and was formerly occupied by the Britvic Soft Drinks Company but is now owned by Steamhouse Group Ltd. The 2-storey warehouse building in the centre of the site occupies the majority of the site (1.35ha). Located on the frontage the site is a two-storey office building (with a café at ground floor). Access is from White Hart Lane and a one-way vehicle circulation road together with additional units is located around the perimeter of the site. The site is located within the White Hart Lane Designated Employment Area 17 and is designated as a Strategic Employment/ Industrial Location suitable for industrial uses. The site falls within a low public transport accessibility level area.
- 3.2 The site is located on the Northwest side of White Hart Lane and in close proximity to the Perth Road junction with White Hart Lane opposite. To the East of the site is the Bridsco industrial site, which is currently being redeveloped. The rear of the site backs on to houses on Thetford Close and Norfolk Avenue at the North End of the site. To the South is St. George's Industrial Estate and to the West are New River Sports and Recreation Centre.
- 3.3 The main warehouse building is predominantly used for the purposes of storage (Safe store) and industrial purposes. It is subdivided into self-storage units, various offices and transportation businesses, a coach company, tyre fitting business and the Carlton Commercial Laundry business is located at the eastern part of the warehouse (3234sqm), and forms part of the current proposal.
- 3.4 A treed embankment between the rear of all the Thetford Close houses and the site circulation road at the rear of the site, which effectively screened the houses from the commercial development, was removed without planning permission in 2007 and replaced with a retaining wall and steel palisade fence. The ground was partly laid out as hardstanding and on part of it rubble from the bund has been retained. These houses are on higher ground above the application site.
- 3.5 PROPOSAL
- 3.6 The current application is seeking planning permission for Erection of an extension (498m²) to the Commercial Laundry (3234m²) at the eastern end of the site (Use Class B2) measuring 10m (w) x 52m(l) with height to match existing warehouse building. The formation of a loading bay for two delivery vehicles and erection of vehicle maintenance building 5m(w) x 11.7m(l) x 4.5m(h) to be located to the rear of Norfolk Avenue. The erection of an acoustic fence 4.4m high, car parking for Laundry staff, and the erection of a new retaining wall. retention of existing retaining wall and hardstanding and use of hardstanding for parking.
- 3.7 The laundry currently employs 120 staff and serves major West End four and five star hotels. The laundry washes bed and table linen, cleans, presses and packages on a daily basis. The proposal would increase the number of staff from 120 to 150 people. The extension would house new machinery and would change the exit by creating a new loading bay for two vehicles at the front (south side) of the proposed extension towards the White Hart Lane side.

- 3.8 The core hours of the Laundry are 0800hrs to 1945hrs every day but with the new equipment will operate between 0800 to 1830hrs. Currently the laundry dispatches 15 vehicles per day with 12 deliveries, which will increase to 24 movements per day of 7.5T (25ft) or 3.5T(15ft) lorries with tail lifts
- 3.9 The boilers are however switched on at 0400 hrs every day. The deliveries are dispatched from the east side of the building between 0515hrs and 0530 hrs but are loaded the evening before. Use of the washing machines commences at 0600hrs, Use of calendars (folding machines) start at 0800hrs (0900hrs on Sunday). All work within the building generally ceases around 1945hrs every day
- 3.10 The proposal also seeks to erect a new retaining wall with some planting and erect a 4.4m high acoustic fence on this wall. The hardstanding would be retained and extended into the rubble area to create 53 new parking spaces. This has been revised to include 15 sheltered cycling spaces.
- 3.11 The proposal would reconfigure the circulatory system around the perimeter of the site. Applicants have shown 88 car parking spaces allocated for the use of the Laundry business. The extension to the laundry would result in the loss of 35 spaces as indicated on the application form.

4.0 PLANNING HISTORY

4.1 Planning Application History

HGY/1990/1495 - Display of externally- illuminated advertisement comprising individually built- up letters. - Approved 14-01-91
HGY/1997/1528 - Erection of 3 single storey temporary buildings to provide restroom and wash facilities to the east side of existing warehouse building – Approved 21-10-97
HGY/2001/0906 - Erection of a twenty metre high telecommunication mast and associated development – Refused 21-08-01
HGY/2008/0599 - Erection of part 2 / part 3 storey conference building centre with front and rear ancillary accommodation – Refused 10-06-08 - Appeal Dismissed on 1st April 2008
HGY/2008/1066 - Alterations to existing soft landscaping to form concrete hard standing parking area with retaining wall at rear – Refused 01-07-08

4.2 Planning Enforcement History

A temporary and full stop notice had been served in 2008	In respect of the removal of the treed embankment at the rear of the site and replacement with concrete hard standing and retaining wall.
29 May 2008 Enforcement Notice served	Requiring that: - a) Reinststate the hardstanding to its previous from of gravel. b) Remove the retaining wall and all resulting debris.
TPO served	On remaining trees on embankment at the end of Norfolk Avenue.
An appeal against the Enforcement Notice was dismissed on 8 th December 2008.	The Inspector varied the Enforcement Notice and allowed a compliance period of 9 months.

4.3 Comments on Application History

- 4.4 In 2007/8, the Treed embankment approximately 12m wide by 150m long, which provided an effective visual and physical barrier between residential on Thetford Close and commercial development, was removed without planning permission. The embankment on the North East of the site, to the rear of Norfolk Avenue with fairly thin tree cover is, now covered by Tree Preservation Orders. The replacement of the embankment with a retaining wall and palisade fence resulted in subsidence to the rear gardens of residential properties on Thetford Close, which is the subject of separate litigation. Furthermore, it resulted in the former perimeter road, 26.5m away from the backs of the houses, now being 14.5m away.
- 4.5 Following the removal, parking of coaches and Lorries on the new hardstanding adjacent to the retaining wall and increased vehicle movements throughout the day and night, a warning letter was served under the Environmental Protection Act by Environmental Health as well as a temporary and full stop notice and an Enforcement Notice. The applicant was required to reinstate the land bank at the rear. A subsequent appeal against the planning Enforcement Notice application was dismissed and a 9-month compliance period was given. If planning permission were to be granted then this permission would supersede the enforcement notice .
- 4.6 In dismissing the appeal, the planning Inspector considered that one of the main issues was the living conditions of occupants of adjoining dwellings. He considered that 'increased noise and general disturbance on an estate where activities take place 24 hours a day, and where part of the one way route is close to the backs of the houses of Thetford Close, it is inevitable that local residents already experience high degree of disturbance. However, use of the new hard standing for parking immediately adjacent to the rear boundaries of Thetford Close dwellings, would add noticeably to the loss of residential amenity already experienced.'

4.7 Planning permission was subsequently refused in July 2008 for the replacement of the embankment at the rear of the site with hardstanding and a 2.3m high retaining wall of pre-cast concrete units in vertical steel columns and corrugated steel panelling and 2.1m high boundary fences. (HGY/2008/1066). This was refused on the grounds that the corrugated steel fencing would adversely affect the visual amenity of the houses adjoining the site and the creation of an additional parking area which is likely to be used by heavy commercial vehicles would cause additional nuisance by increased vehicle movements, general activity and associated noise. This would not comply with Policy UD3 General Principles of the Haringey Unitary Development Plan.

4.8 A further planning application was also refused for the erection of a part 2/part 3 storey conference building centre with front and rear ancillary accommodation as it provided insufficient parking (60 spaces) and that it was not an appropriate use in a DEA. (HGY/2008/0599),

5.0 RELEVANT PLANNING POLICY

5.1 National Planning Policy

5.11 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant:

5.12 National Planning Policy Framework

The NPPF was formally published on 27th March 2012. This document sets out the Government's planning policies for England and supersedes the previous Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs).

5.2 The London Plan 2011 (Published 22 July 2011)

Following consultation in 2008, the Mayor decided to create a replacement Plan rather than amend the previous London Plan. Public consultation on the Draft London Plan took place until January 2010 and its Examination in Public closed on 8 December 2010. The panel report was published by the Mayor on 3rd May 2011. The final report was published on 22nd July 2011. The London Plan (July 2011) is now the adopted regional plan.

Policy 2.7 Outer London: economy

Policy 2.17 Strategic industrial locations

Policy 4.1 Developing London's economy

Policy 4.4 Managing industrial land and premises

Policy 5.3 Sustainable design and construction

Policy 5.3 Sustainable design and construction

5.3 Haringey Unitary Development Plan (Adopted 2006)

G1 Environment

G2 Development and Urban Design

G4 Employment

UD2 Sustainable Design and Construction

UD3 General Principles

UD4 Quality Design
UD7 Waste Storage
UD8 Planning Obligations
M10 Parking for Development
ENV2 Surface Water Run-off
ENV11 Contaminated Land
EMP2 Defined Employment Areas
EMP5 Promoting Employment Uses

5.4 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements
SPG5 Safety by Design
SPG8a Waste and Recycling
SPG7a Vehicle and Pedestrian Movement
SPG7b Travel Plans
SPG8c Environmental Performance
SPG8f Land Contamination
SPG10a The Negotiation, Management and Monitoring of Planning Obligations

5.5 Other

Haringey Employment Study (2009)
North London Sub-Regional Implementation Framework

5.6 Haringey Local Development Framework – Core Strategy and Proposals Map published for Consultation May 2010; Submitted for Examination March 2011

Haringey's draft Core Strategy was submitted to the Secretary of State in March 2011 for Examination in Public (EiP). The first session of EiP hearings ran from 28th June 2011 until 7th July 2011. Following discussions at these hearings, the Council carried out an additional consultation on fundamental changes to the Core Strategy in Sept-Nov 2011. The outcomes of which resulted in an additional hearing on 22nd February 2012. The Inspector's report is now expected at the end of April 2012. As a matter of law, some weight should be attached to the Core Strategy policies, which have been submitted for EiP, however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

5.7 Haringey Draft Development Management Policies (Published for Consultation May 2010)

The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The proposed submission draft is expected to be ready for public consultation in early 2013. The DM DPD is at an earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time.

