



Haringey Council

Special Planning Sub Committee

MONDAY, 22ND JUNE, 2015 at 7.00 pm HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Ahmet (Chair), Basu, Beacham, Bevan, Carroll (Vice-Chair), Carter, Doron, Mallett, Patterson, Ryan and Weston

AGENDA

1. FILMING AT MEETINGS

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

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

2. APOLOGIES

3. URGENT BUSINESS

It being a special meeting of the Committee, under Part 4, Section B, paragraph 17 of the Council's Constitution, no other business shall be considered at the meeting.

4. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:
(i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and

(ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

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

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

5. PLANNING APPLICATIONS

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

6. TOTTENHAM HOTSPUR STADIUM, BILL NICHOLSON WAY, 748 HIGH ROAD N17 0AP (PAGES 1 - 46)

Application under Section 73 of the Town and Country Planning Act 1990 for a minor material amendment to Planning Permission Reference HGY/2010/1000 granted on 21 September 2011.

RECOMMENDATION: grant permission subject to conditions and subject to a s106 legal agreement

7. 161 TOTTENHAM LANE N8 9BU (PAGES 47 - 84)

Retention and renovation of the existing Tottenham Lane façade and side façade and erection of two additional floors comprising 6 x residential flats (Class C3) and 47sqm of flexible retail (Class A1) office floor space (Class B1(a)) and a building comprising 3 x 2 storey houses (amended plans) (amended description).

RECOMMENDATION: grant permission subject to conditions and subject to a s106 legal agreement

8. FORMER ST ANN'S POLICE STATION, 289 ST ANNS ROAD, N15 5RD (PAGES 85 - 124)

Demolition of extensions and outbuildings and conversion of former Police Station to erect new residential building to provide 32 dwelling units in a mixture of unit sizes, including one, two and three bedroom flats and four bedroom houses, parking provision, cycle and refuse storage.

RECOMMENDATION: grant permission subject to conditions and subject to a s106 legal agreement.

9. DATE OF NEXT MEETING

6 July.

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Friday, 12 June 2015

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Planning Sub Committee 22nd June 2015

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2015/0964	Ward: Northumberland Park
<p>Address: Tottenham Hotspur Stadium, Bill Nicholson Way, 748 High Road N17 0AP</p> <p>Proposal: Application under Section 73 of the Town and Country Planning Act 1990 for a minor material amendment to Planning Permission Reference HGY/2010/1000 granted on 21 September 2011 for:</p> <p>Demolition and comprehensive redevelopment of a stadium (Class D2) with hotel (Class C1), retail (Class A1 and/or A2 and/or A3 and/or A4 and/or A5), museum (Class D1) offices (Class B1) and housing (Class C3); together with associated facilities including the construction of new and altered roads, footways, public and private open spaces; landscaping and related works. Details of "appearance" and "scale" are reserved in relation to the proposed residential and hotel buildings.</p> <p>The minor material amendment being sought is a variation to Condition 1 (Approved Drawing Numbers) added by non-material amendment (Ref: HGY/2011/2200) to provide a new basement level beneath the approved stadium in order accommodate some of the already consented car parking spaces proposed at ground floor level, as well as plant and storage areas, and amendments to the consented ground floor layout to allow for extended player changing facilities, enhanced media facilities and other associated stadium uses. No changes are proposed to the external appearance or the height, scale and mass of the consented stadium.</p> <p>The application also proposes removal of conditions: 1, 3, 5, 6, 7, 8, 11, 12, 13, 14, 15, 19, 24, 25, 26, 27, 28, 29, 31, 33, 34, 35, 36, 37, 38, 39, 43, 44, 45, 47, 48, 49, 60, 61, 62 and 63 , and variations to conditions 2, 30, 54 and 58 of planning permission reference HGY/2010/1000. This relates to conditions already discharged or relating to the completed phase 1 'Northern Development' and minor changes / clarifications.</p> <p>Applicant: Tottenham Hotspur Property Company Ltd</p> <p>Ownership: Private/Council/Homes for Haringey</p> <p>Case Officer Contact: Neil McClellan</p> <p>Site Visit Date: 21.04.2015</p>	
<p>Date received: 09/04/2015</p> <p>Drawing number of plans:</p> <p>See appendix 1</p>	

1.1 This application is reported to the Planning Sub-Committee because it is major development.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

The proposal falls within the scope of a 'minor material amendment'.

In the case of the proposed amendments to the stadium, the new basement and alterations to the ground floor layout do not result in any changes to the external appearance, height, scale, mass, access arrangements, spectator capacity or number of parking spaces in the approved scheme. The proposed amendments do not therefore result in substantial changes to the previously approved stadium and are considered by officers to be minor material and are acceptable.

For the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 that the proposals constitute "EIA Development" and the S73 Application is therefore accompanied by an addendum to the environmental statement submitted as part of planning application HGY/2010/1000. The scope of the addendum includes updates to the Archaeology, Surface Water Drainage and Flood Risk, Ground Condition and Hydrogeology, Transportation and Cumulative Effects chapters. Officers' have assessed the proposed amendments proposed in the S73 Application as having no additional environmental impacts when compared to the consented scheme.

The removal of conditions already discharged or relating to completed phase 1 'Northern Development' and minor changes/clarifications to others are acceptable. Officers are satisfied that the conditions proposed for removal are either no longer relevant to the stadium phase of the application or have already been discharged.

2. RECOMMENDATION

That the Committee resolve to GRANT the application and issue the resulting planning permission and that the Head of Development Management is delegated authority to issue the planning permission subject to the conditions and informatives set out below and subject to the prior completion of a sec. 106 Legal Agreement to secure the obligations provided for in the sec. 106 agreement on Planning Permission Reference HGY/2010/1000 (Revised by deed of variation):

Retained and amended conditions.

1. Time limit (5 years from original grant of planning permission).
2. Further details to be submitted prior to work commencing on 746, 748 and 750 High Road.
3. Repair and renovation of 746, 748 and 750 High road to be carried out in accordance with schedule of works contained in the s106 agreement.
4. Erection of on-site samples board display.
5. Limit on major non-football events to no more than 4 per year.
6. No major events to be held between midnight and 9:00 am.
7. Details of amplified music at any event in the stadium shall be submitted to the Council 28 days prior to the event taking place.

8. Approval of external video screens and associated sound systems.
9. All amplified sound from concerts to be controlled in accordance with the The Noise Council's Code of Practice on Environmental Noise Control at Concerts
10. No amplified sound (other than pa system) without the prior approval of the Council.
11. Landscape maintenance scheme.
12. Limits on car parking - 401 for the supermarket, 40 for the hotel, 319 for the stadium and 121 for the residential.
13. Limits on hours during which demolition and construction work can take place.
14. Construction traffic to use designated routes.
15. Limits on the times that construction traffic can arrive and depart the site.
16. Details of oil/petrol interceptors.
17. Limits on noise from machinery and plant.
18. Details of mechanical plant.
19. No use of roof top commercial facilities between 23:00 and 07:00.
20. No A3, A4 or A5 use between 24:00 and 08:00.
21. Investigation of potential impact of stadium on TV reception.
22. Details of design of CHP flues.
23. Responsibility for surface water drainage.
24. Development in accordance with approved FRA.
25. Submission of verification plan.
26. Discovery of previously unknown site contamination.

In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

The amendments proposed as part of the S73 Application fall into two main categories, as follows:

3.1.1 Part One: Minor Material Amendment

The first part of the S73 application seeks the variation of approved plans for the stadium elements of the Northumberland Development Project (NDP), which comprised Phase 2. The Club proposes to vary Condition 1 attached to the Section 96A Decision Notice (HGY/2011/2200) to amend Drawing No. 06226 100 B and replace it with a revised new Drawing No. 4494-9042-Rev 03 and insert a new plan Drawing No. 4494-9041-02 as part of the Stadium Drawing package.

3.1.2 *New Basement Level*

The amendment comprises a new basement under the proposed north, east and west stands of the approved stadium, which measures 19,618 sqm GIA. The majority of the new basement will be used to accommodate 259 of the 319 car parking spaces currently located at Ground Floor within the consented plans (HGY/2010/1000). The proposed relocation of parking to the new basement floor is to allow for both larger car parking spaces and more generous circulation space to be created to improve user experience. In addition to car parking it is proposed that the new basement will also accommodate c4,800 sqm of stadium back of house / storage areas and 1,500 sqm of VIP lobby / reception areas associated with the car parking.

3.1.3 Although there is no increase in the number of car parking spaces included within the development, the creation of a new basement level provides an opportunity to increase the level of wheelchair accessible car parking spaces from 46 to 58 spaces. This means that 18% of all car parking spaces within the stadium will be wheelchair accessible.

3.1.4 *Revised Ground Floor Level*

The revised ground floor layout will still accommodate 60 of the consented 319 car parking spaces. A new vehicular ramp will provide access to the new basement level, which will be located at ground floor level under the south stand.

3.1.5 The floor area at ground floor level that previously accommodated the 259 car parking spaces, now relocated to the proposed new basement level, will be used to provide additional changing room and associated facilities such as press conference room and briefing room. This will allow for the stadium to host tournament football. An additional VIP club will also be created totalling 800 sqm.

3.1.6 In line with condition 32 of the original consent a total of 319 car parking spaces will be provided for the stadium - no increase in car parking numbers is proposed.

3.1.7 Part Two: Variation to HGY/2010/1000 Permission Conditions

The second part of the S73 application seeks to amend the planning conditions attached to the HGY/2010/1000 consent to bring the permission in line with the implemented Northern Development permission (HGY/2011/2350); remove conditions that have already been discharged; and remove duplicate and/or superfluous planning conditions from the original consent. In this regard, it is relevant to note that the permission that related to the 'Southern Development'/ Phase 3, has now expired and therefore any conditions relating to this element of the NDP scheme are superfluous. The 'Southern Development'/ Phase 3 element of the original NDP permission has now been superseded by a newer planning permission for residential-led mixed use development under planning permission HGY/2011/2351.

3.1.8 The application proposes removal of conditions: 1, 3, 5, 6, 7, 8, 11, 12, 13, 14, 15, 19, 24, 25, 26, 27, 28, 29, 31, 33, 34, 35, 36, 37, 38, 39, 43, 44, 45, 47, 48, 49, 60, 61, 62 and 63, and variations to conditions 2, 30, 54 and 58 of planning permission reference HGY/2010/1000. A full schedule of the changes to the conditions can be found in Appendix # of this report.

3.2 Site and Surroundings

3.2.1 The application site consists of approximately 11.5ha of land located around White Hart Lane stadium. It includes most of the land between Northumberland Park, Park Lane, Tottenham High Road and Worcester Avenue.

3.2.2 The northern end of the site is now occupied by the completed Phase 1 'Northern Development' of the original planning permission comprising a Sainsbury's superstore and Lilywhite House which is home to Tottenham University Technical College and the football club's offices.

3.2.3 A large section of the central portion of the site has been cleared of buildings and ground works in relation to Phase 2 'Stadium Development' of the original permission are currently underway.

3.2.4 The rest of the site is occupied by the existing stadium, 3 locally listed buildings and the Grade II listed Warmington House all located at the site's southern end facing the High Road and the partially demolished buildings comprising the former Archway Sheet Metal Works Limited on Paxton Road which the club has recently acquired.

3.2.5 While the red line site boundary for the application includes all the area covered by the original NPD application, the current S73 proposal relates only to the Phase 2 'Stadium Development' which occupies roughly the middle third of the site.

3.2.6 The stretch of the High Road west of the site is designated as a Local Shopping Centre in the UDP but it performs many of the functions of a larger town centre for example accommodating a wide variety of main town centre uses, including Council Offices, Tottenham Sports Centre and a Public Library.

- 3.2.7 Parts of the western edge of the site are covered by the North Tottenham/Tottenham High Road Conservation Area. The terrace of buildings at 790-812 High Road which backs on to the completed Northern Phase includes four Grade II* listed buildings, five Grade II listed buildings and one locally listed building.
- 3.2.8 The application site forms part of the "North Tottenham Neighbourhood Area" within the emerging Tottenham Area Action Plan. The application site and planning permission for redevelopment is reconsidered in the AAP (Policy NT5). This emerging policy reflects the aspirations within the previous permission for a comprehensive redevelopment and sets out the planning requirements for any future applications on the site. THFC have engaged with the Council on their ongoing review of the consented stadium proposals, reflecting the ambition of the club to optimise that redevelopment presents. Pre-application discussions with the Council are ongoing and the club's intention is to submit a further planning application in the future. The current proposals nevertheless relate to the existing approved stadium configuration and floor plans and should be determined with reference to the consented stadium building.

3.4 Relevant Planning History

- 3.4.1 The Stadium and associated land have an extensive planning history with a large number of applications. The most relevant to the current application are:

HGY/2010/1000 Demolition and comprehensive redevelopment of a stadium (Class D2) with hotel (Class C1), retail (Class A1 and/or A2 and/or A3 and/or A4 and/or A5), museum (Class D1) offices (Class B1) and housing (Class C3); together with associated facilities including the construction of new and altered roads, footways, public and private open spaces; landscaping and related works. Details of "appearance" and "scale" are reserved in relation to the proposed residential and hotel buildings. **Decided 20.09.2011.**

HGY/2010/1001 Conservation Area Consent for demolition of 734-740, 742, 744a, 752a, 752b, 752c, 754-766, 768-772, 776 and 778-788, 806a, 806b High Road, N17, Paxton Hall, Paxton Road, N17, 2-6 Northumberland Park, N17 and any other buildings and structures within the curtilage of these buildings on land bordered by Northumberland Park N17 to the North, High Road N17 to the West, Park Lane N17 to the South and Worcester Avenue N17 to the East within the North Tottenham Conservation Area in conjunction with the comprehensive redevelopment of adjoining land for a stadium with hotel, retail, museum, offices and housing, together with associated facilities including the construction of new and altered roads, footways, public and private open spaces, landscaping and related works. **Decided 20.09.2011.**

HGY/2011/2350 Planning Permission for proposed demolition of buildings and development of a foodstore (Use Class A1) together with educational uses (Use Class D1); stadium-related uses (Use Class D2); showroom/brand centre (sui generis); and associated facilities including car parking, the construction of new

and altered vehicle and pedestrian accesses, private open spaces, landscaping and related works. **Decided 29.03.2012.**

HGY/2011/2351 Outline Planning Permission for Proposed demolition and redevelopment to provide housing (Use Class C3) college (Use Class D1) and/or health centre (Use Class D1) and/or health club (Use Class D2) together with associated private and public open space, car parking, landscaping and related works; and altered footways, roads and vehicular accesses. Outline application with details of appearance, scale and landscaping reserved for subsequent approval. **Decided 29.03.2012.**

HGY/2012/0096 Non- material amendment following a grant of planning permission HGY/2010/1000. **Decided 28.02.2012.**

HGY/2013/1973 Variation of condition 42 attached to planning permission HGY/2011/2350 "Proposed demolition of buildings and development of a foodstore (Use Class A1) together with educational uses (Use Class D1); stadium-related uses (Use Class D2); showroom/brand centre (sui generis); and associated facilities including car parking, the construction of new and altered vehicle and pedestrian accesses, private open spaces, landscaping and related works", for variation of fourth floor plan to allow for proposed change of use from stadium-related uses to Use Class B1a and associated minor alterations. **Decided 31.03.2014.**

HGY/2013/1976 Variation of condition 42 attached to planning permission HGY/2011/2350 "Proposed demolition of buildings and development of a foodstore (Use Class A1) together with educational uses (Use Class D1); stadium-related uses (Use Class D2); showroom/brand centre (sui generis); and associated facilities including car parking, the construction of new and altered vehicle and pedestrian accesses, private open spaces, landscaping and related works", for variation of second floor plan to allow for proposed change of use from stadium-related uses (Use class D2); showroom/brand centre (sui generis), to Class D1 to form a new university technical college and associated minor alterations. **Decided 31.03.2014.**

HGY/2014/2326 Non-material amendment following a grant of planning permission HGY/2013/1976 for variation of condition 3 in relation to rear boundary works. **Decided ed 26.08.2014.**

HGY/2014/2327 Non-material amendment following a grant of planning permission HGY/2013/1973 for variation of condition 3 in relation to rear boundary works. **Decided 26.08.2014.**

HGY/2015/0797 Application for approval of reserved matters relating to the scale of buildings in Phase 3 'the Southern Development' granted outline permission (HGY/2011/2351) for the redevelopment of site to provide housing (Use Class C3), college (Use Class D1) and/or health centre (Use Class D1) and/or health club (Use Class D2) together with associated private and public open space, car parking, landscaping and related works. **This application is pending.**

In addition to the above all pre-commencement conditions relating to the Phase 1 'Northern Development' and Phase 2 'Stadium Development' have been discharged.