6.0 CONSULTATION

Statutory	Internal	External
	Transportation Group Cleansing Building Control Environmental Health – Noise and Pollution Ward Councillors	<u>Amenity Groups</u> <u>Local Residents</u> 550 White Lane N17, Units 1-5 (c) St. Georges Industrial Estate, White hart Lane N 17 7-36 (c) Thetford Close N13. 116-142 (e), 113- 145 (o) Norfolk Avenue N 13, Flat A 142 Norfolk avenue N 13

7.0 RESPONSES

Statutory	Internal	External
	Haringey Transportation Team Haringey Environmental Health Team Haringey Waste Management	<u>Amenity Groups</u> <u>Local Residents</u> Letters of objection have been received from the residents of the following properties <u>No. 142 139, 145 Norfolk Avenue and 21 Thetford Close.</u> 2 Petitions from Thetford Close Residents <u>with 32 Signatures from 7-36 (c) 116-142 (e), 113- 145 (o) Thetford Close N13 and 132, 133, 134, 136, 137, 138, 140 and 142 Norfolk Avenue N 13</u> <u>Total No of Residents Consulted:</u>

7.1 Local Residents/ Amenity issues

a) Loss of Earthbank

- The hardstanding must be removed and replaced with the earth bank new trees and bushes and the retaining wall made safe, and the damage caused to our gardens put right.
- The embankment was a patch of wilderness that was a haven for small animals etc. They tried to justify this by putting in an application for a conference centre

that would need extra parking. Haringey and at appeal, this was rejected and ordered Steamhouse to tear up the concrete and reinstate the natural landscape. This has still not happened

- Steamhouse are trying to avoid the demolition costs for tearing down the embankment and have no regard for environment or quality of life of the neighbours.
- Lost 1/3 of our gardens (they are sinking) because of work carried out by Mr Dervish/Safehouse (removal of the earth bank tree's and bushes) without planning permission.
- For almost three years we have had to endure an excess in noise radiating from ingoing and outgoing cars/lorries at various points throughout the day and night. This noise is not just from the cars/lorries themselves (e.g. music) but from the drivers as well. Moreover we have also noticed a constant droning from what appears to be machinery (such as a generator),

b) New Hardstanding and perimeter road

- Use of the hardstanding for Machinery/ Generators and Alarms going off and noise from a generator or machinery at various times of the day and night
- Residents have suffered for three years following the removal of the bund, from lorries, coaches driving/parking, Loading/unloading at all hours of the day and night.
- The recent development in the industrial building near my house has caused a lot of noises during day time and even over the weekend, and created very frequent shaking of grounds. I felt very uncomfortable now at my home during day time, with lots of loud noises and shaking of ground.

c) Existing Laundry

- The planning application claims that the noise from the expanded Carlton operation will be acceptable. This is WRONG because the current noise is unacceptable. It is not just a matter of noise levels but the kind of noise. I have lived here for decades with noise from a bakery, bottling plant, container depot, etc and the horrible whiney noises and clanking of folding machines in the laundry are by far the most stressful.
- There is a very big 7m x 7m door on the north elevation of the laundry building that is always open. The building (unsuitable for its current purpose) is little more than a metal skin that acts like a giant megaphone

d) Current Proposal

Laundry extension and loading bay

- Object to commercial laundry because this would involve extra noise and vehicles.
- A bigger building with more plant and more traffic create more noise and nuisance. The garden cannot be sound proofed.
- It is an eyesore and funnels noise in my direction.
- An extension to industrial building for use as commercial laundry would
- Result in excess vehicles (cars and Lorries). Not only would this result in
- increased noise being emitted, but would have a severe negative impact on
- The environment itself due to pollutants.
- Loading bay would involve very large Lorries and a lot of extra noise.

Vehicle Maintenance building

- Would further contribute to the noise pollution outlined above.
- Would involve extra noise and vehicles, and the acoustic fence would not stop the noise because everything is too open after the removal of the earth bank trees and bushes (without planning permission).

Hardstanding/Parking Spaces

- Now Steamhouse are again pretending that the parking spaces will be required for an expanding laundry. This is rubbish as employees are local they can walk or go to work by bus.
- Acoustic fence and retaining wall and planting
- The small concrete container proposed between the two fences for planting of trees is not suitable. The soil in the container will be sub zero in winter and over hot in summer and do terrible thing to the soil in which the token line of trees are put into.
- Trees have to be at least 10 yards wide with dense vegetation to block sound
- We do not believe that an acoustic fence would be satisfactory in any respect in solving the issue of the enhanced noise.
- There appears to be only 20 workers at any one time in the Laundry and not 120. Why there are 53 spaces when 10 would be enough?. They are trying to use a Trojan horse to get the whole car park rubber stamped
- Concerns have been raised about the impact on wild life within our neighbourhood and the long term implications for future generations.

Unsocial Hours of work

- It is our belief that these premises will be conducting work during unsociable hours, due to the nature of the propose business, not Acceptable by the residents of the boundaries of this neighbourhood..

8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

8.1 The main issues in respect of this application are considered to be:

- Residential Amenity
- Loss of the Bund and creation of hard standing and retaining wall
- Retention of the hard standing and erection of a new retaining wall, acoustic fence and new tree planting
- Stabilizing of the existing retaining wall
- Parking and circulation and Transportation Issues
- Extension of commercial laundry and the formation of a loading bay for two vehicles and vehicle maintenance building.
- Applicants Noise report by Spectrum Consultants
- Council's Environmental Health and the Council's Acoustic Consultant Sanctum
- Applicants proposed mitigation measures
- Sustainability and Waste Management

- 8.2 Loss of the Bund and creation of hard standing and retaining wall
- 8.2.1 Planning application for Alterations to existing soft landscaping to form concrete hard standing, parking area with retaining wall at rear (HGY/2008/1066) was refused on 1/7/2008 as ‘the creation of an additional parking area, which is likely to be used for heavy commercial vehicles could cause additional nuisance by increased vehicle movements, general activity and associated noise.’
- 8.2.2 The planning Inspector dismissing the appeal against the Enforcement Notice in December 2008 held that ‘the retention of the hardstanding for parking and circulation, would lead to a significant increase in noise levels detrimental to the amenity of the surrounding residential properties.’ He also considered that the 24hour use of the site would exacerbate noise problems.
- 8.2.3 The circulation space and parking area is now closer to residential properties from 26.5m to 14.5m to the backs of houses on Thetford Close and gardens are on this boundary. Residents have objected to the circulation of vehicles throughout the night and day. The applicant has however stated that their main storage area is used between 7am and 7pm and does not operate on a 24-hour basis although there is 24-hour security of the site.
- 8.3 Retention of the hardstanding and erection of a new retaining wall, acoustic fence and new tree planting
- 8.3.1 The current planning application (Revised proposal) seeks to put in a new retaining wall with an acoustic fence above this and a row of hawthorn trees between this fence and the existing retaining wall, forming an acoustic and visual barrier. They also seek to retain the hardstanding for the parking of domestic passenger vehicles associated with the Laundry. If permission were to be granted for this application, then the Enforcement Notice on the site would be superseded.
- 8.3.2 Environmental Health considered that the bund, in planning terms, was providing a useful buffer of distance, trees and vegetation between the residences and the industrial use in addition to a visual barrier. Sanctum (the Councils Acoustic Consultant) also stated ‘The earth bund that has been removed is likely to have provided a degree of protection for local residents, as it comprised of solid dense barrier of soft landscaping absorptive material: This has already been adjudicated by the planning inspector.’
- 8.3.3 Spectrum (the applicant’s consultant) quotes ‘ISO 9613-2-1996, annex A confirms that foliage can provide a small amount of attenuation, but only in limited circumstances. The attenuation occurs when the depth of foliage is more than 10m and when there is absolutely no line of sight through the foliage. In this scenario, the noise levels for Thetford Close residents would largely be no different to the noise levels that pertained when the long term noise monitoring took place. The model even suggests that ground floor noise levels during the daytime would be higher than at present, although still low in absolute terms. In effect, the previous bund offered no protection in noise levels over the situation that currently pertains.’ The current application (revised) is for the erection of a new retaining wall, retention of the existing retaining wall and acoustic fencing and new planting.

- 8.3.4 The revised scheme also proposes planting of Hawthorn Trees 1.5m (w) on the boundary between the proposed acoustic fence and retaining wall. The Applicant has submitted an Arboricultural report from John Cromar's Arboricultural Company tree report stating that this would be sufficient space for the trees to grow as the top panel of the existing retaining wall will be removed allowing the roots to grow across into the gardens of Thetford Close. He considers that Hawthorn (*Crataegus monguna*) if planted as whips, at 2m centres will in time develop to produce a visual solid barrier of around 7-9m in height. The Council Arboriculturalist accepts that the trees would be able to grow but suggested that a larger area would allow the trees to become better established and allow the formation of an improved green barrier to the industrial estate.
- 8.3.5 The bund was of a significant size, approximately 12m(w) x 150m(L) and provided a significant buffer of distance, trees and vegetation between the residences and the industrial use in addition to a visual barrier. Residents have objected to the revised proposal, rejecting the small area of planting and requesting that the bund be reinstated. However the current proposal should also provided significant attenuation of noise. The Hawthorn trees will grow in time to form a visual barrier behind the 4.4m acoustic fence; however the separation of distance and vegetation and the significant visual barrier of the previous bund would not be replicated.
- 8.3.6 Providing that parking on the hardstanding is limited to domestic passenger vehicles of employees of the Laundry and not commercial vehicles such as the Carlton Laundry Services which have 3.5Ton and 7.5ton vehicles, this proposal would not be in conflict with the provisions of policy UD3:General Principles providing conditions are attached
- 8.3.7 The Applicant would also be willing to erect a new acoustic fence on the boundary with Norfolk Avenue. If permission were to be granted, it is recommended that a condition be attached in respect of this. The proposal would therefore be considered not to be in conflict with the provisions of Policy UD3: General Principles.
- 8.4 Stabilizing the existing retaining wall and the erection of a new retaining wall
- 8.4.1 The applicant has submitted an Engineering Report on the existing retaining wall which is failing, with the application dated 24th September 2010 and an amended report dated 27th May 2011 in conjunction with drawings No 5061/PLN-020 and 021 by William J Marshall and partners, Consulting Engineers and Architects. This report outlined the condition of the existing displaced retaining wall and the works proposed to support the existing retaining wall in its current condition.
- 8.4.2 The applicants Engineer (Marshalls) states that the concrete hardstanding provides support to the existing retaining wall and its removal before completion of the works would increase the risk of failure to the wall. This has been the argument used to justify the retention of the hardstanding. However, argument is unclear as there does not appear to be any mechanical connection linking the yard slab and pre-cast panes. The main support appears to be where the boundary fence has typically been backfilled with concrete.

- 8.4.3 The applicants Engineering report has stated that ‘the proposed works will provide a new retaining wall some 900mm (the approved plans show this to be 1.5m) to the south of the existing, with the gap between these filled with soil to support the existing wall and prevent further movement. The filled gap will also allow for the planting of vegetation to provide a screen between the site boundary and the new acoustic fence. It is intended to provide new steel kingposts comprising 203 x 203 UC46 column sections, at the same centre as existing. These kingposts will be set into 600mm diameter concrete-filled boreholes: The boreholes will be augured to minimise vibration.’
- 8.4.5 New pre-cast concrete planks similar to the existing will be provided between the new kingposts to support the retained material behind. A French drain will be provided between the new kingposts to support the remaining material behind and the old wall will be offset by half their spacing. Once the wall is constructed the gap between the new and existing wall will be filled with soil.
- 8.4.6 The Council’s Building Control considers that the structural stability of the revised proposal is acceptable subject to further details being submitted. The applicant’s revised engineering statement dated 27th May 2011 states ‘as part of the works; the existing boundary fence will be repaired/replaced and a gate for access provided. The gardens and structures along the boundary fence will also be reinstated where damaged by the movement of the existing wall.’
- 8.4.7 This proposal is now considers to be acceptable but further details are required in respect of the method of construction of the new retaining wall and is not therefore in conflict with the provision of Policy UD3: General Principles of the Haringey Unitary Development Plan.
- 8.5 Parking and circulation and Transportation Issues
- 8.5.1 A Transport assessment was submitted with the application, which shows that there are 88 spaces allocated to the site, and with a loss of 35 spaces, there would be a resulting 53 retained spaces. These spaces are the ones to be marked out on the hardstanding and are not existing allocated spaces. This number of spaces still exceeds the parking standards as set out in the UDP.
- 8.5.2 Overall there is a loss of between 29-35 parking spaces from the expansion of the laundry. Transportation suggests that in order to prevent further loss of parking from the site, a number of conditions be attached if permission were to be granted. These are: -
- Plans D and F showing future parking be attached to the planning permission.
 - A work place travel plan should be submitted.
 - Hours of operation be attached to mitigate against further loss of parking and encourage the use of public transport
 - Secure cycle provision
- 8.5.3 The transport plan submitted with the application shows that 604 vehicles movements entering and leaving the site over a 24 hour period, but a total movement of 302 vehicles is circulating the site. With the expansion of the laundry, there number of Carlton vans will increase by 3-4 vans resulting in a total of 16 Vehicles would be located at the factory. This is likely to give rise to 12 movements

coming into the site and 12 leaving the site. The overall vehicle movement will increase from 302 to 319 movements a day.

8.5.4 In respect of noise management on the site, the applicant has also submitted a copy of notice given to drivers, requiring them:

- Not to leave vehicle engines running whilst vehicles are stationary
- Not to rev engines at the rear in close proximity to residential properties
- 10miles per hour speed limit
- Avoid hard breaking of vehicles
- Use of horns prohibited

8.5.5 The acoustic fence should reduce the impact of vehicles and people coming and going in close proximity to residential properties at the rear of the site. A number of conditions should be imposed to ensure that the use of the hardstanding does not result in loss of amenity to residents.

- Limiting parking to domestic passenger car vehicles
- Require a management statement from applicant to show how the above will be implemented and enforced.
- A condition limiting the size of the vehicles to 7.5tons.

Whilst these conditions will improve the amenity of residents, further information is required as to how these will be implemented and enforced on the site. It is recommended that a condition be attached requiring that a management plan be submitted.

8.5.6 The applicants have also agreed to provide a minimum of 15 cycling spaces. Providing that parking on the hardstanding is limited to domestic passenger vehicles and not commercial vehicles such as the Carlton Laundry Services which have 3.5Ton and 7.5ton vehicles, this proposal would not be in conflict with the provisions of policy UD3: General Principles and M10 Parking for Development providing conditions are attached.

8.6 Extension of commercial laundry and the formation of a loading bay for two vehicles and vehicle maintenance building.

8.6.1 The site falls within an identified Strategic Employment/Industrial Location as identified in the Councils UDP. The Strategic Employment Location is a well-established industrial area known as White hart Lane DEA 17.

8.6.2 Policy EMP2 'Industrial Locations, of the Haringey Unitary Development Plan, seeks to retain these areas solely for uses which fall within the B1, B2 or B8 Use classes. The existing Laundry use and the proposed 498 sqm extension to it falls within Use Class B2 (General Industrial use) and would in principle be considered as an acceptable use in this location. However suitable noise attenuation measures are required to ensure that the impact of the new loading bay and this extension do not have a detrimental impact on the amenity of residents.

8.6.3 The proposal also seeks to erect a new vehicle maintenance garage for the fleet of Carlton commercial vehicles, located to the rear of the site along the boundary with 550 White Hart Lane and rear of Norfolk Avenue. The applicant has stated that the north garage door, where vehicles enter would be closed when repair work was taking place. Repair and maintenance of heavy goods vehicles can result in considerable noise and nuisance to the detriment of the amenity of residents in close proximity. Future intensification of this use, such as spraying and panel beating could result in considerable detriment to amenity of nearby residents.

8.6.4 Policy EMP6 Car Repairs workshop, Garages and Car Washes states the preferred location is within Employment Areas, however the main issue of concern is the impact of this use on the amenity of surrounding properties by reason of noise, smell or other nuisance. Repair and maintenance of Carlton vehicles can have a significant impact on amenity of nearby residents and in order to limit this impact conditions should be attached. These are discussed in the report below.

8.7 Applicants Noise report by Spectrum Consultants

8.7.1 Spectrum's noise readings were taken over a five day period (Thursday to Monday in September 2009 between 7am-11pm (daytime) and 11pm-7am (night time) at a height of 3.3m within 3m of the site boundary, towards the backs of properties on Thetford Close although the location is not shown clearly in the report. These readings are average readings taken in accordance with BS 8233 general guidance of acceptable noise within buildings.

8.7.2 Spectrum argues that due to the low level of noise on the site, the site fell into Category A and not B or C of the NEC standard for noise measurements outlined in PPG 24 (now superseded). Spectrum state 'Acceptable noise levels would occur for residents near the site, including residents with windows open. It is clear that their internal and external noise guidelines for acceptability do not require an assessment of industrial noise using BS4142" due to low noise levels. BS4142 was not used for the following reasons: -

1. Haringey Council Environmental Health did not raise this standard only BS 8233:1999.
2. Spectrum is of the view that BS4142: 1997 was not necessary from WHO guidelines, which are more substantive, then BS412.
3. Employment use at 555 White Hart lane is a long established activity and has continued at the site without restrictions on noise or hours of use for many years. Therefore the appropriate way to consider the noise impact of proposals is in relation of the existing noise context and not as BS4142 requires, in relation to background noise level in the absence of the development.
4. The main source of noise emitted form the site at 555 White Hart lane relates to vehicles associated with all of the business at the site, not only the laundry business, circulating the factory buildings. BS4142 guidance does not include mobile noise sources. Spectrum's view is that it is not intended or appropriate for the assessment of this type of noise.

- 8.7.3 Spectrum argues that ‘Noise levels from these activities comply with the Councils guidelines for acceptability at the nearest residences on Norfolk Avenue. In addition these noise levels are less than 1 dB more than the predicted noise levels for the current operating situation. The changes in noise levels would not be audible for nearby residents.’
- 8.7.4 They show that the day time and night time noise levels are low in absolute terms “the measured noise levels are representative of those that are experienced in the southern gardens of residences on the south side of Thetford Close and in contrast with the assumptions made by the Inspector at appeal and Councils Environmental Health Officer.”
- 8.8 Council’s Environmental Health and the Council’s Acoustic Consultant Sanctum
- 8.8.1 The Council Environmental Health Officer witnessed nuisance on two occasions, firstly from the bedroom of an adjacent resident living directly opposite the Laundry on Norfolk Avenue from idling delivery vehicles with engines switched on and noise from the current operation of the laundry, which was clearly audible on Norfolk Avenue. Furthermore, residents have also raised objections in respect of noise and nuisance.
- 8.8.2 Residents have also raised concerned about noise from the operation of the existing Laundry, noise and vibration from the movement of heavy goods vehicles around the site on a 24 hour basis and noise from loading and unloading and from generators and other machinery operating on a 24 hour basis and also pollutants used in the existing laundry.
- 8.8.3 Environmental Health considered that “a further intensification of the current Laundry operation will adversely affect amenity of residents without suitable conditions and mitigation measures. The laundry was noted to be operating with fire doors and rear and side delivery gates open, and this aspect would need to be tightly controlled with any intensification of the laundry operation and additional motor maintenance workshop.’
- 8.8.4 Sanctum (The Council’s Acoustic Consultant) on a site visit carried out a subjective and objective noise impact assessment including acoustic monitoring at nearest noise sensitive residential receptor whilst the laundry was operational and received laundry deliveries. The monitoring test was carried out in the garden of 142 Norfolk Avenue directly opposite the Laundry. The measurements recorded background ambient noise and peak levels of noise emanating from the laundry operation from 10am to 11.30 am.
- 8.8.5 Sanctum showed ‘that typical changes in noise levels as a result of the laundry operations, was greater then 10dB above the ambient noise levels. Given the nature of the noise was constant, loud, impulsive, tonal, and intrusive, the character and levels of recorded noise above background and ambient noise levels, along with the frequency of noise events, and lack of appropriate noise mitigation measures to contain or reduce levels of operational noise emanating from laundry operation at 555 White Hart Lane, the proposal does not succeed in passing the test of reasonableness under common law and amounts to a statutory noise nuisance, and detrimental to the aural amenity of the nearest noise sensitive receptors at 142 Norfolk Avenue.’

8.8.6 Sanctum considers that the Applicant's Noise Assessment has not followed the appropriate British Standards (BS 4142:1997) methodology for rating industrial noise affecting mixed residential and industrial areas, and fails to demonstrate that there will be no detriment to local amenity.

8.9 Applicants proposed mitigation measures

8.9.1 Following discussions between the applicant and the Council, the applicants have agreed to replace the existing doorway in the north elevation of the laundry with a solid wall and accept a planning condition that seeks to limit noise levels at the edge of the site. As the Laundry is an existing use and the site's operation is established on a 24 hour basis, the applicants are unwilling to accept a limit of the hours of operation of the laundry. The attenuation measures proposed are outlined below: -

- Install a new 4.4m tall noise barrier in front of the retaining wall. The applicant is now willing to extend the acoustic barrier to the Norfolk Avenue side of the site directly opposite the laundry and accept a condition regarding details of the materials and acoustic performance of the proposed barrier to be submitted for approval.
- The revised proposal for the rear wall will introduce a small strip of land for planting hawthorn tree, 1.5m south of the existing retaining wall
- Roof level horizontal discharge ducts from the existing dryers be re-oriented to face south, to take advantage of directivity attenuation.
- Vehicle access doors on the eastern and northern site of Laundry are eliminated and proposed loading bay for two vehicles are located towards the front of the site on the south side of the proposed extension. Applicant has stated that all loading and unloading will take place in this location.
- Maintenance activity inside the proposed garage will take place with the northern vehicle access door fully closed.
- Applicants will accept a condition limiting parking of vehicles on the hardstanding for domestic passenger vehicles for employees of the laundry only.
- The applicants have stated in the Engineers report of 27/5/2011 that when putting in a new retaining wall, they will, backfill soil in the gardens of Thetford Close, put in a new fence and gate and replace structures in the gardens of Thetford Close properties in close proximity to the new fence.

8.9.2 The replacement of the rear entrance with a solid wall and other mitigation measures proposed would have a significant impact on noise emanating from the rear of the laundry. However further conditions are required to militate against noise from the further expansion of the laundry and its early morning operation starting at 0400hrs every day together with noise from extract fans. Sanctum (the Councils Consultant) states 'The applicant proposes to house new noisy plant and machinery in light weight industrial buildings, with no specified acoustic insulation properties, this along with a noticeable increase in on site activity is likely to result in an overall increase in noise from the site.'