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

LBH Transportation Group
LBH EHS - Contaminated Land
LBH Flood and Surface Water – Senior Drainage Engineer

Metropolitan Police - Designing Out Crime Officer
Tottenham Police Station - Borough Commander
London Fire Brigade - Fire Safety Regulation North West Area
Mayor for London/GLA
Transport for London Road
The Victorian Society
Ancient Monuments Society
Society for The Protection Of Ancient Buildings
Twentieth Century Society
Georgian Group
Council for British Archaeology
Greater London Archaeology Advisory Service
English Heritage
Environment Agency
Natural England - London Office
Thames Water Utilities
L. B. Hackney - Town Planning Service
L. B. Enfield -Town Planning Service
L. B. Waltham Forest -Town Planning Service,
L. B. Barnet - Town Planning Service
L. B. Islington - Town Planning Service
L. B. Camden - Town Planning Service

Tottenham CAAC
Tottenham Civic Society

The following responses were received:
Internal:

1) LBH Transportation

The impact of the proposed new 56,250 capacity stadium was assessed under the original planning application (HGY/ 2010/100). The current S73 application does not increase the number of car parking spaces or the capacity of the stadium from that already approved and therefore the proposed amendment to the scheme will not generate any additional impact. Consequently the transportation planning and highways authority raise no objections to the application.

2) LBH Senior Drainage Engineer

Has agreed drainage solution subject to THFC accepting full liability for the maintenance of pumps and tanks.

External:

3) Thames Water

The application does not affect Thames Water and as such they have no comments to make.

4) Transport for London

The minor changes proposed will not result in any additional scenarios that were not considered at application stage. Therefore provided that Condition 17 of the extant consent which restricts the number of non football events per annum to four is not altered or removed, TfL has no objections to the application.

5) Greater London Authority

The s73 application to provide a new basement level, amendments to the ground floor layout, and removal/variation of conditions does not raise any new strategic planning issues. Therefore under Article 5(2) of the Town & Country Planning (Mayor of London) Order 2008, the Mayor of London need not be consulted further on this application and the Council may determine the application without further reference to the GLA.

6) Historic England

Offered no comment on the merits of the scheme. Advised that the application should be determined in accordance with national and local policy guidance, and on the basis of the Council's specialist conservation advice.

7) Greater London Archaeology Advisory Service

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.

8) Metropolitan Police (Designing Out Crime Office)

Recommended that the site employ the services of a qualified Structural Blast Engineer (SBE) to help minimise risk from a terrorist attack.

9) Environment Agency

Raised some concerns about the introduction of a pumped surface water drainage system for the basement as it is considerably less sustainable than the originally proposed surface water drainage system which uses a gravity discharge. However

have passed the responsibility for agreeing the drainage solution to the Council's Senior Drainage Adviser.

10) The London Boroughs' of Hackney, Camden and Barnet
All raise no objections to the application.

5. LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of 4 site notices, a notice in the local press and 2,126 letters.

5.2 No representations have been received from neighbours, any local groups or Councillors.

6. MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the proposed development are:

1. Principle of the Minor Material Amendment.
2. Changes to policy since the original decision was made.
3. Removal and amendment of conditions.
4. Consideration of Environmental Statement (addendum).

6.2 Principle of the Minor Material Amendment.

6.2.1 There is no statutory definition of what constitutes a 'Minor Material Amendment'; instead it is the responsibility of each local planning authority to determine the definition of 'minor material'. The Government's National Planning Practice Guidance states that 'a minor material amendment' is generally one whose scale and nature results in a development which is not substantially different from the one which has been approved".

6.2.2 A judgment on "materiality" in any particular case is one of fact and degree, along with taking into account the likely impact of the amendment on the local environment. Materiality is considered against the development as a whole, not just part of it. The basis for forming a judgment on materiality is always the original planning permission. The cumulative effects of any previous amendments need also to be assessed against any original permission.

6.2.3 Section 96A of the Town and Country Planning Act 1990 states that "in deciding whether a change is material, a Local Planning Authority must have regard to the effect of the change, together with previous changes made under this section, on the planning permission as originally granted."

6.2.4 The proposed basement will sit in a "horse shoe shape" beneath the north, east and west stands of the approved stadium. It is sited entirely below the foot print of the approved stadium and no part of it will be visible above ground.

6.2.5 The proposed changes to the layout of the ground floor will be entirely within the envelope of the approved stadium superstructure. The changes to the

layout do not result in any changes to the exterior appearance or design of the consented scheme, and therefore no additional impact on the character and appearance of the North Tottenham/Tottenham High Road Conservation Area or on local visual amenities.

- 6.2.6 The height and massing of the approved stadium is unchanged by the proposed amendments. No new openings are proposed in the exterior of the approved stadium's superstructure. The proposed alterations therefore do not have any additional impact on the amenities of neighbours in terms of overshadowing, daylight/sunlight or privacy.
- 6.2.7 The proposed new basement will largely accommodate 259 of the 319 car parking spaces currently located at Ground Floor within the consented plans (HGY/2010/1000). The new car parking arrangements allow for larger car parking spaces and improved vehicle circulation. The proposed changes do not result in any increase in car-parking for the stadium which remains at 319 and in line with the limit imposed by condition 32 of the original permission. The larger car parking spaces do allow for an increase in the number of wheelchair accessible car parking spaces from 46 to 58 spaces. This means that 18% of all car parking spaces within the stadium will be wheelchair accessible.
- 6.2.8 The spectator capacity of the stadium remains at the 56,250 seats approved in the original scheme. The impact of the new stadium was assessed under the original planning application (HGY/ 2010/100). Notwithstanding emerging policy aspirations for growth in North Tottenham, the Highway Authority does not consider that the proposals warrant a reassessment of the transport impact of the development. The current S73 application does not increase the number of car parking spaces or the capacity of the stadium remains that already approved and the proposal is not considered likely to impact on visitor numbers. The proposed amendment to the scheme is not considered to generate any material impact. Consequently the transportation team on behalf of the Highway Authority raise no objections to the application.
- 6.2.9 The proposed basement will result in additional construction traffic to take account of the removal of additional excavation spoil and delivery of additional building materials. The applicant has amended its Construction Management and Construction Logistic Plans to take account of the additional traffic. The amended details have been assessed and agreed by LBH Transportation.
- 6.2.10 In addition to the car parking areas, the new basement will also accommodate c4,800 sqm of stadium back of house / storage areas and 1,500 sqm of VIP lobby / reception areas associated with the car parking.
- 6.2.11 The revised ground floor layout will still accommodate 60 of the consented 319 car parking spaces. A new vehicular ramp will provide access to the new basement level, which will be located at ground floor level under the south stand. The floor area at ground floor level that previously accommodated the 259 car parking spaces, now relocated to the proposed new basement level, will be used to provide additional changing room and associated facilities such

as press conference room and briefing room. The Club claim that this will allow for the stadium to host tournament football. An additional VIP club will also be created totalling 800 sqm.

- 6.2.12 The proposed use of the additional floor space created by the amendment are considered ancillary to the main stadium use and does not change the capacity of the stadium, the way it is used or its anticipated impacts upon surrounding properties from that previously consented.
- 6.2.13 Given the above it is considered that the changes proposed by this s73 application are of a scale and nature that results in a development which is not substantially different from the one which has been approved. It therefore meets the advice of the Government's Planning Practice Guidance and can be considered a 'minor material amendment'.
- 6.2.14 For the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 that the proposals constitute "EIA Development" and the S73 Application is therefore accompanied by an addendum to the environmental statement submitted as part of planning application HGY/2010/1000. The scope of the addendum includes updates to the Archaeology, Surface Water Drainage and Flood Risk, Ground Condition and Hydrogeology, Transportation and Cumulative Effects chapters.
- 6.2.15 **Archaeology:** All three phases of the specification for archaeological evaluation have been undertaken to confirm the presence/absence and nature of archaeological deposits underlying the proposed development site, across the footprint of the site. Results from the full three phases of the evaluation will provide baseline data for the creation of a full mitigation strategy which can then agreed with the English Heritage Advisor prior to commencement of works. Given that the evaluation trenches proved an absence of archaeology across the sample and further archaeological fieldwork is unlikely. The residual impacts associated with the proposals are considered to be negligible.
- 6.2.16 **Surface Water Drainage and Floodrisk:** Additional measures will be required to ensure that surface water cannot flow down the access ramps to flood the basement car park. With the implementation of these measure the impact will be negligible.
- 6.2.17 **Ground Conditions:** When the basement has been constructed lowering of the groundwater table by pumping will cease and groundwater levels will return to the regional norm in the area. The basement is likely to inhibit groundwater flow in the local area though it is not large enough to effect the regional groundwater flow direction within the River Terrace aquifer. This is considered a minor adverse effect. Any excess ground water as a result of excavations for basement works will need to be disposed of safely. A number of measures will be put in place and a permit agreed for discharge. After implementation of the mitigation measures the impact will remain negligible.

6.2.18 **Transportation:** There be no adverse impacts from the addition of the basement area. Indeed, the stadium operations would become much more efficient with the provision of the basement.

6.2.19 Officers' have assessed the proposed amendments proposed in the S73 Application as having no additional environmental impacts when compared to the consented scheme.

6.2.20

6.3 Changes to Policy

6.3.1 The replacement of White Hart Lane Stadium and associated development (The NDP scheme) originally approved under planning ref HGY/2010/1000 and subsequently amended, and that is the subject of this section 73 application has by definition already been judged by the Council (and by the Mayor of London and the Secretary of State) to be acceptable in principle. However a Section 73 is a grant of a new permission and should therefore be assessed against any changes to the development plan.

6.3.2 There have been three key policy changes since the granting of planning permission HGY/2010/1000 on 20/09/2011. These being:

□

- The publication of the National Planning Policy Framework (NPPF) on 27th March 2012, which replaces all previous national planning policy guidance contained in PPS/PPG documents.
- The Adoption of the Haringey Local Plan Strategic Policies and Proposals Map on 18 March 2013.
- The publication of *further alterations* to the London Plan (adopted March 2015).

National Planning Policy Framework

6.3.3 Since the preparation of the original Environment Statement, the National Planning Policy Framework (NPPF) was published on 27th March 2012. The NPPF revokes all existing PPS (except PPS10: Planning for sustainable waste management), PPG, some Circulars, Ministerial Statements and Letters from the Chief Planning Officer.

6.3.4 Paragraph 14 of the NPPF advises that at the heart of the framework, there is a presumption in favour of sustainable development, which should be seen as a 'golden thread' running through plan making and decision-taking. For decision taking this means approving proposals that accord with the Development Plan without delay and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF.

- 6.3.5 In terms of decision taking, paragraph 186 states that “local planning authorities should approach decision taking in a positive way to foster the delivery of sustainable development.” Paragraph 187 continues that local planning authorities “should look for solutions rather than problems, and decision takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work with applicants to secure developments that improve the economic, social and environmental conditions of the area.”
- 6.3.6 The NPPF also states in paragraph 192 that “The right information is crucial to good decision-taking, particularly where formal assessments are required (such as Environmental Impact Assessment, Habitats Regulations Assessment and Flood Risk Assessment). To avoid delay, applicants should discuss what information is needed with the local planning authority and expert bodies as early as possible.”
- 6.3.7 As this proposal only constitutes a minor material amendment to the existing approved scheme (Application Ref: HGY/2010/1000) and the scope of the Environmental Impact Assessment has been defined through the original application, the publication of the NPPF is not deemed to have any material impact on this Section 73 Planning Application. Where necessary, reference to the NPPF has been made in the Environmental Statement Addendum submitted with the s73 application.
- 6.3.8 The sustainable mix of uses proposed by the NDP scheme is consistent with the aims and objectives of the NPPF in seeking terms of delivering a sustainable development which will bring a wide range of social and economic benefits to the Borough.

Haringey Local Plan Strategic Policies

- 6.3.9 The Local Plan, Strategic Policies and the Proposals Map (adopted on 18 March 2013) now forms part of the statutory Development Plan for the Borough alongside the Saved Policies in the Haringey Unitary UDP (adopted July 2006) on which these applications should be considered.
- 6.3.10 Policy SP1 of the plan promotes development in the Northumberland Park area of change, a significant part of which comprises the redevelopment and regeneration of the White Hart Lane area.
- 6.3.11 Other relevant policies to this submission include SP5 Water Management and Flooding, SP6 Waste Management and SP7 Transport, which are detailed further within the Environmental Statement (ES) Addendum.
- 6.3.12 It is considered due to the nature of the minor material amendment, the development is still entirely consistent with the aims and objectives of the Local Plan Strategic Policies document.

London Plan (2015)

6.3.13 The Further Alterations to the London Plan were adopted in March 2015. The minor material amendments proposed to the consented scheme, which principally results in the creation of a basement level with no increase in car parking or stadium spectator capacity, does not raise any strategic planning policy issues and the proposals are not affected by the most recent changes to the London Plan.

6.4 Removal and amendment of conditions.

6.4.1 The second part of the S73 application seeks to amend the planning conditions attached to the HGY/2010/1000 consent to bring the permission in line with the implemented Northern Development permission (HGY/2011/2350); remove conditions that have already been discharged; and remove duplicate and/or superfluous planning conditions from the original consent. In this regard, it is relevant to note that the permission that related to the 'Southern Development'/ Phase 3, has now expired and therefore any conditions relating to this element of the NDP scheme are superfluous. The 'Southern Development'/ Phase 3 element of the original NDP permission has now been superseded by a newer planning permission for residential-led mixed use development under planning permission HGY/2011/2351.

6.4.2 In line with the guidance contained within the National Planning Practice Guidance (The PPG) new decision notices issued under S73 should repeat the relevant conditions from the original planning permission, unless they have already been discharged.

6.4.3 A schedule of changes to the conditions of the HGY/2010/1000 permission is contained within Appendix 3 of this statement. These changes in the main relate to the removal of conditions already discharged, or associated with the expired Phase 3 outline consent. A change to trigger for condition 54 is proposed to make it clear that submission is prior to work commencing on the stadium superstructure rather than on ground works. As such the variation of conditions results in no material changes.

6.5 Conclusion

6.5.1 The changes proposed by this s73 application are of a scale and nature that results in a development which is not substantially different from the one which has been approved. This includes consideration of the proposal and against the conclusions of the Environmental Statement accompanying the original application. It is therefore considered that the application is consistent with the advice of the Government's Planning Practice Guidance and can be considered a 'minor material amendment'.

6.5.2 Due to the nature of the minor material amendment, the development is still entirely consistent with the aims and objectives of the NPPF, Local Plan Strategic Policies and The London Plan 2015, and with the aspirations for the area in the emerging Tottenham AAP.

- 6.5.3 The proposed removal of no longer relevant conditions attached to the original permission and the rewording of others is consistent with guidance contained within the National Planning Practice Guidance.
- 6.5.4 Overall the proposal is considered to comply with the Local Development Plan and National Planning Guidance. Therefore, subject to the imposition of appropriate conditions and the prior completion of a s106 agreement the planning application is recommended for approval.
- 6.5.5 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7.0 CIL

- 7.1 Regulation 128A (as amended by the 2014 Regulations) provides for section 73 applications to only trigger a levy liability where the permission creates an additional liability it introduces to the development. The Government's intention is that the provisions set out in regulation 128A should apply to all subsequent section 73 permissions granted in respect of such a development where the application relates to an original planning permission granted before CIL was introduced.
- 7.2 In the case of this s73 application CIL would only apply to the additional floor space being provided in the basement which is 19,618 sqm GIA.
- 7.3 Football stadia do not fall within the schedule of uses that Haringey applies its own CIL charge to.
- 7.4 The Mayoral CIL does however apply. Based on the information given on the plans, the Mayor's CIL charge will be £686,630.00 (19,618 sqm x £35.00). An informative will be attached advising the applicant of this charge.

8.0 Section 106 Legal Agreement.

- 8.1 The terms of the existing s106 provided for in respect of Planning Permission Reference HGY/2010/1000 are to be imposed on the current s73 application and the consequential planning permission to be issued by way of the fresh proposed s106 agreement. The current clauses are set out in Appendix 4 of this report. As there are no additional impacts arising from the proposed amendment there are no additional s106 requirements.

9.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s)

Plans:

Planning Application Boundary (Drawing Ref: A611 Rev 00)

Revised Level 1 – Ground Floor Plan (Drawing Ref: 4494-9042-Rev 3)
Section A-A & Level B1 (Drawing Ref: 4494-9041-02)

Supporting Documents:

Supporting Statement – DP9 April 2015

EIA Addendum (No.3) – April 2015

EIA Addendum (No.3) Non Technical Summary– March 2015

EIA Addendum Appendixes

Subject to the following condition(s)

1. The 'Stadium' part of the development (see plan A600 Rev 00), shall commence within five years of the date of the original planning permission (HGY/2010/2011) 20.09.2010.

Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. Before any works or development commence on the retained Heritage assets 746,748,750, Tottenham High Road , the following details in respect of each of the retained buildings shall be submitted to and approved in writing by the local planning authority:
 - a. samples of all external materials comprising wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving
 - b. elevational drawings, plans, roof plans, and sections at 1:100 scale of all the buildings, sample elevations and sections at 1:20 scale of bays, windows and doors, balconies, parapets and eaves
 - c. drawings at 1:1 scale of sectional profiles of the window and door frames, cornices, string courses and other decorative mouldings
 - d. detailed drawings of any roof mounted plant and equipment and screening measures
 - e. details of the architectural treatment of the northern and eastern elevations of the Old White Hart Public House (No. 750)

Reason: To ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area.

3. The repair and renovation of the retained Heritage assets 746,748,750, Tottenham High Road shall be completed in accordance with a schedule of works contained within the Section 106 Agreement, and to the written satisfaction of the local Planning authority before any major event takes place in the new stadium.

Reason: To ensure a high quality development to preserve and enhance the character and appearance of the North Tottenham Conservation Area.

4. All approved materials shall be erected in the form of a samples board to be retained on site throughout the works period for the phase concerned and the relevant parts of the works shall not be carried out otherwise than in accordance with the approved details.

Reason: To ensure a comprehensive and sustainable development and to achieve good design throughout the development.

5. The number of single day major non - association football events per annum (including music concerts) shall be no more than 4 of which no more than 1 shall be on Sunday and no more than 1 on a Bank Holiday (where a major event is a single day event attended by 10,000 visitors or more).

Reason: In order to protect the surrounding residential properties from noise pollution.

6. No major event shall take place in the stadium outside the hours of 09:00 (09:00am) and 24:00 (12:00am) unless otherwise agreed in writing by the Council as Local Planning Authority.

Reason: In order to protect the surrounding residential properties from noise pollution.

7. At least 28 days prior to any amplified music event utilising the auditorium, the owner shall submit for approval by the Local Planning Authority a detailed feasibility study examining the likely propagation of music noise from the proposed event. The study shall have full reference to the guidance of 'The Noise Council's Code of Practice on Environmental Noise Control at Concerts' or subsequent alternative guidance.

Reason: In order to protect the surrounding residential properties from noise pollution.

8. External screens with associated sound system shall not be used inside or outside at the stadium without the prior permission of the Local Planning Authority in writing.

Reason: In order to protect the surrounding residential properties from noise pollution.

9. For the music concert events hereby permitted, amplified sound from concerts within the stadium must be controlled in accordance with guidance provided by The Noise Council's Code of Practice on Environmental Noise Control at Concerts.

Reason: In order to protect the surrounding residential properties from noise pollution.

- 10.** No event involving amplified sound, other than a public address system, shall take place or be operated on the podium or other location outside the stadium itself without the express written permission of the Local Planning Authority.

Reason: In order to protect the surrounding residential properties from noise pollution.

- 11.** Within 2 years of commencing phase 2 of the development, the applicant shall submit a landscape maintenance scheme for each phase of the development which shall be approved in writing by the local planning authority. Any trees or areas of planting which, following completion of the relevant phase of landscaping, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to ensure that the landscaping is secured in accordance with the Environmental Impact Assessment

- 12.** Unless otherwise agreed in writing by the Local Planning Authority, the car parking provision within the development shall not exceed the following car parking spaces: 401 for the supermarket, 40 for the hotel, 319 for the stadium and 121 for the residential.

Reason: In order to ensure the appropriate levels of car parking in the scheme are not exceeded.

- 13.** No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours Monday to Friday or before 0800 and 1200 hours on Saturday and not at all on Sundays or bank holidays unless written approval from the Local Planning Authority has been obtained prior to works taking place.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties in accordance with the Environmental Impact Assessment.

- 14.** Lorries delivering plant or materials during the construction phase of the development will only use designated routes agreed in writing in advance with the Local Planning Authority.

Reason: To minimise the impact of lorry traffic in local residential roads in accordance with the Environmental Impact Assessment.

- 15.** Vehicles may arrive, depart, be loaded or unloaded during the construction phase of the development within the general area of the application site only between 0700 hours and 1800 hours Monday to Friday and 0800 hours and

1200 hours on Saturday and not at all on Sunday or Bank Holidays except with the prior written approval of the Local Planning Authority.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway or effect the amenity of local residents in accordance with the Environmental Impact Assessment

- 16.** The surface water drainage details shall include that petrol/oil interceptors shall be fitted in all car parking/washing/repair facilities.

Reason: In order to prevent the pollution of the surface water drainage system in accordance with the Environmental Impact Assessment.

- 17.** At 1 metre outside the windows of any neighbouring habitable rooms the level of noise from plant and machinery shall be at all times at least 5 decibels below the existing background noise levels, expressed in dB (A) at such locations. Where the noise from plant and machinery is tonal in character the differences in these levels shall be at least 10dB (A).

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment.

- 18.** Technical specification details of the mechanical plant to be installed within the plant areas shown on the submitted floor plans approved, together with an accompanying acoustic report shall be submitted to and approved by the local planning authority prior to installation of this plant. The plant shall not be operated other than in complete accordance with such measures as may be approved.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment.

- 19.** Unless otherwise agreed in writing by the Local Planning Authority no commercial roof top facilities shall be in use between the hours of 2300 - 0700 hours any day of the week.

Reason: In order to protect the amenities of the locality in accordance with the Environmental Impact Assessment.

- 20.** Any restaurant (A3), public house and wine bar (A4) or takeaway (A5) uses hereby permitted shall not be operated before 0800 or after 2400 hours on any day of the week.

Reason: In order to ensure that the proposed development does not prejudice the amenities of the future occupiers of the development

21. Prior to construction of the Stadium superstructure further investigations shall be undertaken and approved in writing by the Local Planning Authority of the impact of the construction works on the television reception in the local area:
- (a) In particular the 'shadow flicker' on existing and future residential occupants within nearby buildings; and
 - (b) the impact of operating cranes on local television and radio reception, microwave and other telecommunications links and radar signals.

Reason: To ensure the development can be undertaken without impact on television and/or radio reception to protect residential amenity and in accordance with the assessment and conclusions of the Environmental Impact Assessment.

22. Full details of the location and appearance of the CHP flues, including height, design, location and siting shall be submitted and approved in writing by the Council before work on the CHP commences.

Reason: To ensure a comprehensive and sustainable development and to achieve good design through the development in accordance with the Environmental Impact Assessment.

23. 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.

Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage systems.

24. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA). Ref: BDRP0001, Version 6, Final, May 2010 and the following mitigation measures detailed within the FRA:

- i. Reducing the surface water runoff from the site by at least 50% for all storm events up to and including the 1 in 100 year critical storm, taking into account the effects of climate change. The peak discharge must not exceed 150l/s/ha.
- ii. Provision of storage on site to attenuate all flood events up to and including the 1 in 100 year event, taking into account the effects of climate change.
- iii. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of the surface water from the site.

25. Prior to the commencement of phase 2 of the development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the 'Remedial Strategy Phase 2 (Central and Stadium) Area Design Note (07.11.2014) prepared by Buro Happold are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action shall be submitted to and approved, in writing, by the local planning authority.

Reason: To ensure that the risks to the health and welfare of future occupiers and to the environment are mitigated or eliminated to acceptable standards.

26. If, during development, contamination not previously identified is found to be present at the site then no further development (unless agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure protection of controlled waters.

Appendix 1 Drawing Numbers and Supporting Documents

Plans:

Planning Application Boundary (Drawing Ref: A611 Rev 00)

Revised Level 1 – Ground Floor Plan (Drawing Ref: 4494-9042-Rev 3)

Section A-A & Level B1 (Drawing Ref: 4494-9041-02)

Supporting Documents:

Supporting Statement – DP9 April 2015

EIA Addendum (No.3) – April 2015

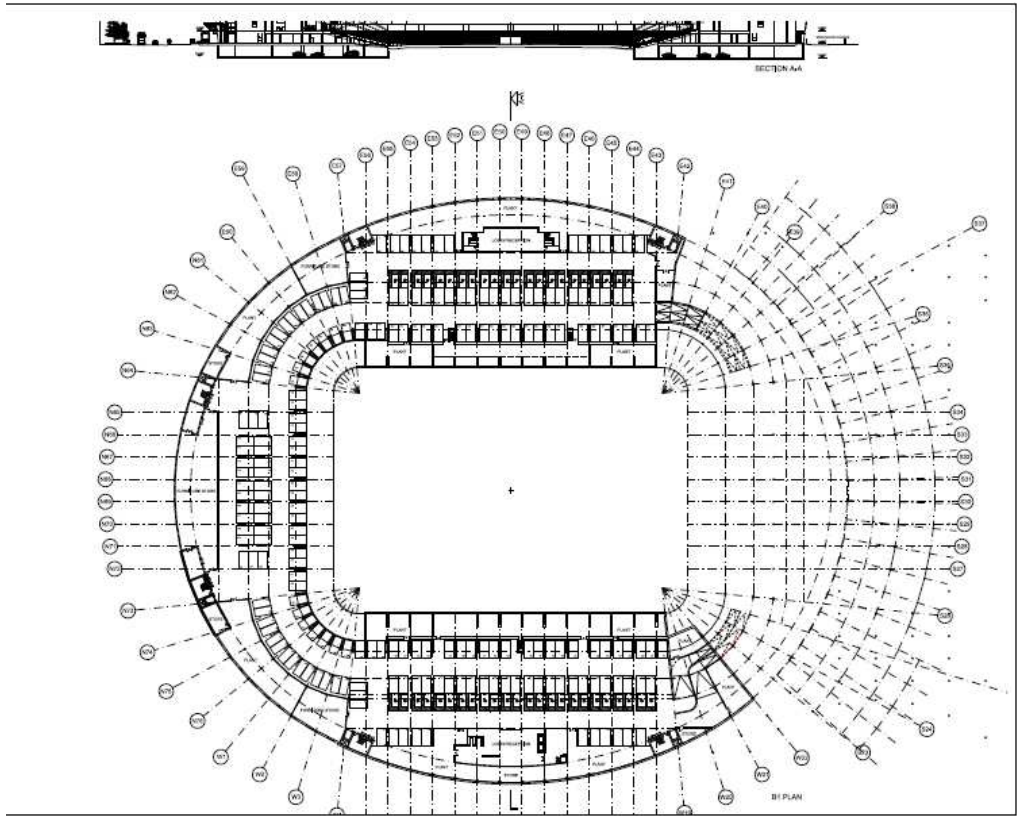
EIA Addendum (No.3) Non Technical Summary– March 2015

EIA Addendum Appendixes

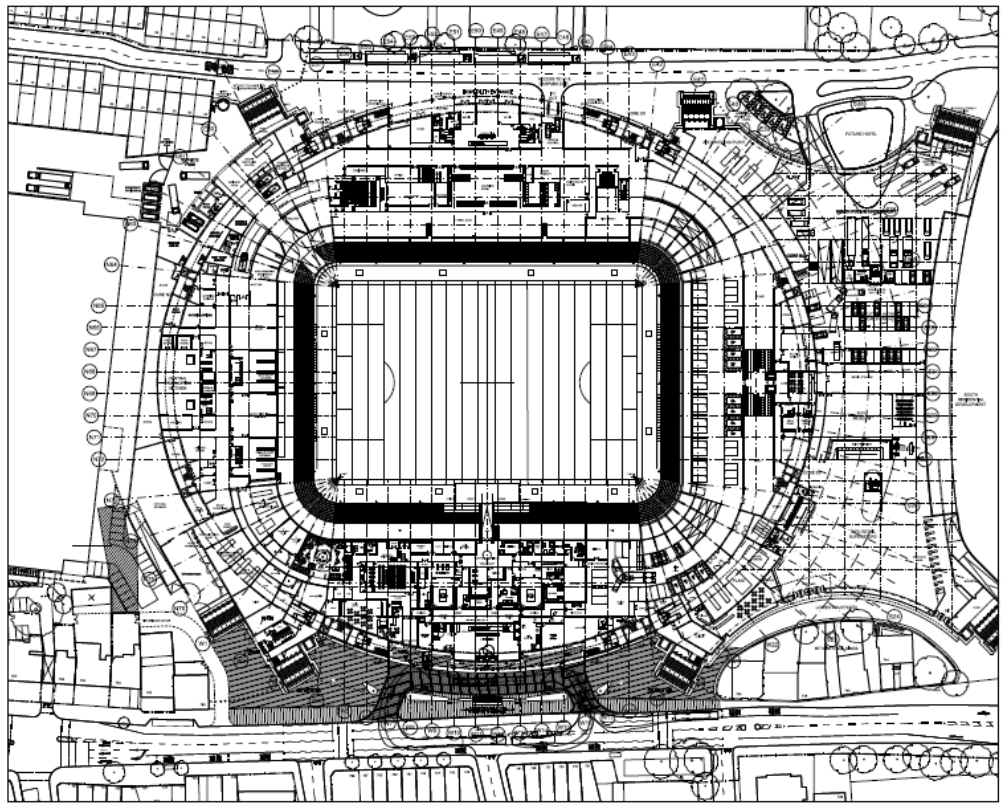
Community Infrastructure Levy (CIL) Form

Appendix 2 Images

View of consented NDP Masterplan.



Proposed Changes to the Ground Floor Level



Appendix 3 Proposed changes to existing conditions.

No.	CONDITION (Category)	Notes
1.	<p>The housing and hotel elements of the scheme are granted in OUTLINE, in accordance with the provisions of Regulations 3 & 4 of the Town & Country Planning (General Development Procedure) 1995 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely: b) external appearance and c) scale.</p>	<p>Not be carried over.</p> <p>Reason: Phase 3 permission has expired.</p>
2.	<p>The part of the development where full details are approved by this planning application, namely the 'Northern Development', 'the Stadium' part of the development and 'the Southern Development' (see plan A600 Rev 00), shall begin as follows:</p> <p>a. The Northern Development shall commence within three years of the date of this planning permission;</p> <p>b. The Stadium shall commence within five years of the date of this planning permission; and</p> <p>c. The Southern Development (excluding those elements that are approved in outline only (namely the residential block and the hotel block) shall commence within seven years of the date of this planning permission.</p>	<p>See proposed changes.</p> <p>Reason: The Northern Development implemented under HGY/2011/2350 permission. Phase 3 permission has expired.</p>
3.	<p>In relation to the outline component (namely the residential block and the hotel block) application for the first reserved matters shall be made to the Local Planning Authority before the expiration of three five years from the date of this planning permission. That part of the development hereby permitted shall be begun either before the expiration of seven years from the date of this planning permission, or before the expiration of two years from the date of the approval of the last reserved matters application, whichever is the later.</p>	<p>Not be carried over.</p> <p>Reason: Phase 3 permission has expired.</p>
4.	<p>No development authorised by this planning permission shall be commenced until an agreement under Section 106 of the Town and Country Planning Act 1990 substantially in the same terms as the Section 106 Agreement which binds the land has been entered into by all of the relevant parties and completed in relation to the relevant area of land.</p>	<p>Not be carried over.</p> <p>Reason: s106 will be signed prior to the issuing of the planning permission.</p>

5.	The residential development hereby permitted shall not exceed 200 separate dwelling units, whether flats or houses.	Not be carried over. Reason: Phase 3 permission has expired.
6.	At least 10% of the dwellings shall be capable of being converted for wheelchair access and 100% of the dwellings shall be built to meet Lifetime Homes standards, unless otherwise agreed in writing by the Local Planning Authority.	Not be carried over. Reason: Phase 3 permission has expired.
7.	<p>Applications for the Reserved Matters approval in respect of the hotel and housing elements shall be accompanied by an Environmental Sustainability Plan. The Environmental Sustainability Plan shall demonstrate:</p> <p>(a) how the proposed building design(s) realise(s) opportunities to include design and technology energy efficiency measures;</p> <p>(b) the reduction in carbon emissions achieved through these building design and technology energy efficiency measures, compared with the emissions permitted under the national Building Regulations prevailing at the time the application(s) for approval of reserved matters are submitted;</p> <p>(c) the specification for any green and/or brown roofs;</p> <p>(d) how energy shall be supplied to the building(s), highlighting:</p> <p>i. how the building(s) relate(s) to the site wide strategy for district heating incorporating tri-generation from distributed combined heat and power;</p> <p>ii. how the building(s) relate(s) to the strategy for using bio-fuel boilers to supplement the energy supplied through district heating systems;</p> <p>iii. the assessment of the cost effectiveness and reliability of the supply chain for bio-fuels;</p> <p>iv. any other measures to incorporate renewables.</p> <p>(e) how the proposed building(s) have been designed to achieve a BREEAM and/or Eco homes rating of "very good" (or an equivalent assessment method and rating) or better;</p> <p>(f) The incorporation of bird boxes, bat roosts and other wildlife features on buildings.</p>	Not be carried over. Reason: Phase 3 permission has expired.
8.	Unless otherwise approved in writing by the local planning authority the floorspace	Not be carried over.