- 8.9.3 The resulting noise from car doors, talking and general movement, the early start up of machinery and use of the loading bay as early as 0515 hrs and increase in vehicular traffic, would still give rise to further concerns. Operation of the vehicle repair garage will give rise to maximum and peak noise levels and would need further mitigation. Some of these measures have already been outlined in the body of the report and have been attached as conditions.
- 8.9.4 Further conditions are required including further insulation to the laundry and plant and permanent fixing of the rear door of the proposed garage together with other control on the operation of the vehicle maintenance garage are required to ensure that noise from these aspects of the proposal does not detract from the amenity of residents.
- 8.9.5 Providing that the above measures are taken, it is considered that the proposal in respect of noise and nuisance would not be in conflict with provisions of Policy UD3: General Principles and ENV6 Noise of the Haringey Unitary Development Plan.
- 8.10 Sustainability and Waste Management
- 8.10.1 Waste management has commented that the proposed development requires storage for waste and recycling either internally or externally. Scheduled collection arrangements with a Commercial Waste contractor will be required.
- 8.10.2 Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected.
- 8.10.3 Policy UD2 states the council will require development proposals to take into account, where appropriate a number of environmental considerations including but not limited to pollution effects, water and waste water infrastructure, energy efficiency and renewable energy, waste recycling and storage. In addition, the council will seek that development schemes take into account, where feasible: environmentally friendly materials, water conservation and recycling, sustainable drainage, biodiversity etc. SPG8c encourages the assessment of development in terms of their environmental performance and sustainability.
- 8.10.4 The applicants have stated that Steamhouse group has commercial contracts for waste collection and recycling. A person is employed to separate out all waste for recycling from general waste. The main business of the site is storage. This activity generates a small amount of waste, which is predominantly cardboard and plastic. The Laundry business uses the same facilities with one additional service. The materials used for washing are delivered in drums to the site. The used materials are they put back into the drums for collection and reprocessing.
- 8.10.5 In respect of Sustainability, applicants have stated that the laundry business recycles all of the waste used in the various processes. In addition the company has been working with the Carbon Trust to secure improvements in energy consumption and efficiency, this has included advice on processing equipment and boilers. As such, the scheme is considered to be acceptable under policy UD2 and SPG8c but conditions are attached in respect of waste disposal.

9.0 HUMAN RIGHTS

- 9.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

10.0 EQUALITIES

- 10.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

11.0 CONCLUSION

- 11.1 In respect of the boundary with Thetford Close and Norfolk Avenue, the unauthorised removal of the former embankment in 2007 and replacement with a retaining wall and hardstanding resulted in the parking of coaches and heavy goods vehicles with consequent loss of amenity to residents. The current proposal seeks to erect a new retaining wall and acoustic fence, approximately 1.5m wide planting area of hawthorn trees, and hardstanding.
- 11.2 The planting together with the acoustic fence will reduce the existing noise nuisance experienced by residents. The proposal will not replace the buffer and visual barrier of the previous bund and there will be a loss of visual amenity for residents. However, the overall scheme is considered to be acceptable providing parking on this hardstanding is retained only for domestic vehicles and a management scheme is submitted for the management of vehicles on the site. The proposal is therefore considered not to be in conflict with UD3 : General Principles.
- 11.3 The principle of the extension to the laundry, the formation of a new loading bay for two vehicles and the erection of a garage maintenance shed within the White Hart Lane Designated Industrial Area is considered to be acceptable and not in conflict with the Provisions of Policy EMP2: Defined Employment Areas-Industrial Locations providing that relevant conditions are attached in addition to the mitigation measures proposed by the applicant. The proposal would not then be in conflict with the provisions of Policy UD3: General Principles and ENV 6 and ENV 7 of the Haringey Unitary Development Plan.
- 11.4 On balance the revised scheme together with the mitigation measures put forward and conditions applied would make the acceptable and as such would in accordance with policies UD3 'General Principles', UD7 'Waste Storage', EMP2 Defined Employment Areas-Industrial Locations, ENV6 Noise and ENV7Air, water pollution, M10 'Parking and Development', OS17 'Tree Protection, Tree Masses and Spines' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design

Guidance', SPG7a 'Vehicle and Pedestrian Movement', SPG8a 'Waste and Recycling', SPG8b 'Materials', and Documents. On this basis, it is recommended that planning permission be GRANTED subject to conditions.

12.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and in accordance with the approved plans and documentation as follows:

Drawing No's: 5061/PLN-009 B; 5061/PLN-005B; 5061/PLN-007B; 5061/PLN-008C Rec 30/4/12; 009D Rec 02/04/12 5061/PLN-020RevA Rec 10/6/11, 5061/PLN-021Rev A Rec 10/6/11 PLAN C; PLAN D, PLAN E; PLAN F, and subject to the following conditions:

IMPLEMENTATION

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

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

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

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

MATERIALS

3. Notwithstanding the description of the materials in the application, no development shall be commenced until precise details of the materials to be used in connection with the development hereby permitted have been submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority.

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

LAUNDRY

4. Notwithstanding the approved plans, the rear northern vehicular access to the existing laundry shall be removed and replaced with a solid wall and shall be permanently retained as a solid wall. This end elevation in closest proximity to residential property together with the rear elevation of the proposed extension to the laundry shall be insulated to prevent the transmission of noise. Details of material including insulation material and method of construction shall be submitted in writing to the Local Planning Authority and approved in writing and the works approved

shall be carried out in accordance with the approval before the development approved can be occupied and permanently retained and maintained to the satisfaction of the Local Planning Authority..

Reason: In order to protect the amenity of the residential property on the boundary of this site.

5. No power tools or machinery audible at the site boundary shall be used at the premises, other than portable hand tools.

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their property.

6. The fire doors on the northern rear elevation of the Laundry should be fixed shut and only be openable in the case of a fire or emergency. They must not be wedged open for the purposes of ventilation.

Reason: In order to protect the amenity of residential properties along this boundary.

7. All plant, machinery and equipment (including refrigeration and air conditioning systems and extract fans) to be used by reason of the granting of this permission shall be so installed, maintained and operated as to prevent the transmission of noise and vibration into any neighbouring premises.

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their property.

8. From the proposed plant, measured or predicted at 1m from the facade of any residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with methodology contained within BS 4142: 1997. A noise report shall be produced by a competent person(s) to demonstrate compliance with the above criteria, and shall be submitted to and approved by the local planning authority.

Reason: In order that the machinery and equipment used in connection with the proposed permitted use does not give rise to noise and vibration nuisance and detract from the amenity of residential properties

9. Any new plant and associated equipment shall be designed, acoustically insulated and maintained to a level to be at least 5dB(A) below the underlying measured background level when measured at the nearest noise sensitive facade. The development shall not be carried out otherwise than in accordance with the above criteria unless otherwise approved in writing by the Local Planning Authority.

Reason: To safeguard the amenity of the occupiers of adjoining properties and the area generally by preventing noise and vibration nuisance in accordance with Policies UD3 General Principles and ENV6 Noise of the Haringey Unitary Development Plan.

- 10 The loading and unloading of vehicles shall take place in the new loading bay only.

Reason: To prevent the transmission of noise from the loading bay

VEHICLE REPAIR AND MAINTENENCE GARAGE

- 11 Notwithstanding the approved plans, the proposed Northern rear door of the garage, in closest proximity to residential properties on Norfolk Avenue shall be replaced with a solid wall. This rear wall together with the roof of the garage shall be insulated to prevent the transmission of noise. Detail of the materials to be used for the construction of the garage together with details of insulation for the roof and walls and method of construction, shall be submitted in writing to the Local Planning Authority and approved in writing and the works approved shall be carried out in accordance with the approval before the development approved can be occupied and permanently retained and maintained to the satisfaction of the Local Planning Authority..

Reason:To protect the amentiyy of the residential properties at the rear of the site.

12. No panel beating, paint spraying or mechanical car or vehicle drying operation shall be carried out within the the maintenance and repair garage the subject of this permission.

Reason: In order to ensure that the proposed development/use does not prejudice the enjoyment by neighbouring occupiers of their properties.

13. All work of repair to vehicles shall take place within the garage building only.

Reason: In order not to prejudice the safety and free flow of pedestrian and vehicular traffic on the adjoining periphery road and not to prejudice the amenity of residential properties at the rear.

14. The vehicle repair and maintenance garage use hereby permitted shall not be operated before 0900 or after 1700 hours Monday to Friday and not at all on Saturday, Sundays or Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the ameniities of adjacent residential properties are not diminished.

15. The vehicle repair garage is to be used only for the sevicng of Carlton Laundry delivery vehicles below 7.5 Tons and for this purpose only and shall not only be used to service any other vehicles..

Reasson: In order to ensure that the intensity of the use is in accordance with the permission sought and that the ameniities of adjacent residential properties are not diminished.

RETAINING WALL AND ACOUSTIC BARRIERAND NEW TREE PLANTING

16. Prior to the commencement of the development, the detail of the acoustic barrier at the boundary of the site with Thetford close together with details of an acoustic barrier at the rear of Norfolk Avenue; including location, height, appearance and acoustic details shall be agreed with the LPA in writing and implemented in accordance with the agreed details and shall be permanently retained.

Reason: To safeguard the amenity of the occupiers of adjoining properties and the area generally by preventing noise and vibration nuisance in accordance with Policies UD3:General Principles

17. Prior to the commencement of works, a Method Statement must be submitted to the Local Planning Authority for the erection of the new retaining wall and details of methods, materials and construction of the new retaining wall and associated work and approved in writing and implemented in accordance with this plan.

Reason: In order to ensure that the wall is replaced safely and is structurally sound.

18. The works hereby approved shall be carried out to the satisfaction of the Council's Arboriculturalist acting on behalf of the Local Planning Authority to include the following provision: The hawthorn trees, the number and their location shall be agreed with the Council's Arboriculturalist and planted in the first growing season thereafter and replanted if necessary and maintained to the satisfaction of the Local Planning Authority.

Reason: In order for the works to be supervised by the Council's Arboriculturalist to ensure satisfactory tree practice in the interest of visual amenity of the area.

PARKING AND CIRCULATION

19. Before the use hereby permitted the proposed on-site parking arrangement shall be laid out and demarcated in accordance with the approved plans titled Plan D (future parking) and Plan F (future parking) and revised plan 5061/PLN-020Rev A, 5061/PLN-021Rev A and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking manoeuvring area, in the interests of highway safety.

20. The applicant should provide a minimum of 15 (fifteen) bicycle racks, which shall be enclosed under a shelter.

Reason: To improve conditions for cyclists at this location.

21. The applicant should submit a work place Travel Plan which would include the provision of other cycle facilities such as shower room and locker provision.

Reason: To improve the conditions for cyclist at this location and minimise the traffic impact of this development on the adjoining highway network

22. The parking area on the existing and new hardstanding to the rear of the site shall be used for the purposes of parking domestic passenger vehicles for employees of the Carlton Laundry only and not to be used for any commercial vehicle parking including Carlton Laundry delivery and pick-up vehicles.

Reason: To reduce the noise impact upon local residents which may be caused by commercial vehicle parking

23. The Carlton Laundry vehicles associated with the expansion of the Laundry shall not exceed 7.5 Tons maximum vehicle size.

Reason: To ensure that large heavy goods vehicles do not increase on this site thereby protecting the residential amenity at the rear of the site.

MANAGEMENT OF THE SITE

24. Notwithstanding the 'Instruction to Drivers at 555 White Hart Lane' submitted with letter dated 14/4/2012 from Charisma Spatial Planning, a management plan must be submitted identifying how noise and nuisance from moving, parking, stationary or idling vehicles on the site and those entering and leaving the site will be managed and how these measures together with 'instructions to drivers' will be managed and enforced. The management plan must be submitted in writing to the Local Planning Authority, approved in writing and implemented in accordance with the approved management plan.

Reason: in order to minimise the impact of vehicular impact on the amenity of the neighbouring properties at the rear of the site.

TREE PROTECTION

25. Before any works herein permitted are commenced, all those trees to be retained, as indicated on the approved drawings, shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.

HARD LANDSCAPING

26. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

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

27. Notwithstanding the details contained within the plans hereby approved, full details of boundary treatments, including fencing and gates, to the entire site be submitted to and approved by the Local Planning Authority prior to the commencement of the development.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

EXTERNAL LIGHTING

28. Notwithstanding the details contained within the development hereby approved, full details of the artificial lighting scheme to the entrance, vehicular routes and parking areas, pedestrian routes and designated communal amenity space shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development.

Reason: to ensure the satisfactory appearance of the development.

WASTE MANAGEMENT

29. That a detailed scheme for the provision of refuse and waste storage within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme as approved shall be implemented and permanently retained thereafter to the satisfaction of the Local Planning Authority. The detailed scheme shall include: (a) Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required. (i) Full details of the waste storage areas including elevation plans, dimensions, and materials shall be provided to and approved by the local planning authority. (j) The applicant shall provide a written legal agreement that the freeholder/ leaseholder signs which stipulate that the occupants are made aware where their refuse and recycling storage is and that they will not dump in White Hart Lane. Once this agreement has been signed and a copy of this signed document will need to be forwarded to Chris Collings contract monitoring officer Environmental Resources. (b) The managing agents are to have a cleansing schedule in place to remove litter from the internal areas of the site, including cleansing of the waste storage area Reason: In order to protect the amenities of the locality and to comply with Haringey Waste Management requirements.

Reason: In order to have regard to the amenities of local residents, businesses, visitors and construction sites in the area during construction works.

CONSTRUCTION HOURS

30. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows: The proposal has been assessed against and found to comply with the intent of Policies UD1 'Planning Statements', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD7 'Waste Storage', EMP2 Designated Employment Locations-IL', M10 'Parking and Development', OS17 'Tree Protection, Tree Masses and Spines' of the Haringey Unitary Development Plan (2006) and SPG1a 'Design Guidance', SPG7a 'Vehicle and Pedestrian Movement', SPG8a 'Waste and Recycling', SPG8b 'Materials', of the Haringey Supplementary Planning Guidance and Documents.

INFORMATIVE: The applicant is advised that works to the rear fence and gardens of Thetford Close should be implemented when the new structural wall is constructed. The extent of the works are outlined in William. J Marshall & partners revised engineering statement dated 27th May 2011 states 'As part of the works, the existing boundary fence will be repaired/replaced and a gate for access provided. The gardens and structures along the boundary fence will also be reinstated where damaged by the movement of the existing wall.

INFORMATIVE - Waste CommentsSurface 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 Ground Water. 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.



Appeal Decision

Site visit made on 2 December 2008

by Neil Roberts BA DipTP MRTPI

an Inspector appointed by the Secretary of State
for Communities and Local Government

The Planning Inspector
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Decision date:
8 December 2008

Appeal Ref: APP/Y5420/C/08/2078871 555 White Hart Lane, London N17 7RN

- The appeal is made under section 174 of the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991.
- The appeal is made by Mr D Dervish against an enforcement notice issued by the Council of the London Borough of Haringey.
- The Council's reference is UNW/2008/00183.
- The notice was issued on 28 May 2008.
- The breach of planning control as alleged in the notice is without planning permission on the land shown edged red on the plan attached to the notice unauthorised engineering works (land excavation), installation of retaining wall and the creation of hard standing area to facilitate use as a car park.
- The requirements of the notice are:
 1. Reinstate the hardstanding to its previous form of gravel.
 2. Remove the retaining wall and all resulting debris.
- The period for compliance with the requirements is 2 months.
- The appeal is proceeding on the grounds set out in section 174(2)(a), (f) and (g) of the Town and Country Planning Act 1990 as amended.

Decision

1. I direct that the enforcement notice be varied by:
 - (a) deleting at paragraph 5 requirement 1 to reinstate the hard standing to its previous form of gravel, and substituting therefore:

"1. Reinstate the hard standing to its previous form of an earth bank."
 - (b) deleting at paragraph 5 requirement 2 to remove the retaining wall and all resulting debris, and substituting therefore:

"2. Repair the retaining wall where it is bulging."
 - (c) deleting at paragraph 5 "2 month" as the period for compliance and substituting therefore "9 months";

Subject to these variations I dismiss the appeal, uphold the enforcement notice, and refuse to grant planning permission on the application deemed to have been made under section 177(5) of the 1990 Act as amended.

Procedural Matters

2. There is an implied criticism by the appellant about the precise area of land to which the enforcement notice applies, and an annotated copy of the plan attached to the notice has been submitted. This appears to me to be a somewhat academic point. The red line on the plan encompasses the wider

area within which the alleged unauthorised works have been undertaken. It is readily apparent from the description of the works (namely land excavation, creation of a hard standing for use as a vehicle park, and erection of a retaining wall) what is targeted by the notice. The appellant and neighbouring residents clearly understand the intention of the notice. I see no need, therefore, to vary or correct the plan attached to the notice.

3. When the appeal was lodged no ground (c) appeal was made, and there is no reference to ground (c) in the Grounds and Facts submitted with the appeal form. However, the appellant's Statement and Final Comments include various references to the works subject of the notices being wholly or partly development permitted by The Town and Country Planning (General Permitted Development) Order 1995 (GPDO). That is tantamount to an appeal on ground (c), namely that there has not been a breach of planning control. The Council has not responded to the appellant's claims in respect of the lawfulness of the development. Nevertheless, I have considered the matter.

Reasons

The Lawfulness of the Development

4. It is argued that the retaining wall is permitted development by virtue of the provisions of Schedule 2 Part 2 Class A of The Town and Country Planning (General Permitted Development) Order 1995 (GPDO). Part 2 is headed "Minor Operations" and Class A relates to walls or other means of enclosure, with permitted walls having a maximum height of 2 metres above ground level. In this case there are effectively two ground levels, the Thetford Road housing being on higher ground than the appeal site. In my view the correct assessment is from the appeal site, as that is where the works took place. On that basis the retaining wall, together with the steel mesh fence which tops it, is far in excess of 2 metres in height. I regard the wall and fence together as being, as a matter of fact and degree, a single means of enclosure. Criterion A.1(b) of Class A is, therefore, not met.
5. Taking the matter a step further, in my judgement the works carried out, namely excavation of the former earth bank and construction of the retaining wall and associated fence, are part and parcel of a single operation. Given the nature and scale of the operation I consider the works carried out, as a matter of fact and degree, fall outside an everyday interpretation of "Minor Operations". That is a second reason why the works in respect of the retaining wall do not constitute permitted development.
6. So far as construction of the hard standing is concerned, it is argued that this is permitted by Schedule 2 Part 8 Class C of the GPDO. Creation of the hard standing necessarily involved, as part and parcel of a single operation, excavation of the earth bank and construction of the retaining wall. I have concluded in paragraphs 4 and 5 above that those latter two elements of the works are not permitted development. On that basis I consider that construction of the hard standing itself (because it has involved the carrying out of works which require, but have not been granted, a specific planning permission) is not permitted development.
7. For the reasons given above a ground (c) appeal would have failed.

The Ground (a) Appeal

Main Issues

8. The main issues are: first, the effect of the development on living conditions of occupants of adjoining dwellings; and second, whether the development prejudices the well being of trees subject of a Tree Preservation Order.
9. So far as *the first issue* is concerned there are three main areas of concern: increased noise and general disturbance; ground subsidence; and loss of privacy.
10. Dealing first with the matter of noise and disturbance, the area of works lies within an industrial estate where some activities take place for 24 hours a day. There is also a one way traffic route around the industrial estate, part of which route is close to the rear of the houses in Thetford Close. It is inevitable, therefore, that local residents already experience a high degree of disturbance. However, use of the new partly constructed hard standing for parking, immediately adjacent to the rear boundaries of Thetford Close dwellings, would be likely in my opinion to add noticeably to the loss of residential amenity already experienced.
11. The effects of the development in terms of subsidence affecting the Thetford Close dwellings cause me particular concern. There are already indications that the new retaining wall is buckling, as is the fence along the top of that wall. It is hardly surprising that local residents complain of the effects of the removal of the former earth bank. To my mind substantial loss of residential amenity has directly resulted from the excavation of that bank.
12. One of the reasons for issuing the notice was reduction in privacy to the rear amenity areas of the neighbouring dwellings. It seems to me that given the substantial difference in levels, with the rear gardens being higher than the appeal site, there is unlikely to be any loss of privacy.
13. On balance, however, I consider there has been an unacceptable loss of residential amenity to neighbouring residents, in conflict with development plan policies UD3 and ENV6.
14. Turning to *the second issue* it is my understanding that no trees subject of the interim Tree Preservation Order (TPO) in respect of an area of land generally north-east of the area of works have been affected by the works subject of this appeal. If the project were completed I doubt that any harm to trees subject of that TPO would arise.
15. I have considered whether the development could be rendered acceptable by the imposition of conditions on a planning permission. In my view, however, the drawbacks of the development are too fundamental to be overcome in that manner. On balance, I have concluded that the development is unacceptable. Accordingly, the ground (a) appeal fails.

The Ground (f) Appeal

16. There is evidence from local residents that they have experienced damage to their properties arising from subsidence following excavation of the former earth bank, despite the construction of the retaining wall. In that situation I

consider the requirement to remove the retaining wall to be ill conceived. If it were removed I feel there can be little doubt that parts of the gardens of the Thetford Road properties would collapse into the appeal site. I would add that I also have misgivings about the Council's alternative suggestion that the retaining wall could be replaced by a recreated earth bank. I fear that such a scheme would not give the necessary stability to Thetford Road gardens, and that subsidence affecting those properties would continue to occur.

17. The appellant assumes that, if I were to dismiss the appeal, I would give some guidance as to the nature of the restoration works considered appropriate. It strikes me that the most sensible way forward is to repair that part of the retaining wall showing signs of collapse, and then to recreate an earth bank on the partially completed hardstanding. That would reflect the original condition of the land better than the notice's requirement to replace the concrete hardstanding with gravel, and would also have some bolstering effect on the stability of the retaining wall and the Thetford Close gardens.
18. I intend to vary the notice's requirements along the lines I have described. To that extent the ground (f) appeal succeeds.