	approved as part of Reserved Matter approvals pursuant to this permission and provided for use as a hotel shall include no more than 150 bedrooms in total	Reason: Phase 3 permission has expired.
9.	Before any works or development commence on the retained Heritage assets 746,748,750, Tottenham High Road , the following details in respect of each of the retained buildings shall be submitted to and approved in writing by the local planning authority: a. samples of all external materials comprising wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving b. elevational drawings, plans, roof plans, and sections at 1:100 scale of all the buildings, sample elevations and sections at 1:20 scale of bays, windows and doors, balconies, parapets and eaves c. drawings at 1:1 scale of sectional profiles of the window and door frames, cornices, string courses and other decorative mouldings d. detailed drawings of any roof mounted plant and equipment and screening measures e. details of the architectural treatment of the northern and eastern elevations of the Old White Hart Public House (No. 750)	No change proposed.
10.	The repair and renovation of the retained Heritage assets 746,748,750, Tottenham High Road shall be completed in accordance with a schedule of works contained within the Section 106 Agreement, and to the written satisfaction of the local Planning authority before any major event takes place in the new stadium.	No change proposed.
11.	No development shall take place for until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation has been submitted by the applicant and approved by the Local Planning Authority.	Not to be carried over. Reason: Fully discharged in respect of all three phases: HGY/2011/1783 HGY/2013/1472 HGY/2014/1535
12.	No works of demolition within the conservation area should take place until detailed drawings at an appropriate scale of the new entrance porch of the stadium, barriers, landscape scheme, steps, ironwork,	Not to be carried over. Reason: Fully discharged: HGY/2011/1782

	public art, materials, and balustrades have been submitted and approved by the Council as local planning authority.	
13.	Prior to the opening of the supermarket, the applicant shall submit to the Council as local planning authority for approval detailed drawings at an appropriate scale (elevations 1:20, plans 1:50) of the rear boundary works to the northern terrace, showing materials, and access arrangements.	Not to be carried over. Reason: Fully discharged: HGY/2014/1532
14.	Before any development in relation to the stadium commences, detailed drawings at 1:20 of the landscape and boundary treatment for the forecourt of No. 744 High Road (Warmington House) shall be submitted to the Council as local planning authority for approval. The landscape and boundary treatment shall be carried out in accordance with the approved details.	Not to be carried over. Reason: Fully discharged: HGY/2014/1630
15.	Full details of the development, including samples of all materials to be used for the external surfaces of each phase Phase 3 (Southern Development) of the development as set out in the agreed phasing plan included in the section 106 agreement shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced on that phase. Samples shall include sample panels, glazing and a roofing material sample combined with a schedule of the exact product references	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1127; and Phase 3 permission expired.
16.	All approved materials shall be erected in the form of a samples board to be retained on site throughout the works period for the phase concerned and the relevant parts of the works shall not be carried out otherwise than in accordance with the approved details.	No change proposed
17.	The number of single day major non - association football events per annum (including music concerts) shall be no more than 4 of which no more than 1 shall be on Sunday and no more than 1 on a Bank Holiday (where a major event is a single day event attended by 10,000 visitors or more).	No change proposed.
18	No major event shall take place in the stadium outside the hours of 09:00 (09:00am) and 24:00 (12:00am) unless otherwise agreed in writing by the Council as Local Planning Authority.	No change proposed.

19.	Notwithstanding what is shown on the submitted drawings, details of the set down and pickup facilities for disabled people using the stadium facilities shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of each phase of the development. Such agreed details are to be implemented and maintained to the satisfaction of the Local Planning Authority.	Not to be carried over. Reason: Fully discharged: HGY/2014/1137
20.	At least 28 days prior to any amplified music event utilising the auditorium, the owner shall submit for approval by the Local Planning Authority a detailed feasibility study examining the likely propagation of music noise from the proposed event. The study shall have full reference to the guidance of 'The Noise Council's Code of Practice on Environmental Noise Control at Concerts' or subsequent alternative guidance.	No change proposed.
21.	External screens with associated sound system shall not be used inside or outside at the stadium without the prior permission of the Local Planning Authority in writing.	No change proposed.
22.	For the music concert events hereby permitted, amplified sound from concerts within the stadium must be controlled in accordance with guidance provided by The Noise Council's Code of Practice on Environmental Noise Control at Concerts.	No change proposed.
23.	No event involving amplified sound, other than a public address system, shall take place or be operated on the podium or other location outside the stadium itself without the express written permission of the Local Planning Authority.	No change proposed.
24.	Prior to the commencement of each phase of the development a scheme showing full details for the following for the phase concerned shall be submitted to and approved in writing by the Local Planning Authority: a) CCTV; b) Security Lighting	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1127; and Phase 3 permission expired.
25.	Prior to the commencement of development on any phase an external lighting strategy for that phase of the development shall be	Not to be carried over. Reason: Phase 1

	submitted to and approved in writing by the Local Planning Authority. The details of the external lighting for each phase shall be in accordance with the approved strategy.	implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1666; and Phase 3 permission expired.
26.	The applicant shall submit within 2 years of commencing phase 1 of the development a fully detailed design strategy for any signage to be displayed on any part of the remainder of the site.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350.
27.	Precise details of all signage for each phase of the development as shown on the drawings approved in relation to this planning permission.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1534; and Phase 3 permission expired.
28.	Prior to the commencement of development full details of a scheme for the provision of hoardings around the site during the construction period including details of design, height, materials and lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works and unless otherwise agreed in writing by the Local Planning Authority. The development shall be carried out only in accordance with the scheme as approved. Agreed phasing plan shall be submitted and approved in writing by the Local Planning Authority before any signage for that phase is displayed. The signage details shall be in accordance with approved signage strategy.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1136; and Phase 3 permission expired.
29.	The applicant shall submit within 2 years of commencing phase 1 of the development, a programme for commencing and completing the planting and laying out of the approved landscaping scheme and the detailed scheme(s) shall be carried out only in accordance with the approved programme.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350.
30.	Within 2 years of commencing each phase <u>2</u> of the development, the applicant shall submit a landscape maintenance scheme for each	See proposed changes underlined

	phase of the development which shall be approved in writing by the local planning authority. Any trees or areas of planting which, following completion of the relevant phase of landscaping, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.	Reason: Phase 1 implemented under permission HGY/2011/2350; and Phase 3 permission expired.
31.	Prior to the commencement of each phase of the development details of the arrangements for storage and collection of refuse for the each phase of the development hereby approved, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out only in accordance with the details so approved and shall be permanently retained thereafter.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1673; and Phase 3 permission expired.
32.	Unless otherwise agreed in writing by the Local Planning Authority, the car parking provision within the development shall not exceed the following car parking spaces: 401 for the supermarket, 40 for the hotel, 319 for the stadium and 121 for the residential.	No change proposed.
33.	Prior to the commencement of each phase of the development the applicant must submit for approval a detailed cycle parking layout for each phase of the development. All works shall be carried out in accordance with the approved drawings for each phase of the development.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1665; and Phase 3 permission expired.
34.	A minimum of 23 disabled car parking spaces shall be provided in the supermarket car park.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350
35.	No staff, with the exception Blue Badge holders, are permitted to use the supermarket car park between the hours of 8:00am and 19:00pm Monday to Saturday.	Not to be carried over. Reason: Phase 1 implemented under

		permission HGY/2011/2350
36.	Unless otherwise agreed in writing by the Local Planning Authority, within each part of the site, as specified in the agreed S106 phasing plan, no preparatory or development ground works in that part of the site shall commence until a full site investigation, history, details of previous and present usage, risk assessment and details of any remediation required have been submitted to and approved in writing by the Local Planning Authority.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1135; and Phase 3 permission expired.
37.	Unless otherwise agreed in writing by the Local Planning Authority, within each part of the site, as specified in the agreed S106 phasing plan, no development shall commence in that part of the site until a Ground Contamination, Soil Remediation and Disposal Strategy supported by site history has been submitted to and approved in writing by the Local Planning Authority.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1134; and Phase 3 permission expired.
38.	Unless otherwise agreed in writing by the Local Planning Authority, within each phase of the site, as specified in the agreed S106 phasing plan, no development shall commence until details of site drainage works including an Impact Study of existing Sewerage infrastructure, suitable connection point of foul water drainage system and details of surface water discharge have been submitted to and approved by, the Local Planning Authority in consultation with the Sewerage undertaker.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/3518; and Phase 3 permission expired.
39.	Unless otherwise agreed in writing by the Local Planning Authority, within each phase of the site as specified in the agreed S106 phasing plan, no development shall be commenced on any phase until a Water Supply Impact Study, including full details of anticipated water flow rates, and detailed site plans have been submitted to, and approved in writing by the Local Planning Authority (in consultation with Thames Water).	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 details already submitted under HGY/2015/0529; and Phase 3 permission expired.
40.	No demolition, construction or building works shall be carried out except between the hours of 0800 and 1800 hours Monday to Friday or before 0800 and 1200 hours on Saturday and not at all on Sundays or bank holidays unless	No change proposed.

	written approval from the Local Planning Authority has been obtained prior to works taking place.	
41.	Lorries delivering plant or materials during the construction phase of the development will only use designated routes agreed in writing in advance with the Local Planning Authority.	No change proposed.
42.	Vehicles may arrive, depart, be loaded or unloaded during the construction phase of the development within the general area of the application site only between 0700 hours and 1800 hours Monday to Friday and 0800 hours and 1200 hours on Saturday and not at all on Sunday or Bank Holidays except with the prior written approval of the Local Planning Authority.	No change proposed.
43.	Within each phase of the site, as specified in the agreed S106 phasing plan, details of a scheme for monitoring and mitigating noise and dust emissions for all plant and processes shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1133; and Phase 3 permission expired.
44.	Within each phase of the site as specified within the agreed S106 phasing plan, no development shall be commenced unless a Construction and Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. The Plan shall include details of the arrangements for the temporary use and/or management (as appropriate) of those parts of the sites awaiting redevelopment. The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1132; and Phase 3 permission expired.
45.	Within each phase of the site as specified within the agreed S106 phasing plan, details of the scheme for the surface water drainage works including the provision of a Sustainable Urban Drainage System shall be submitted to and approved by the Local Planning Authority prior to the commencement of works.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1131; and Phase 3 permission

		expired.
46.	The surface water drainage details shall include that petrol/oil interceptors shall be fitted in all car parking/washing/repair facilities.	No change proposed.
47.	Unless otherwise agreed in writing by the Local Planning Authority, full details of a site wide ecology management strategy and associated pollution prevention strategy shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development.	Not to be carried over. Reason: Phase 1 implemented under permission HGY/2011/2350; Phase 2 discharged under HGY/2014/1130; and Phase 3 permission expired.
48.	Prior to the commencement of development of the site full details of a Japanese Knotweed eradication programme shall be submitted to and approved in writing by the Local Planning Authority.	Not to be carried over. Reason: Fully discharged: HGY/2011/1786
49.	Unless otherwise agreed in writing by the Local Planning Authority prior to the commencement of development, full details of an Environmental Design and Management Strategy shall be submitted to and approved in writing by the Local Planning Authority and unless otherwise agreed in writing by the Local Planning Authority the development shall be carried out only in accordance with the Strategy as approved.	Not to be carried over. Reason: Fully discharged: HGY/2014/2957
50.	At 1 metre outside the windows of any neighbouring habitable rooms the level of noise from plant and machinery shall be at all times at least 5 decibels below the existing background noise levels, expressed in dB (A) at such locations. Where the noise from plant and machinery is tonal in character the differences in these levels shall be at least 10dB (A).	No change proposed.
51.	Technical specification details of the mechanical plant to be installed within the plant areas shown on the submitted floor plans approved, together with an accompanying acoustic report shall be submitted to and approved by the local planning authority prior to installation of this plant. The plant shall not be operated other than in complete accordance with such measures as may be approved.	No change proposed.

52.	Unless otherwise agreed in writing by the Local Planning Authority no commercial roof top facilities shall be in use between the hours of 2300 - 0700 hours any day of the week.	No change proposed.
53.	Any restaurant (A3), public house and wine bar (A4) or takeaway (A5) uses hereby permitted shall not be operated before 0800 or after 2400 hours on any day of the week.	No change proposed.
54.	Prior to construction of the Stadium <u>superstructure</u> further investigations shall be undertaken and approved in writing by the Local Planning Authority of the impact of the construction works on the television reception in the local area: (a) In particular the 'shadow flicker' on existing and future residential occupants within nearby buildings; and (b) the impact of operating cranes on local television and radio reception, microwave and other telecommunications links and radar signals.	See proposed changes underlined. Reason: For clarity.
55.	Full details of the location and appearance of the CHP flues, including height, design, location and sitting shall be submitted and approved in writing by the Council before work on the CHP commences.	No change proposed.
56.	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.	No change proposed.
57.	The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA). Ref: BDRP0001, Version 6, Final, May 2010 and the following mitigation measures detailed within the FRA: i. Reducing the surface water runoff from the	No change proposed.

	<p>site by at least 50% for all storm events up to and including the 1 in 100 year critical storm, taking into account the effects of climate change. The peak discharge must not exceed 150l/s/ha.</p> <p>ii. Provision of storage on site to attenuate all flood events up to and including the 1 in 100 year event, taking into account the effects of climate change.</p> <p>iii. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.</p>	
58.	<p>Prior to the commencement of phase 2 of the development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the 'Remedial Strategy Phase 2 (Central and Stadium) Area Design Note (07.11.2014) prepared by Buro Happold are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action shall be submitted to and approved, in writing, by the local planning authority. :</p> <p>1. A preliminary risk assessment which has identified:</p> <ul style="list-style-type: none"> –All previous uses –Potential contaminants associated with those uses –A conceptual model of the site indicating sources, pathways and receptors –Potentially unacceptable risks arising from contamination at the site. <p>2. A site investigation scheme, bases on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.</p> <p>3. The site investigation results and detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.</p> <p>4. A verification plan providing details of the data that will be collected in order to</p>	<p>See proposed changes in red.</p> <p>Reason: Phase 1 implemented under permission HGY/2011/2350 and Phase 3 permission expired. The schemes relating to (1), (2) and (3) have already been discharged for Phase 2 HGY/2014/1129</p>

	demonstrate that the works set out in (3) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action.	
59.	If, during development, contamination not previously identified is found to be present at the site then no further development (unless agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.	No change proposed.
60.	Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.	Not to be carried over. Reason: Fully discharged: HGY/2014/2957
61.	A minimum footpath width of 4.5m shall be maintained between the building line of the supermarket and the kerb line to the carriageway on Northumberland Park along the entire supermarket frontage to Northumberland Park, unless otherwise agreed in writing by the Local Planning Authority.	Not to be carried over. Reason: Relates to Phase 1 implemented under permission HGY/2011/2350.
62.	Deliveries to the supermarket shall only take place between the hours of 5.00am and 11.00pm on any day. In addition to implementing the noise mitigation measures described in the approved Environmental Statement, Servicing Route A via the junction of Tottenham High Road (A1010) and Northumberland Park (as identified in Figure 4.1, Volume 8 of the approved Transport Assessment) shall be utilised unless otherwise agreed in writing by the Local Planning Authority."	Not to be carried over. Reason: Relates to Phase 1 implemented under permission HGY/2011/2350.
63.	The Supermarket hereby approved must encourage the use of local shopping facilities by allowing local shoppers to stay in the car	Not to be carried over. Reason: Relates to Phase

	park for up to 3 hours.	1 implemented under permission HGY/2011/2350.
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Appendix 4 Current s106 Clauses.

Current Clauses
Phasing Plan.
Carbon Emissions - Completed Development to achieve 44% carbon emissions reduction on 2006 Building Regulations.
Residential units to achieve Level 4 Sustainable Homes Code and rest of development to achieve BREEAM 'Very Good' .
Each phase of the development shall be constructed so as to enable a connection to a CCHP plant to be brought forward in the surrounding area.
THFC to appoint a Travel Plan Co-ordinator for the lifetime of the whole development, submit to the Council where relevant updated Travel Plans for approval, and comply with approved Travel Plans.
Prior to occupation of each phase THFC shall provide electric charging

<p>points (no. & location of points to be approved by the Council) to serve parking spaces to be provided for that phase.</p>
<p>Council to work with THFC and TfL in seeking the agreement of Network Rail to the construction of a new southern ticket hall and entrance to White Hart Lane Station directly accessible from Whitehall Street by 2016 and to the renaming of White Hart Lane Station to a name to be agreed with THFC.</p>
<p>THFC to use reasonable endeavours to ensure that the Considerate Constructors Scheme is implemented and complied with throughout the construction of the whole development.</p>
<p>THFC to undertake survey to identify any adverse impacts to television reception in local area as a result of the development and undertake mitigation as far as practicable.</p>
<p>THFC to pay Council & TfL legal costs.</p>
<p>THFC to commission a Heritage Management Plan (for all heritage assets within the scheme) & submit to the Council for approval. THFC to bind successors in title to the provisions of the Management Plan.</p>
<p>Nos. 744-750 High Road – THFC to complete a survey identifying external enveloping works & subject to Council approval, complete the external works.</p>
<p>THFC to layout and open for public use for not less than 364 days a year the Heritage Public Access Space in the vicinity of 744-750 High Road.</p>
<p>Nos. 796 & 810 High Road – THFC to complete a survey identifying external enveloping works & subject to Council approval, complete the external works within 1 year of that approval.</p>
<p>Nos. 797, 799, 806, 807, 818, 820 & 822 High Road – THFC to complete a survey to set out repair and restoration works needed together with a timetable for carrying the works. Subject to Council approval, carry out the works within 5 years of the date of the s106.</p>
<p>THFC to ensure that all contractors and occupiers of Development to reflect principles & objectives of the Haringey Guarantee Programme.</p>
<p>THFC and contractors to liaise with the Council, Foundation and training agencies on job opportunities & skill needs.</p>
<p>THFC to aim to ensure all new permanent jobs and construction jobs are made available first to Haringey residents (& to agree a mechanism with the Council for advertising jobs).</p>

<p>THFC to use reasonable endeavours to achieve via its contractors and sub-contractors employed to construct the Development a target of 50 apprenticeships are offered to residents in construction and related skills during the period of construction and to liaise with the College of Haringey, Enfield and North-East London in securing the offer of those apprenticeship places.</p>
<p>THFC to provide 10 non-football (non-construction) apprenticeships for 6 years & 75 jobs for a year for 6 years for Tottenham Area residents.</p>
<p>THFC to organise supply chain workshops – 4 a year for 8 years to advise Tottenham businesses how to obtain contracts arising from the development.</p>
<p>A10/1010 Town centre management Programme – THFC to ensure supermarket operator will provide a dedicated person to act as a town centre manager with responsibility for agreeing with the Council and implementing the Town Centre Management Programme on the A10/1010 corridor between the North Circular Road (in Enfield) and Monument way (in Haringey) with the projects to be agreed between the Council and LB Enfield. Supermarket operator to guarantee performance and funding for 6 years from occupation of Supermarket.</p>
<p>THFC to implement approved temporary land uses – including publicly accessible open space, sport, leisure uses and landscaping on the cleared land not required for the Northern Development.</p>
<p>THFC to commission utility service diversions and dedicate appropriate land in its ownership to adjoining Northumberland Park for public highway use.</p>
<p>Council will undertake in accordance with agreed timetable and start date highway improvements on Northumberland Park & High Road (estimated cost £1.06m).</p>
<p>Council will consult and implement a Controlled Parking Zone to deter on-street parking by supermarket shoppers (estimated cost £0.33m).</p>
<p>THFC will repay to the Council the cost of the highway and CPZ works incurred by the Council related to the Northern Development up to a maximum of £1.39m if it abandons its plan to bring forward a Stadium in Tottenham.</p>
<p>THFC will demonstrate to the Council how land/development value achieved by THFC from the Northern Development contributes towards the delivery of the new Stadium as proposed in the viability report submitted by THFC dated 15 Dec. 2011.</p>

<p>THFC will demonstrate to the Council how any land/development value estimated as likely to be generated by the Southern Development contributes towards the delivery of the new Stadium as proposed in the viability report submitted by THFC dated 15 Dec. 2011.</p>
<p>THFC commit to enter into a s278 agreement with LB Enfield to fund CPZ and highway/signage improvements (estimated cost £477,000) and the Council will work jointly with THFC & LB Enfield to explore the opportunity to deliver cost savings via co-ordinated implementation with the CPZ in LB Haringey.</p>
<p>Council to consult on and implement a CPZ to deter on-street parking by Stadium users on event days.</p>
<p>Council to undertake highway/environmental works and improvements on Worcester Avenue.</p>
<p>Council to undertake pedestrian route and crossing improvements in the vicinity of Northumberland Park Station (at estimated cost of £0.2m).</p>
<p>THFC to operate a Stage 1 Shuttle Bus to Victoria and Piccadilly Line Stations and implement an extended service (Stage 2) if necessary as a result of the Event Day Monitoring Programme.</p> <p>The Council and TfL will work with THFC to identify and provide appropriate access, parking and waiting arrangements on adopted public highways, including the use of bus lanes, to encourage the fullest possible use of the Stadium Shuttle Bus Services.</p>
<p>THFC to implement all approved measures within the Stadium Travel Plan, including the Home Supporter Coach Initiative, the Retention of Visitors Measures Plan and Transport, Marketing and Communication Strategy.</p>
<p>THFC to fund and implement additional measures approved by the Council if, at the end of the first football season following the opening of the Completed Stadium, less than 77% of the spectators at the Stadium travelled by non-car mode for the main part of their journey. Surveys to be repeated each season and additional measures submitted to the Council for approval and then subsequent funding by THFC and implementation by THFC, the Council or others as appropriate)with THFC providing required funds to the Council or others as necessary) until such time as the non-car transport mode share has consistently been 77% or higher for 5 consecutive seasons.</p>
<p>Council to promote stopping up of Bill Nicholson Way & Paxton Road and any TROs (including for Worcester Avenue) required for the new Stadium.</p>

TfL to use best endeavours to fund and implement passenger gateline capacity improvements (including a 3 rd escalator) at Tottenham Hale Station .
THFC to operate and fund measures with an approved Local Area Management Plan (covering geographical area to be agreed by the Council) to minimise adverse environmental impacts and nuisance to residents and business which are otherwise likely to be adversely affected by the use of the Stadium for Major Events.
THFC will complete the Podium and Public Access Space and allow public access at all times on 364 days a year (and to public toilets that shall be open for public use from 8am-8pm – or longer as necessary for Stadium Events) in accordance with a management plan approved by the Council.
THFC to procure that the Foundation will develop a programme for a minimum of 12 community events a year to be run (in consultation with the Council) on the Podium and Public Access Space for 6 years from the opening of the completed Stadium.
THFC to host monthly free educational visits during construction and when completed for local schools and community groups.
THFC to give priority to 2,500 Haringey and 2,500 Enfield residents in allocating additional season tickets .
THFC will not charge any Haringey or Enfield resident to be on the waiting list for season tickets .
THFC to continue existing scheme offering free tickets to local children through achievement attained on Foundation programmes.
Council to use reasonable endeavours to secure the re-naming of the section of White Hart Lane east of the Station to the High Road to a name to be agreed with THFC.
Council will seek Network Rail's agreement to fund selective door opening a Northumberland Park Station to facilitate stopping for longer trains .
Council will actively promote with Network Rail and the Department of Transport the upgrade of the West Anglia Mainline to provide enhanced match day rail services.
Council will promote with Network Rail, the Department of Transport and any future rail operator the replacement of existing rolling stock as part of the franchise tender to provide an increase of at least 20% in rail passenger capacity on services serving local stations.

Council and TfL will work expeditiously to complete analysis of existing and predicted traffic flows and depending on results implement a scheme to **optimise traffic signalling and flows in the A10/A1010 corridor** from the North Circular to Monument Way taking all transport modes into account.

THFC to procure the operation of a **Car Club** (size, membership criteria and no. of Car Club parking spaces to be agreed with Council) for 3 years from first occupation of the residential development and provide marketing literature for 3 years to publicise the Car Club. THFC to pay the cost of membership for one year of all first residential occupiers living in the development who elect to join the car club.

THFC to offer lease to the successor body to the Central London Primary Care Trust (or an agreed alternative public sector healthcare provider) at least 1,000sqm. floorspace (GIA) in the Southern Development fitted out to an agreed specification with the PGT of proposed lessee to be suitable for use as **healthcare centre**, The lease to be offered should be for a minimum of 25 years (unless otherwise agreed between the parties) on market terms but with the inclusion of a rent-free period for the first 6 months of the lease. It is at the PCT successor's discretion whether to take up the offer of the lease.

Planning Sub Committee 22nd June 2015

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1.1 APPLICATION DETAILS	
Reference No: HGY/2014/3139	Ward: Crouch End
Address: 161 Tottenham Lane N8 9BU	
Proposal: Retention and renovation of the existing Tottenham Lane façade and side façade and erection of two additional floors comprising 6 x residential flats (Class C3) and 47sqm of flexible retail (Class A1) office floor space (Class B1(a)) and a building comprising 3 x 2 storey houses (amended plans) (amended description)	
Applicant: SecureA Sale Ltd	
Ownership: Private	
Case Officer Contact: Valerie Okeiyi	
Site Visit Date: 11/12/2014	
Date received: 04/11/2014	Last amended date: 13/03/2015
Drawing number of plans: 2 (01)00 Rev A, 2 (03)00 Rev A, 2 (03)01 Rev A, 2 (03)02 Rev A, 2 (04)00 Rev A, 2 (04)01 Rev A, 2 (04)02 Rev A, 2 (04)03 Rev A, 2 (05)00 Rev A, 2 (05)01 Rev A, 2 (05)02 Rev A, 2 (12)00 Rev F, 2 (12)01 Rev F, 2 (12)02 Rev F, 2 (12)03 Rev F, 2 (12)04 Rev F, 2 (13)00 Rev C, 2 (13)01 Rev E, 2 (13)02 Rev E, 2 (13)03 Rev D, 2 (14)00 Rev D 2 (14)01 Rev F & 2 (14)02 Rev D	
1.2 This planning application is being reported to Committee at the request of local member of the Planning Sub-committee. The application is also being reported as it will be subject to a S106/ legal agreement.	
1.3 SUMMARY OF KEY REASONS FOR RECOMMENDATION	
<ul style="list-style-type: none"> • The principle of providing residential use with a small A1 (Retail) or B1a (Office) is considered acceptable including the associated dwelling mix and density of the scheme. • The residential accommodation would be of an acceptable layout and standard meeting the necessary internal floorspace standards and providing external amenity space. • The less than substantial harm caused by the roof extension has been given considerable weight and is considered to be outweighed by the retention of the art deco facade and is also outweighed by the benefits of finding a viable use of the site and from its contributions to the regeneration of this part of Tottenham Lane. • In terms of impact on the residential amenity of neighbouring properties the proposal is considered acceptable and would not cause unacceptable overlooking or loss of privacy or affect daylight/ sunlight/ visual amenity. • The scheme will have no adverse impact on the surrounding highway network or on car parking conditions in the area. 	

2. RECOMMENDATION

- 1) That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated authority to issue the planning permission subject to the prior completion of a Section 106 Legal Agreement.
- 2) That the section 106 legal agreement referred to in the resolution above is to be completed no later than 30 August 2015 or within such extended time as the Head of Development Management shall in her sole discretion allow; and
- 3) That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions imposed on application ref: HGY/2014/3139 including;

Conditions

- 1) Implementation within 3 years;
- 2) Development to be carried out in accordance with approved plans;
- 3) Precise details of the materials;
- 4) Details of soft and hard landscaping;
- 5) Details of boundary treatment;
- 6) Detailed scheme for the provision of refuse and waste storage arrangements;
- 7) Details of site levels;
- 8) Details of land contamination;
- 9) Land contamination/ remediation;
- 10) Code Level 4:
- 11) Construction Management Plan (CMP)
- 12) Details of any air conditioning plant, mechanical ventilation equipment;
- 13) Central satellite system;
- 14) Details of green roof;
- 15) Details of external lighting;
- 16) Cycle facilities to be provided in accordance with the approved details.

Informatives

- 1) Thames Water
 - 2) Asbestos Survey
 - 3) Hours of Construction
 - 4) Community Infrastructure Levy
 - 5) Naming & numbering
 - 6) Party Wall Agreement
 - 7) Shopfront & Adverts
 - 8) Land Ownership
 - 9) Pruning works to Leyland cypress
- 4) In the event that the Planning Application is refused for the reasons set out in resolution above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations,

- (ii) The further application for planning permission is submitted to and approved by the Head of Development Management within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement(s) contemplated in resolution (1) above to secure the obligations specified therein.

S106 Heads of Terms

- 1) £7,000 towards the future review of the existing Crouch End Controlled parking zone
- 2) No residents therein will be entitled to apply for an on street residents' parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.
- 3) Three years free membership to a local Car Club and £50 (fifty pounds) car club credit for each unit, evidence of which must be submitted to the Transportation Team.

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

3.1 The proposed development is for the retention and renovation of the existing Tottenham Lane facade and side façades and the erection of two additional floors comprising 6 x residential flats (Class C3) and 47sqm of flexible retail (Class A1) /office floor space (Class B1(a)). The proposal is also for the erection of 3 x 2 storey houses mews houses to the rear of the site. The application has been amended since initially submitted and includes the following changes:

- Mews houses are now to be constructed of brickwork, instead of timber and zinc;
- Mews houses are now stepped in height therefore lowering the overall height of the end house next to the boundary with Fairfield Road properties;
- Ground levels of the area to be occupied by the mews houses have been lowered to the same level as the adjacent site at 159 Tottenham Lane;
- First floor of unit 1 is now set in by 1m from the Fairfield Road boundary with the facing wall now to have a green wall;
- Balcony to Unit 1 removed;
- The side facades of the existing building are to be retained with existing windows replaced, updated or bricked in;
- The existing front facade retained will be renovated and windows replaced and updated;
- The principle cladding material to the main building will now be brick and the two additional floors will be in a glazed curtain wall system;
- The lift overrun has been reduced and now will be less than 300 mm above the parapet;
- The position of the trees have been amended to reflect the Landmark Tree report;
- In terms of fire safety a dry riser system is now included where the outlet for the dry riser is no more than 45m from furthest point of unit 9.

Site and Surroundings

3.1 The application site comprises a ground plus two storey office building located on the southern side of Tottenham Lane. The building was last occupied as an office (Class B1a) in connection with North London Newspapers. The building has a cream stucco art deco facade fronting Tottenham Lane and red brick facade to the rear. The rear of the building comprises of hardstanding which sits on higher ground in comparison to the adjoining site (159 Tottenham Lane) which is currently used as a carwash.

3.2 The site backs onto the residential properties on Fairfield Road with the gardens of 3 residential properties directly abutting the site. A wire security fence divides these residential gardens from the hard paving located at the back of the site. Along the western boundary the site adjoins the Kwik Fit garage with a solid brick wall running along this entire side elevation with part of this boundary wall to the rear used for graffiti art.

3.3 Tottenham Lane consists predominantly of three storey terraced buildings comprising of ground floor retail / office floorspace with residential / ancillary uses at the upper levels. To the west of the site is a side alley, which is owned and used as external seating space and emergency access in connection with the Art House Cinema with the carwash facility at 159 located next to this.

- 3.4 Directly opposite the site is the YMCA building; a large 5 storey building located on a corner. The site's immediate context includes a number of sites which have recently been subject to planning applications for change of use and redevelopment.
- 3.5 The site is not located within a conservation area however the southern boundary of the site adjoins the Crouch End Conservation Area. The site is located approximately 100m to the east of Crouch End Town Centre. The site has a Public Transport Accessibility Level (PTAL) rating of 4, which indicates good access to public transport.

Relevant Planning and Enforcement history

- 3.6 HGY/2014/1123 - Prior approval for change of use of property from B1 (a) (offices) to C3 (residential) – Approved - 17-06-14. (Comment: The above prior notification comprised of 6 residential units).

4.0 CONSULTATION RESPONSE

- 4.1 The following were consulted regarding the application:

Internal:

- 1) Enforcement
- 2) Conservation Officer
- 3) Arboricultural Officer
- 4) Cleansing
- 5) Housing Design and Major Projects
- 6) Building Control
- 7) Contaminated Land
- 8) Transportation Group

External:

- 9) Thames Water
- 10) London Fire Brigade (Edmonton)

- 4.2 The following responses were received:

Internal

- 1) Contaminated land – The Officer raises no objection and recommends the following conditions;
 - Contaminated land part A and B;
 - Control of construction dust;
 - Informative/ asbestos survey
 - 2) Conservation Officer - The site lies outside the Crouch End Conservation Area. Whilst the proposal would introduce a certain bulk to the existing building, this would correspond to the scale of the adjacent buildings. In addition, there is merit in the retention of this rather attractive Art Deco style building. Overall, whilst the proposal would have an impact on the setting of the conservation area, it would cause less than substantial harm to it. This should be weighed against the public benefits of the scheme.
- Transportation - The highway and transportation authority would not object to this application subject to the imposition of the following;

- S106 towards the amendment of the Traffic Management Order;
 - The applicant/developer to offer all new residents of the proposed development three years free membership to a local car club;
 - S106 towards the future review of the existing Crouch End Controlled parking zone
- 3) Cleansing (West) – Officer asks that the commercial waste is not separated from the domestic waste.
- 4) Arboricultural Officer - has no objection to the updated plans and made the following comments
- The investigations carried out on site have confirmed that the retaining boundary wall is of a depth to restrict rooting into the site. The trial pits excavated adjacent to the trees show no roots are present in the site;
 - The proposed pruning of T3 to facilitate the proposed development should not have a detrimental impact on the tree. T3 is an early mature Leyland cypress, which appears healthy for its age and species. Leyland cypresses will tolerate significant pruning without serious injury. The proposed pruning works must be carried out sensitively taking into consideration natural target pruning techniques. The pruning works must also be carried out under the supervision of the arboricultural consultant.
- 5) Building Control - Made the following comments in respect of emergency access:
- There will not be a problem with erecting scaffolding within the emergency egress route as long as the minimum egress width remains unobstructed.