The Ground (g) Appeal

19. The appellant asks that the period for compliance be extended to 9 months or a year to reflect the complexity of carrying out the notice's requirements. I am varying those requirements, but even so I agree that 2 months is an unreasonably short period for compliance. I shall, therefore, extend the period for compliance to 9 months. To that extent the ground (g) appeal succeeds.

Conclusion

20. For the reasons given above I conclude that the appeal should not succeed. I shall uphold the enforcement notice with variations and refuse to grant planning permission on the deemed application.

Neil Roberts

Inspector



Appeal Decision

Site visit made on 25 February 2009

by **C J Leigh** BSc(Hons) MPhil(Dist) MRTPI

an Inspector appointed by the Secretary of State
for Communities and Local Government

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Decision date:
1 April 2009

Appeal Ref: APP/Y5420/A/08/2083209

555 White Hart Lane, Wood Green, London, N17 7RN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Steamhouse Ltd against the decision of the Council of the London Borough of Haringey.
- The application Ref. HGY/2008/0599 was dated 26 February 2008 and was refused by notice dated 11 June 2008.
- The development proposed is the erection of a new double height conference centre with front and rear ancillary accommodation.

Decision

1. I dismiss the appeal.

Reasons

The proposed use

2. The appeal site lies within an area identified in the London Borough of Haringey Unitary Development Plan 2006 (UDP) as a Defined Employment Area (DEA) - Industrial Location. Policy EMP2 of the UDP states that such DEAs will be protected and enhanced for those uses falling within classes B1(b) & (c), B2 and B8 or similar uses, and that uses outside these classes will only be permitted if all three criteria set out in the Policy are satisfied: that the use is ancillary to a primary 'B' class; will not compromise the employment status of the DEA; and is a complimentary use needed for the DEA to function effectively. The supporting text to Policy EMP2 expands further upon the type of non 'B' class uses that might be acceptable, and in my view gives further guidance on the uses envisaged by the Policy, namely uses small in scale that directly complement or are related to 'B' class uses in the DEA.
3. A conference centre does not fall within the 'B' classes permitted within the DEA. It is evident to me from the submissions that the proposed centre is intended to be a new facility that is not related or ancillary to the existing uses within the DEA. The proposal would therefore conflict with Policy EMP2. Furthermore, PPS6: Planning for Town Centres (2005) also states that a conference facility is a main town centre use. The Council inform me that the appeal site is not within a town centre, and have drawn my attention to the absence of any evidence from the appellants regarding the sequential approach to site selection for the proposed development. On the basis of the information before me, I therefore share the Council's concern that the need for the proposed use in an out-of-centre location has not been demonstrated. Thus, in my view the proposal would conflict with the key objective set out in PPS6 to

roads. I think this increased parking pressure would be harmful to highway safety, the freeflow of traffic and the convenience of existing residents of the area, and so conflict with Policy UD3 of the UDP.

8. The appellants have submitted information that demonstrates that vehicular access into the site is adequate to safely accommodate the proposed use, and that adequate capacity exists on the surrounding highway network for vehicles travelling to visit the conference centre. From my observations at the site visit I see no reason to disagree with these findings, and I note that the Council's decision notice did not object to this matter. However, my findings on this issue do not outweigh my other conclusions regarding parking provision, and so the conflict with the UDP remains.

Design

9. The proposed conference centre would be sited forward of the existing Safehouse building. That building is substantial in height and scale, with a utilitarian design that does not contribute positively to the wider area. The adjoining commercial building to the north east is similarly large in scale and of no architectural merit, whilst to the south west is a two storey building of unremarkable design.
10. The submitted drawings show a large, two storey building of an uncomplicated design approach. The areas of glazing and central 3-storey section provide relief to the simple appearance of the building, with the use of grey and white panels indicated to the walls. In the context of the surrounding area, I consider the scale, design and use of materials to represent an appropriate design approach for the site. It would sit comfortably within the established streetscene, and provide an appropriate frontage to the road. Thus, I am satisfied that the objectives of Policy UD4 of the UDP would be met.

Conclusions

11. Although I have found in favour of the scheme in a number of respects, it is my overall conclusion that the conflict I have identified with relevant planning policies in relation to the first two main issues is sufficient to merit the withholding of planning permission. For the reasons given, and having had regard to all other matters raised, I have dismissed the appeal accordingly.

C J Leigh
INSPECTOR

Addendum Advice

Date: 3 April 2012

Application Reference: HGY/2010/1924

Site Address: 555 White Hart Lane, London N17 7RN

Application

- The Application is made under Section 73 of the Town and Country Planning Act 1990.
- The Application is made by Mr D Dervish; Steamhouse Group Ltd, 555 White Hart Lane, London N17 7RN.
- The Applicant seeks planning permission for an extension to an industrial building for use as commercial laundry, erection of a vehicle maintenance building, acoustic fence, formation of two loading bays, car parking and retention of / works to existing retaining wall, and hardstanding.

Recommendation

1. The Applicant should undertake further detailed acoustic monitoring, including further submissions in accordance with BS4142:1997 and nuisance / amenity assessments at nearby noise sensitive residential receptors, to demonstrate compliance with the local development plan policies and all other material considerations in respect of impact to the amenities of neighbouring residential occupants. The current application is deficient in it does not provide adequate evidence of suitable noise mitigation or environmental protection in accordance with the provisions of the local development plan and other material considerations.

Introduction

2. Sanctum Consultants are instructed by the London Borough of Haringey Council to provide a written response to the Spectrum report dated 14

February 2012 by conducting an on-site visit and noise impact assessment including acoustic monitoring at nearest noise sensitive residential receptor.

3. Sanctum Consultants are instructed to provide comments and advice to the London Borough of Haringey Council, having carried out an on-site assessment, reviewed the above Application documents: reference HGY/2010/1924; for the proposed development at 555 White Hart Lane, London N17 7RN.

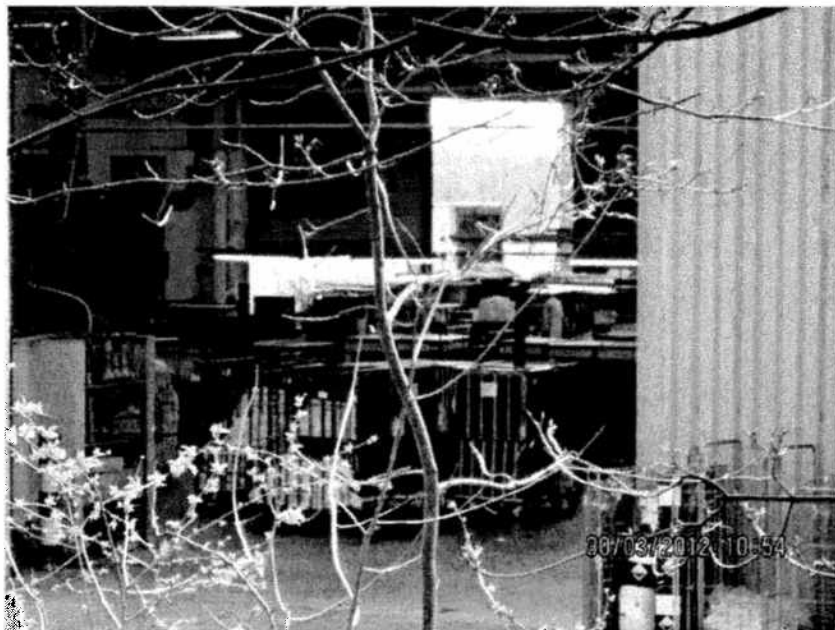
Main Issues

4. The on-site assessment undertaken at 142 Norfolk Avenue, London N13 6AJ on 30 March 2012 between 10.00 – 11.30 hours included a subjective and objective noise impact assessment, and acoustic monitoring.
5. The Environmental Health Department confirms that noise from current site operations is clearly audible at residential properties located in Norfolk Avenue, and that Thetford Close did not provide a suitable monitoring position to gather representative noise data. This was confirmed by the site visit. The noise environment at the site of the proposed noise barrier, adjacent to residents of Thetford Close, is subjectively, noticeably quieter than at Norfolk Avenue. Residents of Norfolk Avenue are significantly more exposed to noise emanating from immediately adjacent laundry operations.
6. The noise monitoring site was located at the site of the nearest noise sensitive receptor to the proposed development site, at 142 Norfolk Avenue, London N13 6AJ. The residential accommodation comprises a ground floor self-contained floor flat, with residential accommodation above, located in close proximity, adjacent, to the proposed development site at 555 White Hart Lane. The rear garden is adjacent to the proposed development, separated by open metal security fencing.
7. During the noise impact assessment, the laundry was operational and received laundry deliveries. The roller shutter doors to the laundry remained open throughout the noise impact assessment, as depicted in photographs 1 and 2 below:

Photograph 1: Depicting the close proximity of the laundry operation at 555 White Hart Lane, to the nearest noise sensitive receptor at 142 Norfolk Avenue. The photograph depicts the view of the laundry from the rear garden of the monitoring site.



Photograph 2: Roller shutter doors to the laundry operation at 555 White Hart Lane remained open throughout the noise impact assessment.



8. A subjective assessment was carried out of the daytime noise environment between 10.00 – 11.30 hours. An external free field noise monitoring position was chosen adjacent to habitable rooms, within the rear garden area. Noise measurements were recorded between 10.05 – 11.05 hours; of background, ambient noise, and peak levels of noise emanating from the laundry operation at 555 White Hart Lane.
9. The noise emanating from the site was clearly audible at the noise monitoring site. The noise was loud, impulsive, tonal, and intrusive. The occupier of 142 Norfolk Avenue confirmed that noise levels were often higher than at the time of the assessment, as the laundry operation was seasonal and busier during the summer months. The principal sources of noise nuisance recorded included;
 - **Bangs, wheel squeaking and clatter from moving laundry on trolleys**
 - **High pitch whining of machinery (spinning laundry)**
 - **Constant droning of plant and machinery**
 - **Warning sirens and beepers**
 - **Loud voices**
 - **On-site vehicular movements and delivery lorries idling.**
10. There were no obvious noise mitigation measures in place to prevent noise nuisance or detriment to aural amenity. The roller shutter doors to the laundry were open throughout the assessment. Photographs 1 and 2 above depict that the building housing the laundry operation is constructed of lightweight fabric. As the roller shutter doors remained open throughout the assessment period, a comparison between noise levels emanating from the site with the roller shutter doors open and or closed could not be undertaken.
11. Noise levels from the site were subjectively assessed as clearly audible, tonal, intrusive, and likely to cause detriment to local amenity and noise nuisance.