External

- 6) Thames Water – Made the following comments/ raise no objection:
- With regards to sewerage infrastructure and water infrastructure capacity raise no objection;
 - With regards to surface water drainage where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required;
 - Imposition of planning condition - piling method statement details;
 - Recommend an informative regarding minimum pressure in the design of the proposed development.
- 7) London Fire Brigade - Is satisfied with the proposals for fire fighting access on reviewing the updated plans and 'Statement of Compliance with Part B5 of the Building Regulations'. The London Fire Brigade strongly recommends a sprinkler system for the new development.

5.0 LOCAL REPRESENTATIONS

- 5.1 The application was publicised by way of 490 letters. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 61
Objecting: 60
Supporting: 1
Others:

5.2 The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

Principle

- More retail space is not needed;
- Development is too dense for the site area;

Design & Appearance

- Excessive height of the building;
- Proposed front building would be totally out of scale with adjacent buildings;
- Proposed height is out of proportion to its short/narrow frontage/length leading it too looking like a matchbox;
- Proposal would appear significantly higher than the YMCA from the rear (2012 Planning Inspectors report on 163 Tottenham Lane dismissed scheme and said that the YMCA building should not to be considered a precedent for the area;
- Roof form does not reflect the adjoining buildings and surroundings;
- Flat roof of the proposed building is made higher by extra height of the rooftop housing of the lift mechanism and plant equipment;
- Proposal pays little respect to the local context and its historical significance;
- Lack of consideration to adjacent conservation area;
- Design of the scheme would be out of character with surroundings;
- Proposal does not constitute good design and does not enhance the built environment;
- In terms of material the proposed development has no regard to the Tottenham Lane Design Framework;
- Proposed dark grey zinc cladding is inappropriate;
- Detriment to the street scene, especially in relation to views gained from the north east of Tottenham Lane;
- Development would tower over both adjacent buildings on Tottenham Lane;
- Proposed houses at the rear do not reflect the form, rhythm or massing of the surrounding area;
- Rear houses would be ugly;
- Poor layout of mews houses;

Amenity

- Development fronting the street would be twice as high and result in very significant visual intrusion;
- Detriment to the quality of life of the people living in the vicinity;
- Proposed rear two storey house wall would lead to serious visual intrusion and lead to loss of light for Fairfield Road's gardens;
- Balconies of the flats on the rear of the front building will overlook the small rear garden of 22 Fairfield Road reducing privacy for the residents of Fairfield Road;
- Proposal would result in a two storey blank wall built up against small existing gardens, creating a looming, dark and oppressive solid mass for existing residents;
- Proposal would overshadow gardens of properties on Fairfield Road;
- Visual intrusion to properties on Fairfield Road;
- Overshadowing of Art House cinema next door;
- Noise pollution from houses, gardens and balconies of the development;
- Not enough information on the roof mounted air conditioning units proposed with regard to noise impact;
- Crammed development results in poor amenity for future occupants;

- Flats 6 and 8 of the development have only 6 sq.m. of amenity space which is inappropriate for 3 people;
- Duplex has a very small rear garden;
- All the proposed houses and half of the flats will be single aspect;
- Poor outlook for the future occupants of the development;
- Proposed small garden would be overshadowed by surrounding buildings;

Parking & Access

- No parking provision for the proposed accommodation;
- In addition to the new multi-screen cinema and the proposed housing development on the car wash site, this high density housing development will put further strain on the parking problems in the area;
- Concerns in respect of emergency access/ fire escape;
- Proposal would result in safety concerns as the site as existing is very secure and inaccessible to anyone without a key;

Other

- Security risk;
- Proposed green wall for the far end house could not be adequately maintained
- Impact on protected trees in the conservation area;
- No thoughts for future needs of school place;
- No affordable housing provision;
- No tree survey carried as all trees in conservation area are protected;
- Maintenance of boundaries with Fairfield Road gardens, hasn't been sufficiently considered;
- There is a planning precedent after the rejection of the proposed development at 163 Tottenham Lane on appeal.
- Inadequate consultation – Additional consultation was carried out after revised plans were submitted
- No community consultation carried out – A Development Management Forum was held on February 25;
- A large number of inaccuracies in the Planning Statement and the Design and Access Statement – The design and access statement and plans have been further revised to address any inaccuracies.

5.3 The following issues raised are not material planning considerations:

- Concerns the proposal would effect the foundations of the property at 22 Fairfield Road – This is not a material planning consideration;

5.4 The following ward Councillor (Cllr Sarah Elliot) made representations on the application, as summarised below:

- Density of scheme out of keeping with the surrounding area;
- Scale and design out of keeping with the surrounding area;
- Other approved developments such as the carwash should be taken into account when considering the overall appearance of this stretch of Tottenham Lane;
- The development would impact adjacent trees;
- The development will exacerbate parking problems in the area.

6. MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the proposed development are:

1. Land use and density;
2. Design and form;
3. Impact on the Character and Appearance of the adjoining Conservation Area;
4. Impact on the amenity of adjoining occupiers
5. Residential mix, quality of accommodation;
6. Affordable housing;
7. Access, parking and highway safety;
8. Impact on trees;
9. Sustainability;
10. Waste Management;
11. Planning Obligations.

Land Use and density

6.2 Local Plan Policy SP0 supports the broad vision of the NPPF and states that the Council will take a positive approach to reflect the Government's policy of presumption in favour of sustainable development. Therefore, planning permission will be granted by the Council for development that is sustainable unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

6.3 The principle of changing the use of the building from B1 (a) offices to C3 residential has in part been established via a 'prior approval' application (ref: HGY/2014/1123) for a change of use from Class B1a (office) use to (Class C3) to residential, approved in June 2014. This 'prior approval' scheme was for the conversion of the building into 6 residential units. The use of the site for residential accommodation is also considered acceptable in that it in part re-uses an empty building on a vacant brownfield site next to a town centre. Furthermore, the scheme optimises the potential of this site which is located in an area with good access to public transport (PTAL 4) in close proximity to a range of services. The proposal also contributes towards the meeting the Borough's housing needs in accordance with London Plan policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Supply', which has a target of providing 1,502 new homes a year in Haringey; in addition to local plan policy SP2 'Housing',

6.4 The site is not located within a 'Defined Employment Area' but previously housed an employment generating use. Paragraph (c) of saved UDP policy EMP4 'Non Employment Generating Uses' seeks to ensure that when planning permission is granted to redevelop or change the use of land and buildings in an employment generating use, the redevelopment or re-use of such land would retain or increase the number of jobs permanently provided on the site and would result in wider regeneration benefits.

6.5 In this instance given there was a previous employment use on site 0 and also in part given the constraints of the site/ building (namely a ground floor positioned against the back edge of the pavement), a B1a (Office) or A1 (Retail) is considered appropriate here.

6.6 In this instance as the office floorspace has been vacant since October 2013 with the associated employment lost the redevelopment of the site here will ensure an element of employment is re-provided on site.

- 6.7 While concerns have been raised about the introduction of a retail unit here, given as outlined above, the building has had a commercial frontages onto Tottenham Lane and is located next to Crouch End Town Centre, a mixed-use development with a small A1 (Retail) or B1a (Office) is considered acceptable. It is important to bear in mind that this section of Tottenham Lane while outside the confines of the town centre has commercial/ retail activity at ground floor level and as such is linked to the town centre. A ground floor use here will also enable the development to have an active frontage following a similar pattern of development in the area.
- 6.8 The proposals here would involve a considerable investment to this part of Tottenham Lane and would be in accordance with the planning aims of the 'Tottenham Lane Design Framework' 2005 which encourages mixed-use development.
- 6.9 As such given the historical use of this site, its location and its constraints a residential scheme with a flexible A1 (Retail)/ B1a (Office) in part of the ground floor is considered appropriate.
- 6.10 Policy 3.4 of the London Plan encourages the optimisation of housing output for different types of location. Table 3.2 sets out broad ranges of densities in relation to different types of area and public transport accessibility. The density of the proposal in terms of habitable rooms per hectare would be approximately 510 habitable rooms per hectares (HRH). The London 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. In this instance the density would be acceptable being in mind the site's urban location with good access to public transport (PTAL 4).

Design and Form

- 6.11 Policy 3.5 of the London Plan seeks to enhance the quality of local places taking into account local character and density. Local Plan policy SP11 and saved UDP policy UD3 include similar requirements. Policies 7.4 and 7.6 of the London Plan also require that design takes into account context. Local Plan policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. To achieve this development is required to respect its local context and character and historic significance and to contribute to the creation and enhancement of Haringey's sense of place and identity.
- 6.12 The proposed development seeks to retain and refurbish the front and side facade of the main building fronting Tottenham Lane with two additional floors added to the existing form of the building, with the top floor as seen from Tottenham Lane recessed. The facing material to the two additional floors will be in a glazed curtain wall system with part brick. The window frames and balustrade will be in metal.
- 6.13 The proposed development includes the retention of the attractive stucco art deco facade which would be restored and this is strongly supported. This arrangement including the set back of the additional floor 2m ensures the form and appearance of the existing building is respected and the additional mass created by the new floors will have minimal effect on the appearance of the building as seen from street level. The existing facade of the building has a strong vertical emphasis and as such the new addition will provide a visual contrast to its appearance. Incorporating simple/ modern additions to historic buildings is often seen as the best design approach when dealing with the historic built environment.

- 6.14 The use of high quality materials is however considered to be the key to ensuring that the resulting appearance of this scheme is of high quality and therefore a condition will be imposed seeking details and samples of all materials to be agreed prior to commencement of the development.
- 6.15 A number of concerns have been raised in respect of the height of the building. Officers however consider that the issues of overall massing in terms of townscape impact has been appropriately addressed. The height and massing of the main building is considered to be in keeping with its surroundings and is reflective of building height established in respect of the approved scheme for the site at 159 (ref: HGY/2014/0484). While specific concerns were raised in a 2012 appeal decision for a five storey mixed use development on the Kwik-Fit site next door, Officers view the scheme here to be materially different in that it is one storey lower. In this case the Inspector acknowledged that the set back of the fourth and fifth storeys would be set back to help disguise the overall height. He went on to say that he was not persuaded that it would be completely successful in doing so.

“The proposed front block would be of five storeys. In terms of its actual height, it would be higher than either of the adjoining buildings. To mitigate this the fourth and fifth storeys would be set back from the frontage, the fifth storey by a considerable distance. Whilst this setback would help to disguise the overall height of the proposed front block I am not persuaded that it would be completely successful in doing so. I saw during my visit that Tottenham Lane rises as you travel to the north-east, and from locations around Inderwick Road the proposed fifth storey would be clearly visible, extending for almost the full width of the proposed block. Whilst the proposed building on the vacant plot at 159 Tottenham Lane has a fifth story, this is of a far smaller scale and, notwithstanding that it lies opposite a junction, would be less obtrusive than that proposed for the appeal site. The proposed block would also appear out of keeping with the more modest scale and mass of the parade next to the YMCA building.” Para. 7 - APP/Y5420/A/12/2168352 - 7 August 2012

- 6.16 While the development here will be taller than the Art House Cinema building (the former Salvation Army “Citadel”) the visual frame of two taller buildings to either side will not detract from the form, character and appearance of this stand alone symmetrical building. This building in question is not listed nor within a conservation area.
- 6.17 The proposed development also seeks to erect 3 x 2 storey flat roofed mews houses to the rear of the main building. The heights of these buildings are stepped in height moving towards the boundary of the gardens of Fairfield Road properties. The side flank wall of the nearest house (unit 1) would be built against the rear boundary of the gardens of 22 and 24 Fairfield Road with the first floor set back by 1m from this boundary. The first floors of these buildings are broken up and are smaller than their ground floor footprints. These houses would be faced in brick with green roofs and would have metal framed windows and balustrades. The materials proposed are considered acceptable and sensitive to the site’s context. The detailed materials here will also be subject to a condition.
- 6.18 The houses here are centred on a courtyard/ mews arrangement sitting at right angle to Fairfield Road gardens and the main building. The development here optimises this part of the site which currently has hard landscaping, while at the same time being sensitive to the amenity of neighbouring properties. Modern contemporary mews housing is a common development/ design approach for backland sites of this nature, with many good examples to be found in Crouch End (i.e. Frederick Mews).

- 6.19 The design of the mews houses are simple in appearance with the stepped appearance and recessed element at first floor level providing interesting visual articulation. The mews houses will be substantially smaller in scale to surrounding buildings and as such will not be overly bulky or out of scale in relation to the site and its surroundings.
- 6.20 Overall the design, massing, form and choice of materials of the proposed development are acceptable and sensitive to the visual amenity and character of the area; in accordance with London Plan policies 7.4 and 7.6, Local Plan policy SP11 and UD3.

Impact on the Character and Appearance of the adjoining Conservation Area

- 6.21 The Legal Position on impacts on heritage assets is as follows, and Section 72(1) of the Listed Buildings Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area." Among the provisions referred to in subsection (2) are "the planning Acts"
- 6.22 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.23 The Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.24 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final

balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

- 6.25 NPPF chapter 12 'Conserving and enhancing the historic environment' and London Plan policy 7.8 'Heritage Assets and Archaeology' states that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. Similarly Local Plan policy SP12 seeks to ensure the conservation of heritage assets, their setting, and the wider historic environment. London Plan policy 7.4 'Local character and 7.6 'Architecture' require development proposals to be of the highest design quality and have appropriate regard to local context.
- 6.26 The policy tests above concerns development within a conservation area but also covers development that affects the setting of a conservation area, including significant views into or out of the area.
- 6.27 The Conservation Officer has set out that less than substantial harm is caused to the adjoining Conservation Area by the bulk of the proposed roof extension. This less than substantial harm has been given significant weight. It is considered that the retention of the art deco facade outweighs the less than significant harm.
- 6.28 The site's presence next to a conservation area does not preclude development from taking place, nor does it require it to imitate a particular style. As outlined above simple/ modern additions to historic buildings/ the historic built environment is often seen as the best design solution rather than a mock or pastiche of an earlier style.
- 6.29 In this particular instance it is also important to bear in mind that there is no specific uniformity in terms of buildings heights and styles along this part of Tottenham Lane. Rather its character is of varied styles, scales and types of buildings. Equally views from within the conservation area from Fairfield Road properties is a view of the backs of buildings of various heights, forms and styles with some much taller buildings sitting next to the boundary of the conservation area, most of which are of functional, utilitarian appearance.
- 6.30 There are no significant views into or out of the conservation area obstructed by the proposed development. The position of the mews development and its scale and choice of materials will not cause harm to the character or appearance of the area.
- 6.31 The particular strength of this scheme is the retention of the art deco facade and the less than substantial harm caused is outweighed by the benefit of the retention of the art deco facade.

Impact on the amenity of adjoining occupiers

- 6.32 London Plan policies 7.6 and 7.15 and saved UDP policies UD3 and ENV6 require that development must not cause unacceptable harm to the amenity of surrounding land and buildings and the residential amenity of adjoining occupants in terms of loss of daylight, sunlight, privacy and overlooking.
- 6.33 The application here is supported by daylight and sunlight analysis in accordance with BRE 'Site Layout Planning for Daylight and Sunlight'. In this particular case the development will not breach a 25 degree angle test measured from the centre of the lowest window to the properties on Fairfield Road. In this particular case it is important to bear in mind that the backs of the garden of the properties in question are north-west

facing and are in the line of vision of the taller Kwik Fit garage building and as such will receive limited sunlight from this direction.

- 6.34 The part of the development sitting next to garden boundaries in question is sited and designed to be sensitive to the amenity of adjoining properties and gardens. As pointed out above the building heights of the mews houses are stepped, reducing in height moving towards the boundary line. The side flank wall of Unit 1 would be built against the rear boundary of the gardens of 22 and 24 Fairfield Road with the first floor set back by 1m from this boundary. This first floor side element would have planting running along its side to soften the building face. The ground level to this area of the site has been lowered as per the amended plans to the same level as the adjacent site at 159 Tottenham Lane, with the floor level of unit 1 matching the level of the Fairfield Road gardens.
- 6.35 The rear facing windows to the properties on Fairfield Road are 20m away from the side of the Unit 1. As pointed out above given the orientation of the side of Unit 1 (due north-west) and the sun's trajectory the presence of a wall here will not affect sunlight or lead to overshadowing of the gardens in question. The mews houses are sited at right angles to the Fairfield Road gardens / properties as such minimising overlooking. The balcony at first floor level to Unit 1 has been removed with the balconies to unit 2 and 3 recessed to minimise overlooking.
- 6.36 Given the distances in question between the back of the additional floors to the main building and the gardens in question (approximately 49m) there would be no material loss of amenity. The positioning of the buildings/ extensions will not affect the functioning of the commercial uses to either side, namely the Art House Cinema and Kwik Fit garage. The positioning/ footprint of the proposed scheme on site is also not an unusual relationship between properties in an urban environment of this nature; similar to that currently found along Tottenham Lane.
- 6.37 The potential noise emanating from the amenity space of the new houses and flats would not exceed a level of noise and disturbance over and above that of a typical dwelling/flat in an urban location. Equally such additional noise would not be above current background noise associated principally with road traffic noise and that associated with the activities with the commercial uses surrounding this site.
- 6.38 In this particular case any external plant or air conditioning equipment installed would require separate planning consent.
- 6.39 Overall it can be demonstrated that there will be no adverse infringements to daylight/ sunlight of the nearby residential properties and gardens in question given the position of the development due north-west of the affected gardens/ properties and also the distances in question. Officers view that the siting, form and design of the scheme coupled with the later amendments to the scheme address the many concerns raised in respect of visual amenity. As such the scheme is considered to be in accordance with London Plan policy 7.6 and saved UDP policy UD3.