12. For noise to be deemed a statutory nuisance, the nuisance complained of must be, or likely to become, prejudicial to people's health or well-being or cause unreasonable interference with a person's legitimate use and enjoyment of their land.
13. Excessive noise from premises is deemed to be a statutory nuisance under Section 79(1)(g) of the Environmental Protection Act 1990. Environmental Health Professionals are the recognised experts for assessing statutory nuisances and abating them through enforcement action by service of an abatement notice under Section 80 of the Environmental Protection Act 1990.
14. There is no set level at which a noise becomes a nuisance. As a general rule, noise recordings are not necessary for an assessment of statutory nuisance, as the test is one of reasonableness under common law.
15. The 'test' of whether a noise amounts to a nuisance is usually by way of a subjective assessment taking into consideration the level, character, frequency, time of occurrence, duration and effect of the noise against an objective test of what is 'reasonable and acceptable' to the ordinary decent person typified by the *man on the Clapham Omnibus*.
16. A frequent, unreasonable, obtrusive noise out of character with the area causing interference with a person's use or enjoyment of their land is likely to amount to a statutory noise nuisance. Impulsive noise such as loud bangs, clatters, whining and droning of machinery interspersed with intrusive noise, which is irregular and unpredictable in nature, are all likely to significantly increase the likelihood of statutory noise nuisance and detriment to local aural amenity.
17. The background and ambient noise levels recorded in the rear garden at 142 Norfolk Avenue were influenced by the constant noise from the laundry operation, raising background and ambient noise levels as detailed in Graph 1 and Table 1 below:

Graph 1: Day time background noise levels in the rear garden at 142 Norfolk Avenue.

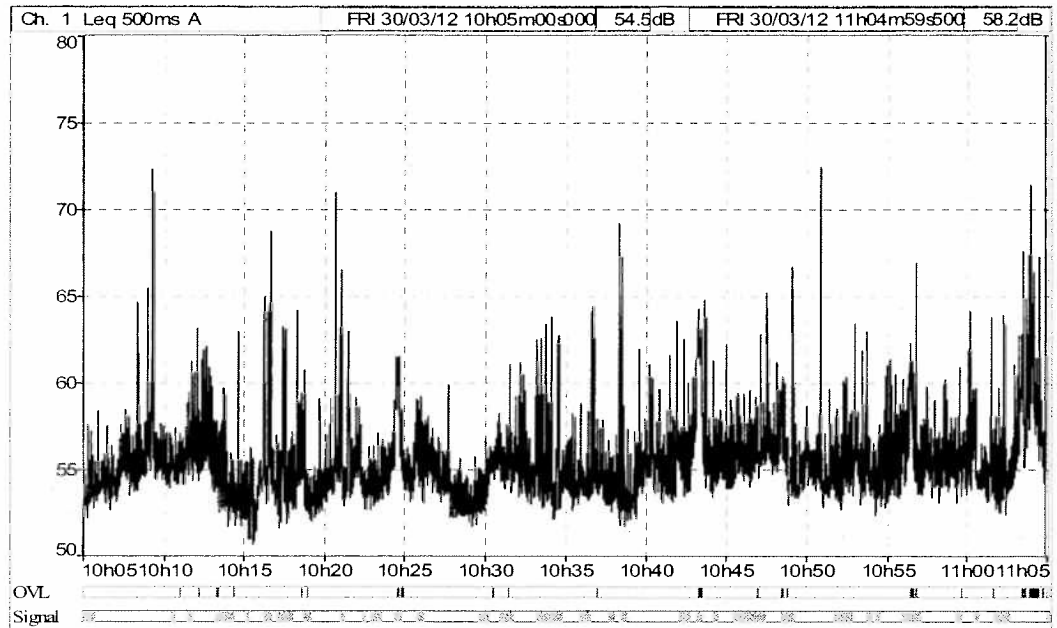
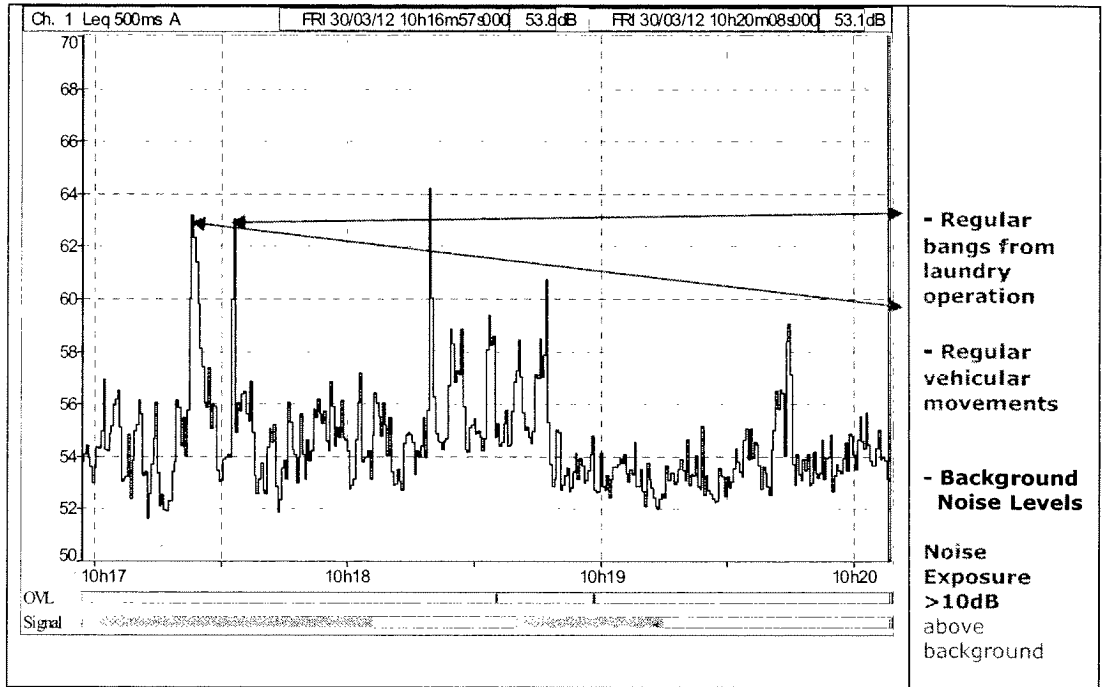


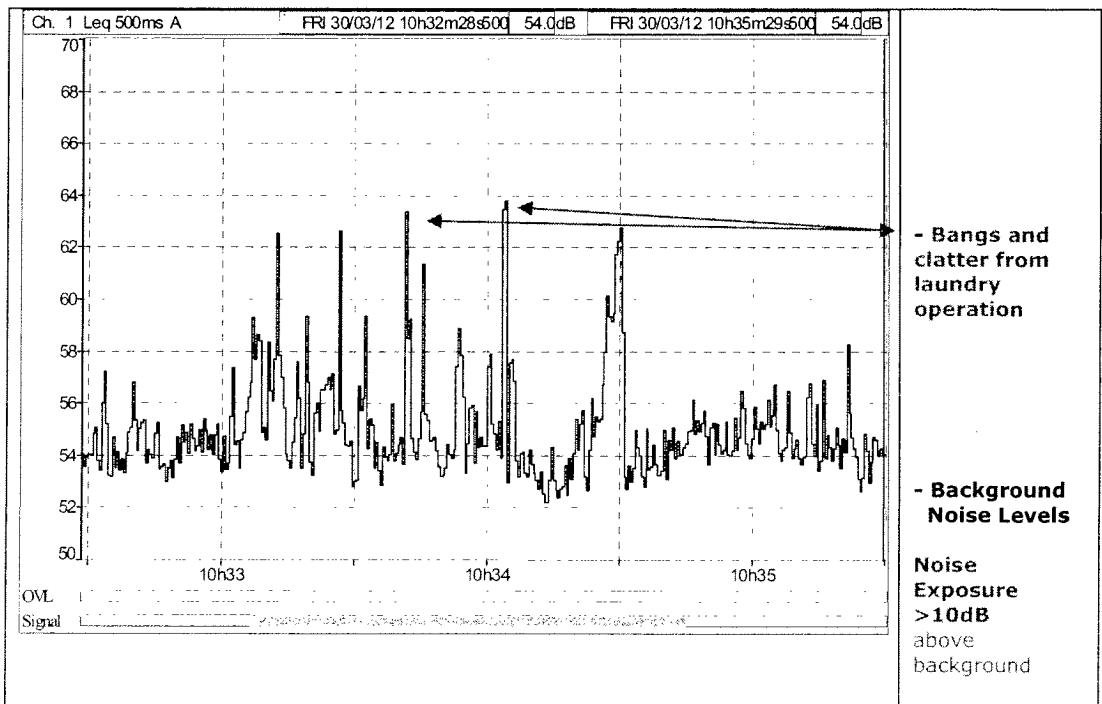
Table 1: Day time noise levels in the rear garden at 142 Norfolk Avenue.

File	Norfolk Avenue N13_120330_100344.CMG		
Periods	15m		
Start	30/03/12 10:05:00:000		
End	30/03/12 11:05:00:000		
Location	Ch. 1		
Weighting	A		
Data type	Leq		
Unit	dB		
Period start	Leq	Lmax	L90
30/03/12 10:05:00:000	56.4	75.3	52.6
30/03/12 10:20:00:000	55.8	73.0	52.8
30/03/12 10:35:00:000	56.5	73.2	53.2
30/03/12 10:50:00:000	57.0	76.0	53.5
Overall	56.4	76.0	53.0

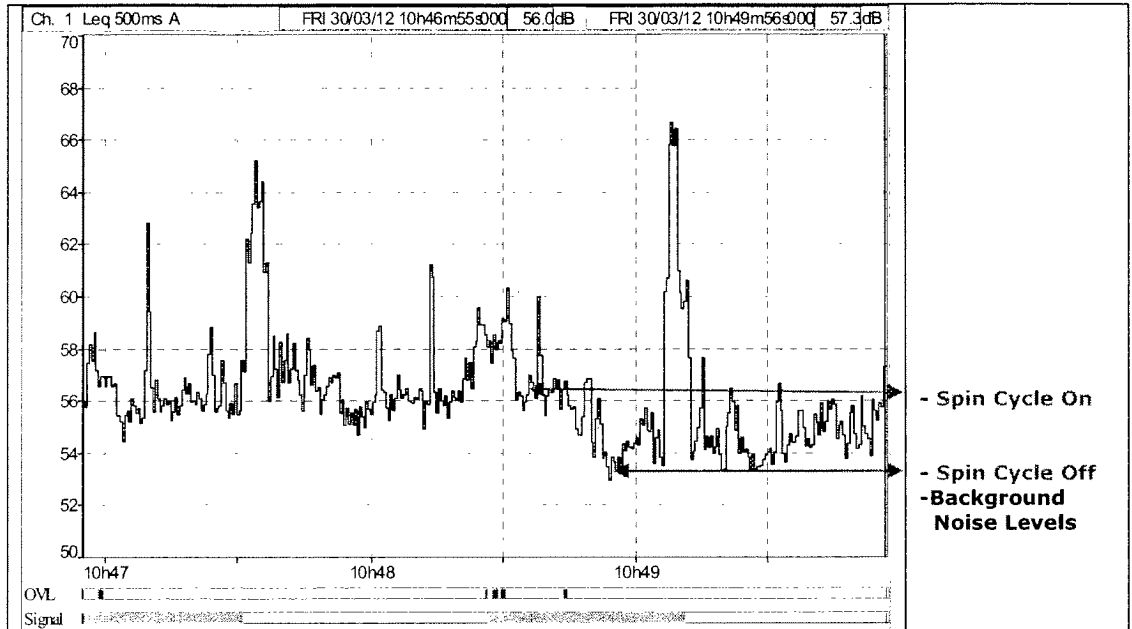
18. **Graph 2** below depicts the typical noise levels from regular on-site vehicular movements and bangs and clatter from the laundry operation recorded at 142 Norfolk Avenue on 30 March 2012 between 10.17 – 10.20 hours.