Residential Mix & Quality of accommodation

- 6.40 London Plan policy 3.8 highlights that new developments should offer a range of housing choices in terms of the mix of housing sizes and types. Local Plan policy SP2 states that high quality new residential development in Haringey will be provided by ensuring that new development provides a range of dwelling types and sizes to meet local housing requirements. London Plan policy 3.5 requires the design of all new

housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.

- 6.41 The proposed development provides 5 x 2-bed/3 person, 3 x 2 bed/4 person and 1 x 3-bed units. Although there is only one family unit proposed and no one bed units, the dwelling mix which includes very large 2 bed units is considered acceptable given the location of the site and its constraints.
- 6.42 The size of each unit exceeds the minimum standards as set out in table 3.3 of London Plan policy 3.5. The minimum standards prescribed for individual rooms also conform comfortably with these standards.
- 6.43 All of the units are well proportioned and laid out and provide an acceptable level of amenity for future occupiers of a development within an urban setting. The units would have balconies, winter gardens or private gardens which meet the requirements set out in the Housing Design Guide (2010). All units have also been designed to meet Lifetime Homes Standards.
- 6.44 Given the nature of the site, its urban location and the presence of the Kwik Fit garage next to it, there are constraints resulting in the mews houses being single aspect units with some of the flats also single aspect. The front elevation of the mews houses are however well pulled back from the side of the Kwik Fit building facing into a courtyard which is subdivided to form private gardens with planting to create a more pleasant aspect and outlook. The front elevation of the mews houses will benefit from generous floor to ceiling height glazing to maximise natural light to the rooms in question. The houses will also benefit from natural light via the glazed flat roofs to the winter gardens. Equally the generous glazing to the proposed flats will ensure they receive adequate natural light.
- 6.45 It is important to bear in mind that while the Mayor's Housing Design Guide strongly encourages dual aspect units it recognises that where single aspect dwellings are proposed it needs to be demonstrated that good levels of ventilation, daylight will be provided to each habitable room and kitchen; which is considered to be met here.
- 6.46 The overall layout and access arrangements to the scheme are also considered acceptable. The entrance to the flats and mews houses would be clearly distinct from the entrance to the commercial unit. The entrance to the flats and houses will be made secure via an internal security door. The refuse/recycling enclosure will be set inside the security entrance facing onto Tottenham Lane.
- 6.47 Along this side passageway serving the flats and houses a secure and enclosed communal bike store would be located. This access way is also ramped to allow ease of movement for disabled users and bicycles. The commercial unit would benefit from a storage area to the rear which could potentially be used as cycle storage for the commercial unit.
- 6.48 Overall the proposed scheme will provide an acceptable residential mix and provide an acceptable standard and layout of accommodation for its future occupants.

Affordable Housing

- 6.49 In line with London Plan policies s 3.9, 3.10, 3.11, 3.12 and 3.13, Local Plan Policy aims to provide affordable housing by:
- Achieving 20% affordable units on sites of 1 - 9 net units in line with Local Plan Policy SP2
 - Using a residual land value approach, with the difference in value of providing an affordable unit included, in order to establish a robust per unit contribution that reflects both the 20% requirement in the policy, and availability of the borough in line with the newly adopted Planning Obligations SPD (2014)
- 6.50 Paragraph 173 of the NPPF seeks to ensure viability, the cost of any requirements for affordable housing, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.
- 6.51 Whilst in most cases Affordable Housing, as part of a S106 Agreement, is located on the application site, there is provision in the newly adopted Planning Obligations SPD (2014) to allow for an off-site contribution on sites for 1 – 9 units where it would not be practicable to provide on-site affordable housing.
- 6.52 The Ministerial statement is a material consideration to which the Council will have to give regard to in relation to this application. Determination of the application will need to be in accordance with the statutory development plan unless material considerations indicate otherwise. The weight to be ascribed to a material planning consideration is as a matter of law a matter for the decision maker. Whilst the developer can be said to meet the small developer criteria to which the policy applies it cannot be said that the obligation in the Council's SP2 (7) policy places a disproportionate burden on the developer or would be an obstacle to the delivery of the development applied for because the developer has had the opportunity to present viability arguments and has chosen not to do so. As such this application is being determined in accordance with Development Plan Policy SP2 on the basis that the new Ministerial policy in this particular case does not warrant sufficient weight to displace the Development Plan obligation and that in this case the objectives of the new Ministerial policy are not compromised by doing so.
- 6.53 The applicant has submitted an economic viability assessment which sets out that the development cannot afford to provide any affordable housing. An independent assessment of the viability assessment commissioned by the Council has verified this. This is principally because the residual value generated by the scheme falls below the benchmark land value (ie existing). This a product of the fact that the site has already received prior approval for change of use from office to residential.

Parking, Highway Safety & Access

- 6.54 The NPPF chapter 4 'Promoting sustainable transport' and saved policy M10 'Parking for Development' seeks to ensure that proposed developments do not adversely affect the free flow of traffic around the site and that they do not result in a material impact on existing parking levels.
- 6.55 The proposal provides no off street parking however it would include secure cycle storage for 10 bicycles. The Council's Transportation Team has assessed the proposal and do not object subject to the applicant entering into a S106 agreement securing a 'car free' development here therefore preventing future residents to apply for parking permits under the terms of the relevant Traffic Management Order (TMO), which

controls on-street parking in the vicinity of the development.

- 6.56 The developer will be required to offer all new residents of the units three years free membership and a £50 car club credit. The developer is also required to contribute a sum of £7,000 towards the future review of the operating hours of the existing Crouch End Controlled Parking Zone (CPZ).
- 6.57 Concerns have been raised in respect of fire safety, which although not a planning issue but rather a building regulations issue (covered under Part B 'Approved Document B' of schedule 1 of the Building Regulations) has been looked into at this stage in designing the scheme. In this case a dry risers system will be used to supply water within the site for fire-fighting reasons. A concern has also been raised about impact on fire safety arrangements for the Art House Cinema in connection with the construction of the development here. A Building Control Surveyor has indicated that the positioning of scaffolding here within the emergency egress will not affect fire safety arrangements so long as the minimum egress width of the gated entrance remains unobstructed. The positioning of scaffolding here will however need to be agreed between both parties.
- 6.58 Given the scheme here will be 'car free' it will not exacerbate on-street parking conditions and as such will not unduly harm the amenity of nearby residents.

Impact on trees

- 6.59 Saved UDP Policy OS17 seeks to protect and improve the contribution of trees, tree masses and spines to the local character.
- 6.60 There are no trees within the site but there are a number of trees in the neighbouring rear gardens. A Council Arboricultural Officer was consulted on the application and has no objection and concludes that the proposed development would not impact the roots of the adjacent trees. The proposed pruning of a T3 (early mature Leyland cypress) which is not a significant species would have to be agreed with the owner of the property in question. A trial pit was carried out on site on 11th of March 2015 to examine for the presence of roots to this tree in question; the results show that a retaining wall surrounding the rear of property will have discourage all roots entering the site.

Sustainability

- 6.61 London Plan policy 5.2 states that from 2013 to 2016 energy assessments should be produced to meet a target of 40 per cent carbon reduction beyond Part L 2010 of the Building Regulations. Local Plan policy SP4 requires residential developments to achieve Code for Sustainable Homes Level 4
- 6.62 A Code for Sustainable Homes Pre-Assessment has been carried out showing the scheme will meet Code Level 4 and the requirements of 2013 Building Regulations. An Energy Assessment and Sustainability Statement has also been submitted which considers a combined heat and power (CHP) system fuelled by natural gas as the energy efficiency measure to be used, achieving the 40% CO2 saving target.

Waste Management

- 6.63 London Plan policy 5.17 'Waste Capacity' and Saved UDP Policy UD7 'Waste Storage' requires development proposals to make adequate provision for waste and recycling storage and collection.

- 6.64 Refuse/recycling will be stored on site inside the security entrance onto Tottenham Lane and out of public view. The Council's Waste Management Team has raised concerns with the arrangements proposed, namely the commercial waste not being separated from the domestic waste. The proposed ground floor plan has been revised to address this concern by allocating the commercial waste in the rear store of the commercial unit, where waste can be taken to the front of the building on pick up days. A condition will be imposed to confirm the exact waste management arrangements prior to the first occupation of the development.

Planning Obligation

- 6.65 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development. Below are the agreed Heads of Terms:

- A requirement to amendment of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the site to reflect that the 9 new residential units shall be designated 'car free' and therefore no residents therein will be entitled to apply for on street residents.
- The developer to pay 3 years free membership to a local Car Club and pay a £50 car club credit for each unit, evidence of which must be submitted to the LPA.
- A contribution of £7,000.00 towards the future review of the existing Crouch End Controlled Parking Zone operating hours.

- 6.66 Based on the information given in the plans, the Mayor's CIL charge will be £11,795 (337 x £35) and Haringey CIL charge will be £89,305 (337 x 265). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

Conclusion

- 6.67 The principle of providing residential use with a small A1 (Retail) or B1a (Office) is considered acceptable including the associated dwelling mix and density of the scheme. The residential accommodation would be of an acceptable layout and standard meeting the necessary internal floorspace standards and providing external amenity space.

- 6.68 The less than substantial harm caused by the roof extension has been given considerable weight and is considered to be outweighed by the retention of the art deco facade and is also outweighed by the benefits of finding a viable use of the site and from its contributions to the regeneration of this part of Tottenham Lane. In terms of impact on the residential amenity of neighbouring properties the proposal is considered acceptable and would not cause unacceptable overlooking or loss of privacy or affect daylight/ sunlight. The scheme will have no adverse impact on the surrounding highway network or on car parking conditions in the area

- 6.69 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7.0 RECOMMENDATIONS

7.1 GRANT PERMISSION subject to conditions and S106 Agreement

Applicant's drawing No.(s) 2 (01)00 Rev A, 2 (03)00 Rev A, 2 (03)01 Rev A, 2 (03)02 Rev A, 2 (04)00 Rev A, 2 (04)01 Rev A, 2 (04)02 Rev A, 2 (04)03 Rev A, 2 (05)00 Rev A, 2 (05)01 Rev A, 2 (05)02 Rev A, 2 (12)00 Rev F, 2 (12)01 Rev F, 2 (12)02 Rev F, 2 (12)03 Rev F, 2 (12)04 Rev F, 2 (13)00 Rev C, 2 (13)01 Rev E, 2 (13)02 Rev E, 2 (13)03 Rev D, 2 (14)00 Rev D 2 (14)01 Rev F & 2 (14)02 Rev D

Subject to the following conditions:

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

Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans:
2 (01)00 Rev A, 2 (03)00 Rev A, 2 (03)01 Rev A, 2 (03)02 Rev A, 2 (04)00 Rev A, 2 (04)01 Rev A, 2 (04)02 Rev A, 2 (04)03 Rev A, 2 (05)00 Rev A, 2 (05)01 Rev A, 2 (05)02 Rev A, 2 (12)00 Rev F, 2 (12)01 Rev F, 2 (12)02 Rev F, 2 (12)03 Rev F, 2 (12)04 Rev F, 2 (13)00 Rev C, 2 (13)01 Rev E, 2 (13)02 Rev E, 2 (13)03 Rev D, 2 (14)00 Rev D 2 (14)01 Rev F & 2 (14)02 Rev D

Reason: To avoid doubt and in the interests of good planning.

3. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include type and shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall thereafter be implemented in accordance with the approved samples.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. No development shall take place until full details of soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include detailed drawings of the planting. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

5. Details of the proposed boundary treatment shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. The approved boundary treatment shall thereafter be installed prior to occupation of the new residential unit.

Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupiers.

6. The details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

7. No occupation of the development hereby approved until final details of refuse waste storage and recycling facilities arrangements have been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy UD7 'Waste Storage' of the Haringey Unitary Development Plan and Policy 5.17 'Waste Capacity' of the London Plan.

8. Before development commences other than for investigative work:

(a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

(b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for written approval

(c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post

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Officers Report

remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

9. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan and Saved Policy UD3 of the Haringey Unitary Development Plan.

10. The development hereby approved shall achieve Level 4 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that Code Level 4 has been achieved.

Reason: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan and Policies SP0 and SP4 the Haringey Local Plan 2013.

11. No development shall take place, including any works of demolition, until a Construction Management Plan, to include details of:

- a. Measures for propping/ safeguarding the façade during construction;
- b. loading and unloading of plant and materials;
- c. storage of plant and materials;
- d. programme of works (including measures for traffic management);
- e. provision of boundary hoarding behind any visibility zones;
- f. wheel washing facilities.

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the part demolition and construction period.

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

12. a) Any proposal relating to the installation of possible noise creating equipment (i.e. air conditioning plant, mechanical ventilation equipment) shall first be submitted to and approved in writing by the Local Planning Authority prior to any development taking place.

b) Noise resulting from the use of any external plant, machinery or equipment (or any which is audible outside the site) shall not exceed a level of 5dB(A) below the existing lowest background noise level during the time of operation (or 10dB(A) below if there is a particular tonal quality), when measured according to British Standard BS4142-1997.

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

13. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all 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 protect the visual amenities of the neighbourhood.

14. No development shall commence until details of a scheme for the green roofs for the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The details shall include its (their) type, vegetation, location and maintenance schedule. The development shall be implemented in accordance with the approved scheme prior to its first occupation and the vegetated or green roof shall be retained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

15. No development shall take place until details of a scheme for installing external lighting within the site, including night-time security lighting and its means of actuation, light spread and average illuminance, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out entirely in accordance with the approved details.

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

16. No occupation of the flats hereby approved shall be occupied until the cycle facilities serving it have been provided in accordance with the approved details, and they shall thereafter be retained for their intended purpose unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the London Plan.

INFORMATIVE 1: -- Thames Water

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 2: -- Asbestos Survey

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

INFORMATIVE 3: - Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:- 8.00am - 6.00pm Monday to Friday 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

INFORMATIVE 4: - Community Infrastructure Levy

The application is advised that the proposed development will be liable for the Mayor of London's CIL. Based on the information given in the plans, the Mayor's CIL charge will be £11,795 (337 x £35) and Haringey CIL charge will be £89,305 (337 x 265). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

INFORMATIVE 5: 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 6: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE 7: A separate application will be required for either the installation of a new shopfront or the display of any illuminated signs.

INFORMATIVE 8: The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE 9: The proposed pruning works to the Leyland cypress in the garden/ ownership of an adjoining property must be carried out sensitively taking into consideration natural target pruning techniques with the works carried out under the supervision of the arboricultural consultant.