19. **Graph 3** below depicts the typical noise levels from bangs and clatter from the laundry operation recorded at 142 Norfolk Avenue on 30 March 2012 between 10.32 – 10.36 hours.



20. **Graph 4** below depicts the typical noise levels from the whining spin cycle of a laundry operation, clearly influencing background noise levels, recorded at 142 Norfolk Avenue on 30 March 2012 between 10.47 – 10.50 hours.



21. To quantify a noise measurement made in decibels, a measured increase of 3dB is usually regarded as the change in level that the average human ear can normally just detect. Our perception of loudness is not the same as sound pressure noise levels; generally as a rule of thumb, an increase of **10dB** represents a noise which sounds twice as loud. The increase in a sound level by **10dB** or more above ambient noise levels, along with the character and tone, the duration and effect of the noise can amongst other factors give rise to complaints of noise nuisance and detriment to aural amenity:

22. Typical changes in noise levels as a result of the laundry operations, depicted in Graphs 2-4 above, were greater than **10dB** above ambient noise levels.

23. Taking into account the nature of the constant, loud, impulsive, tonal, and intrusive noise, the character and levels of recorded above background and ambient noise levels, along with the frequency of noise events, and lack of appropriate noise mitigation measures to contain or reduce levels of operational noise. It is deemed that the noise emanating from the laundry operation at 555 White Hart Lane does not succeed in passing the test of reasonableness under common law and amounts to a statutory noise

nuisance, and detriment to the aural amenity of the nearest noise sensitive receptors at 142 Norfolk Avenue.

24. The Applicant maintains that the development site is a generally quiet location, which it is not.
25. The Applicant's Noise Assessment has not followed the appropriate British Standard (BS 4142:1997) methodology for Rating Industrial noise affecting mixed residential and industrial areas, and fails to demonstrate that there will be no detriment to local amenity.
26. The Applicant's Noise Assessment does not appear to consider the maximum or peak noise levels that are likely arise from the proposed vehicle maintenance garage, intensification of existing laundry operations, and the installation of additional plant and machinery.

Conclusion

27. After applying the 'test' of nuisance, by conducting a subjective nuisance impact assessment and acoustic monitoring; it is my professional opinion that the occupants of 142 Norfolk Avenue are suffering a detriment to their aural amenity and have been subjected to a statutory and common law nuisance, which is likely to continue and or recur, as a result of the laundry operations at 555 White Hart Lane, London N17 7RN.
28. Should planning permission be granted for the proposed development, resulting in additional levels of noise from further proposed laundry operations and on-site vehicle maintenance, it is likely that there will be increased detriment to the aural amenity of local residents.

Addendum Advice

Date: 2 February 2012

Application Reference: HGY/2010/1924

Site Address: 555 White Hart Lane, London N17 7RN

Application

- The Application is made under Section 73 of the Town and Country Planning Act 1990.
- The Application is made by Mr D Dervish; Steamhouse Group Ltd, 555 White Hart Lane, London N17 7RN.
- The Applicant seeks planning permission for an extension to an industrial building for use as commercial laundry, erection of a vehicle maintenance building, acoustic fence, formation of two loading bays, car parking and retention of / works to existing retaining wall, and hardstanding.

Recommendation

1. The Applicant should undertake further detailed acoustic monitoring, including further submissions in accordance with BS4142:1997 and nuisance / amenity assessments at nearby noise sensitive residential receptors, to demonstrate compliance with the local development plan policies and all other material considerations in respect of impact to the amenities of neighbouring residential occupants. The current application is deficient in it does not provide adequate evidence of suitable noise mitigation or environmental protection in accordance with the provisions of the local development plan and other material considerations.

Introduction

2. Sanctum Consultants are instructed by the London Borough of Haringey Council to review the Local Planning Authority's (LPA) letter, regarding Planning Application Reference HGY/2010/1924, dated 13 September 2011

to the Applicant's Agent, Charisma Spatial Planning. To review the letter from Spectrum Acoustic Consultants, dated 30 September 2011 to the Applicant. And to review the Secretary of State's Planning Inspector's Appeal Decision, Reference: APP/5420/C/08/207881, dated 8 December 2008, concerning 555 White Hart Lane, London N17 7RN.

3. Sanctum Consultants are instructed to provide comments and advice to the London Borough of Haringey Council, having reviewed the above documents and the Planning Application Reference: HGY/2010/1924; for the proposed development at 555 White Hart Lane, London N17 7RN.

Main Issues

4. The letter from Spectrum Acoustic Consultants provides advice to the Applicant, in response to the comments made by the Council's Environmental Health Department; in their letter to the Applicant's Agent, dated 13 September 2011.
5. The Environmental Health Department confirms that noise from current site operations is clearly audible at residential properties located in Norfolk Avenue, and that Thetford Close did not provide a suitable monitoring position to gather representative noise data.
6. The Applicant's Noise Assessment does not include any current ambient or background noise levels at noise sensitive residential receptors; in rear gardens, immediately outside or inside dwellings. The Applicant's Noise Assessment relies on a 'numerical noise modelling validation exercise', and assumes that long term noise levels in Norfolk Avenue or Thetford Close are very similar. In respect of measurement positions, BS4142:1997 states; "Choose monitoring positions that are outside buildings and that are representative of the specific noise level and background noise levels **at the buildings where people are most likely to be affected**" (paragraph 5.3). The Applicant has failed to take any noise measurements at the facades of the nearest noise sensitive residential receptors. Or provide any further monitoring data to the LPA in support of any assertions.

7. Residents in Norfolk Avenue and Thetford Close will be exposed to noise disturbance arising from noise associated with on-site car parking and loading / dispatch operations. Intrusive noise sources include slamming vehicle doors, loading / unloading trolleys, voices, idling vehicles, and general movement of people. The noise impact and detriment to amenity is likely to be worse during noise sensitive times, early in the morning, late at night and during weekends and bank holidays.
8. The Applicant's Consultant assumes that the main on-site noise source will be from vehicles using the perimeter road. Whereas the proposed development introduces a number of new industrial noise sources, including noisy plant and machinery, equipment, and a vehicle maintenance garage.
9. The level of noise emanating from the proposed development and site operations, including the level of noise disturbance to local residents, is a material planning consideration. Although the Applicant's Consultant may disagree with the Council's findings, it is a factual point that noise from current site operations is clearly audible in Norfolk Avenue, and has been witnessed by an Environmental Health Officer. This primary evidence, of noise impacts to residential amenities, cannot simply be dismissed. It is highly probable that the proposed development will additionally adversely impact on the amenities of local residents.
10. The Applicant's Consultant maintains that the development site is a generally quiet location. But, the development site is currently intensively used, and there are objections to the proposed development from 38 separate households. The Environmental Health Department advise that noise from existing site operations is clearly audible at the nearest noise sensitive residential receptors. The Planning Inspector's clear findings in Appeal decision APP/5420/C/08/207881 in relation to the development site, are unambiguous, with the conclusion, "that residents already experience a high degree of disturbance" from existing site operations. As already advised, these are factual points which the LPA must have regard to. It is indisputable that a previous appeal decision concerning the same application site is a material planning consideration when determining a subsequent application for development of the same site [*North Wiltshire District Council v Secretary of State for the Environment* [1992] 65 P & CR 137].

11. The Applicant's Consultant disagrees with the Environmental Health Officer's view that a further intensification of the use of the site will adversely impact on the local amenities of local residents. But this is not supported by any demonstrable or representative data of specific and background noise levels at the buildings where people are likely to be affected or by way of any new evidential data.
12. The Applicant's Noise Assessment relies on a numerical noise model validation exercise. The Environmental Health comments were made following an off-site assessment of the existing site operations, consideration of the Applicant's Noise Assessment, and consideration of the Applicant's proposed noise mitigation measures. There is no evidence to suggest that the Environmental Health Officer has simply assumed that 'more development must be worse'. In fact the advice provided by the officer of current and future impact is based on factual, primary evidence, as witnessed by the Environmental Health Officer.
13. The Applicant's Noise Assessment has not followed the appropriate British Standard (BS 4142:1997) methodology for Rating Industrial noise affecting mixed residential and industrial areas, and fails to demonstrate that there will be no detriment to local amenity. The Applicant proposes to house new noisy plant and machinery in lightweight industrial buildings, with no specified acoustic insulation properties. This, along with a noticeable increase in onsite activity, is likely to result in an overall increase in noise from the site. These material planning considerations support the Council's view that there will be a detrimental impact to the amenities of local residents, as a result of the overall intensification of the laundry operation.
14. The Applicant has not provided the LPA with sufficient details regarding the acoustic properties of the proposed acoustic barrier. No acoustic screening is proposed for safeguarding the amenities of local residents in Norfolk Avenue. The existing houses adjacent to the site are built on elevated land. If an acoustic barrier was proposed it would need to be of significant height, and require planning permission.
15. The Applicant's Noise Assessment does not appear to consider maximum or peak noise levels, that are likely to arise from noisy operations within the

proposed vehicle maintenance garage, intensification of existing laundry operations, and the installation of additional plant and machinery.

16. The earth bund that has been removed is likely to have provided a degree of protection for local residents, as it comprised a solid / dense barrier of soft landscaping / absorptive material; but this is a matter that has already been adjudicated by the Planning Inspector, albeit not in accordance with any assertions advanced by the Applicant's advisers.
17. The noise mitigation measures for the proposed development include the erection of a 4.4m high acoustic barrier. We are advised that the proposed development for the erection of an acoustic barrier is being considered by the LPA as an alternative to the earth bund.
18. The Applicant's Consultant disagrees with the Council's Environmental Health Officer that the proposed loading bay is a potential source of additional noise, which is likely to cause disturbance during noise sensitive times. However yet again the Consultant has failed to advance any further quantifiable evidence in respect of this blanket refusal to accept the LPA's position.
19. The Applicant's Consultant does not consider that noise from the proposed loading bays is significant. Whilst the Applicant's advisers may disagree partially or wholly with the position of the LPA, the Applicant's Assessment does not demonstrate by way of quantifiable evidence that noise associated with loud noise events from the slamming of doors, loading trolleys, voices, idling vehicles and other noise associated with loading and unloading operations will be adequately controlled.

Conclusion

20. The Applicant's Consultant disagrees with the comments of the Council's Environmental Health Department, but has failed to adequately demonstrate (in the letter dated 30 September 2011 or through other quantifiable evidence submitted to the LPA) that the amenities of local residents will be adequately protected at the development site. The Applicant's Consultant has singularly failed to provide any evidence, which would form a sound basis for the LPA to conclude that the development accords with policies; G1, ENV6 and ENV7 of the UDP and other material considerations