8.0 APPENDICES

Appendix 1: Drawings and Images



Site Location Plan



Photo 1: Existing front elevation



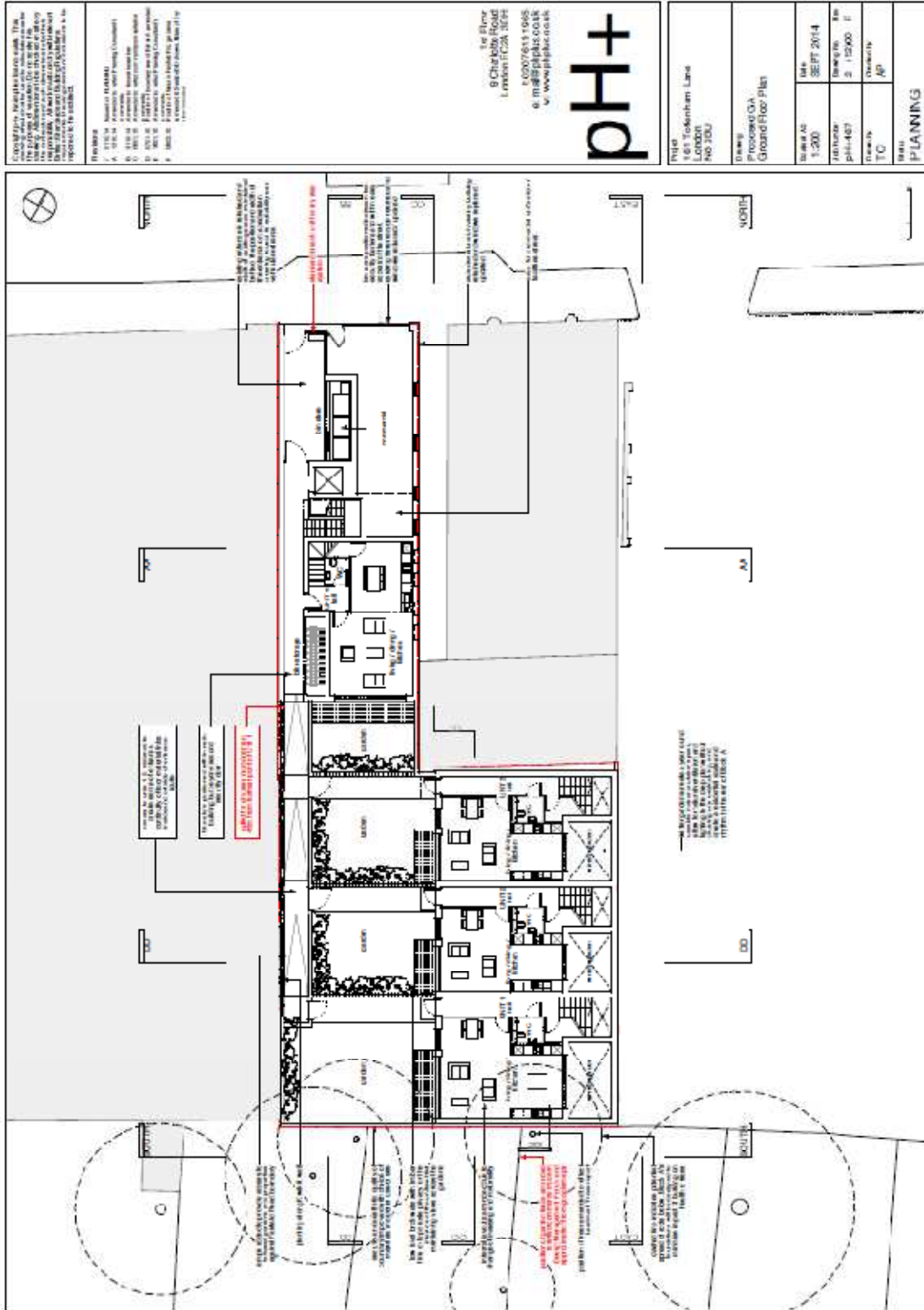
Photo 2: Aerial View of Site



Photo 3: Existing front elevation with Art House Cinema to left and Kwik Fit garage to right



Photo 4: View further along Tottenham Lane



Proposed Ground Floor Plan

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- REVISIONS**
- A. 15.12.14 Approved for 2015 (Consent)
 - B. 15.12.14 Approved for 2015 (Consent)
 - C. 15.12.14 Approved for 2015 (Consent)
 - D. 15.12.14 Approved for 2015 (Consent)
 - E. 15.12.14 Approved for 2015 (Consent)
 - F. 15.12.14 Approved for 2015 (Consent)
 - G. 15.12.14 Approved for 2015 (Consent)
 - H. 15.12.14 Approved for 2015 (Consent)

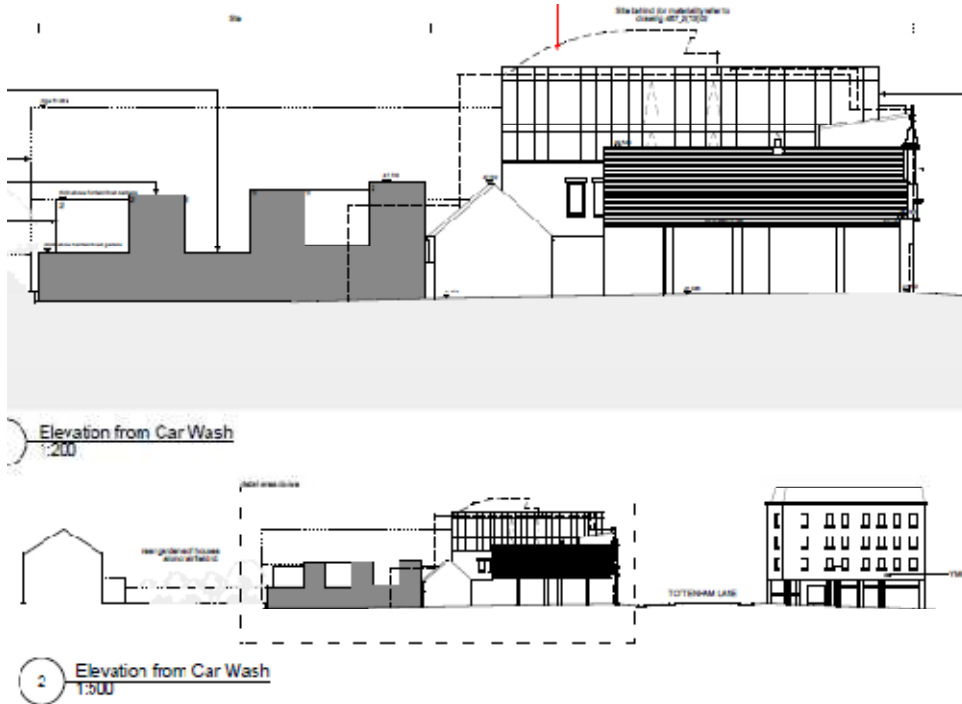
161 Tottenham Lane
 London EC2A 3JF
 02077611665
 a.m.p@p.h+architects.com
 www.p.h+architects.com

pH+

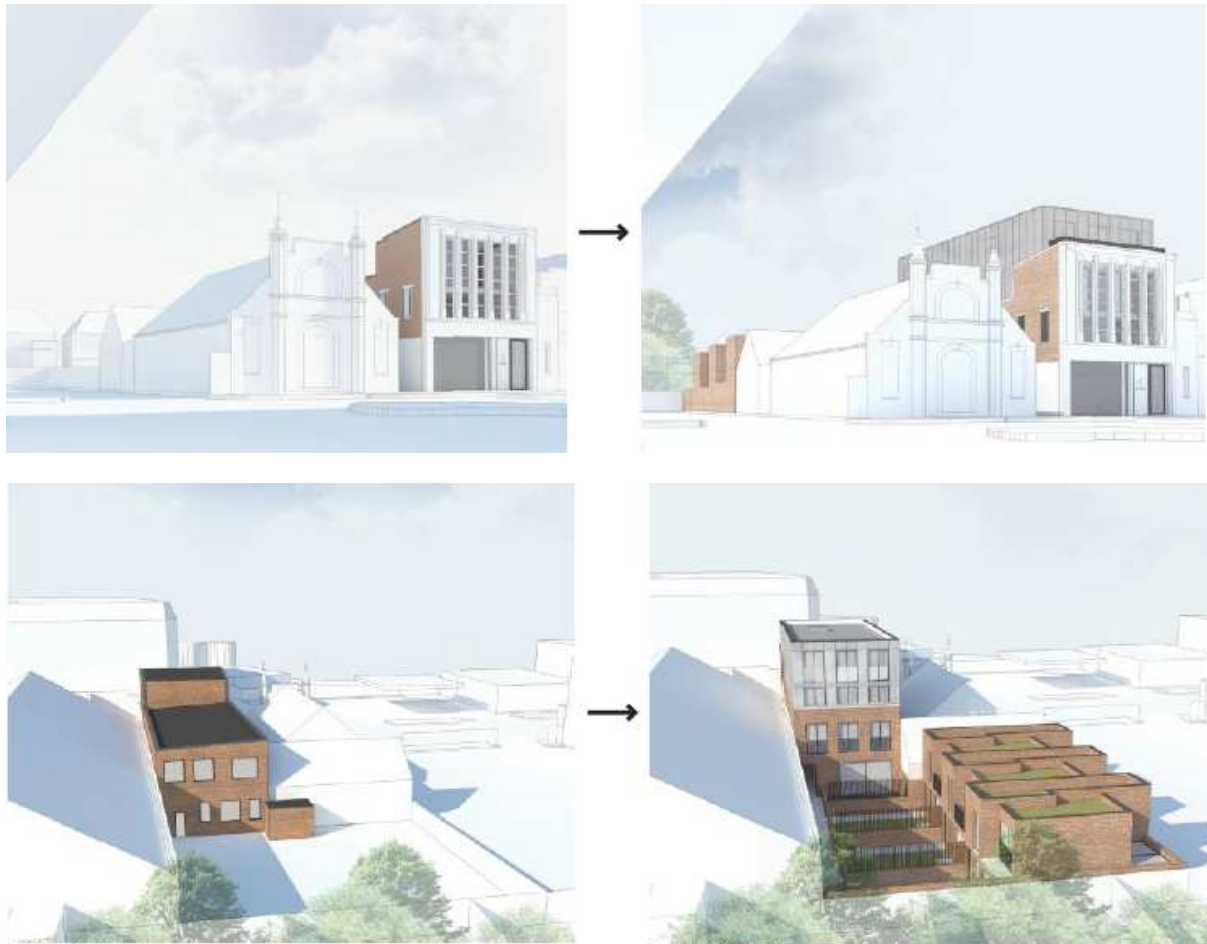
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Location		LONDON	
Drawn by		PH+ ARCHITECTS	
Date		SEPT 2014	
Scale		1:200	
Drawn by		PH+ ARCHITECTS	
Checked by		PH+ ARCHITECTS	
Title		PLANNING	



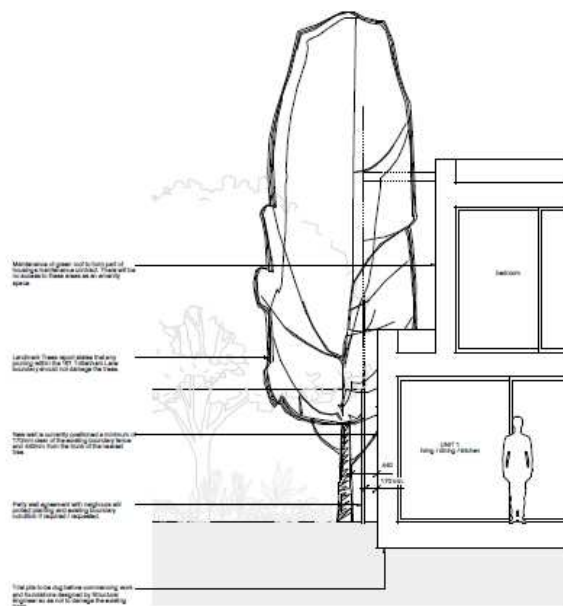
Proposed front elevation/ streetscene perspective of revised scheme



Proposed side elevation of revised scheme



Visualisations of existing bulk/ mass to existing and proposed buildings



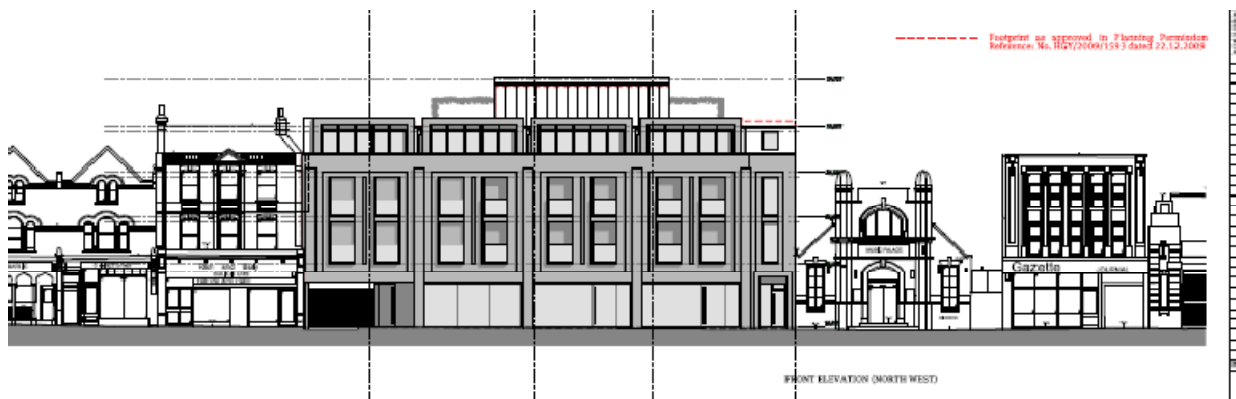
Cross section showing relationship with neighbouring garden



Visualisations of proposed scheme



Visualisation from neighbouring garden



Front elevation of scheme approved for No 159 – Ref: HGY/2014/0484

Appendix 2: Comment on Local Consultation Representations

Comment	Response
<p>More retail space is not needed</p>	<p>Given there was a previous employment use on site and the constraints of the site/ building with a ground floor positioned against the back edge of the pavement), a B1a (Office) or A1 (Retail) is considered appropriate here.</p>
<p>Development is too dense for the site area</p>	<p>The density is acceptable and in accordance with London Plan range.</p>
<p>Excessive height of the building Proposed front building would be totally out of scale with adjacent buildings Proposed height is out of proportion to its short/narrow frontage/length leading it too looking like a matchbox</p>	<p>The height and mass of the main building is considered to be in keeping with its surroundings and is reflective of building height established in respect of the approved scheme for the site at 159.</p>
<p>Proposal would appear significantly higher than the YMCA from the rear (2012 Planning Inspectors report on 163 Tottenham Lane dismissed scheme and said that the YMCA building should not to be considered a precedent for the area</p>	<p>The scheme is not as tall as the YMCA building opposite, which is a five storey building.</p>
<p>Roof form does not reflect the adjoining buildings and surroundings Flat roof of the proposed building is made higher by extra height of the rooftop housing of the lift mechanism and plant equipment</p>	<p>There is no specific uniformity in terms of building heights, roof forms and styles along this part of Tottenham Lane; rather its character is of varied styles, scales and types of buildings.</p>
<p>Proposal pays little respect to the local context and its historical significance</p>	<p>As above</p>
<p>Lack of consideration to adjacent conservation area</p>	<p>The design approach is considered acceptable as outlined in the report – 6.11-6.20.</p>
<p>Design of the scheme would be out of character with surroundings</p>	
<p>Proposal does not constitute good design and does not enhance the built environment</p>	
<p>In terms of material the proposed development has no regard to the Tottenham Lane Design Framework</p>	<p>The proposal is considered to be in accordance with the planning aims of the 'Tottenham Lane Design Framework' 2005.</p>

<p>Proposed dark grey zinc cladding is inappropriate</p> <p>Detriment to the street scene, especially in relation to views gained from the north east of Tottenham Lane</p> <p>Development would tower over both adjacent buildings on Tottenham Lane</p> <p>Proposed houses at the rear do not reflect the form, rhythm or massing of the surrounding area</p> <p>Rear houses would be ugly</p> <p>Poor layout of mews houses</p>	<p>Materials proposed are considered to be acceptable for a modern addition to this building.</p> <p>The street elevation will largely be the same as the existing with the retention of the art deco facade with top floor set back 2m.</p> <p>The height and massing of the main building is considered to be acceptable.</p> <p>As above</p> <p>Siting, form, height and use of materials for the mews houses are considered to be acceptable.</p>
<p>Development fronting the street would be twice as high and result in very significant visual intrusion.</p> <p>Detriment to the quality of life of the people living in the vicinity</p> <p>Proposed rear two storey house wall would lead to serious visual intrusion and lead to loss of light for Fairfield Road's gardens</p> <p>Balconies of the flats on the rear of the front building will overlook the small rear garden of 22 Fairfield Road reducing privacy for the residents of Fairfield Road</p> <p>Proposal would result in a two storey blank wall built up against small existing gardens, creating a looming, dark and oppressive solid mass for existing residents</p> <p>Proposal would overshadow gardens of properties on Fairfield Road Visual intrusion to properties on Fairfield Road</p> <p>Overshadowing of Art House cinema next door</p> <p>Noise pollution from houses, gardens and balconies of the development</p>	<p>This aspect of the development is positioned sufficiently far away from neighbouring properties and gardens.</p> <p>No adverse harm to amenity will be caused.</p> <p>Height, bulk and mass of this aspect of the proposal has been changed from that initially submitted and achieves an acceptable relationship with neighbouring gardens.</p> <p>The distances in question meet the necessary privacy standards.</p> <p>As above.</p> <p>Backs of the garden of the properties in question are north-west facing and as such no overshadowing is caused.</p> <p>The positioning of the buildings/ extension will not affect the functioning of the commercial uses to either side, namely the Art House Cinema and Kwik Fit garage.</p> <p>Potential noise emanating from the amenity</p>

<p>Not enough information on the roof mounted air conditioning units proposed with regard to noise impact</p> <p>Crammed development results in poor amenity for future occupants Flats 6 and 8 of the development have only 6 sq.m. of amenity space which is inappropriate for 3 people</p> <p>Duplex has a very small rear garden</p> <p>All the proposed houses and half of the flats will be single aspect Poor outlook for the future occupants of the development</p> <p>Proposed small garden would be overshadowed by surrounding buildings</p>	<p>space of the new houses and flats would not exceed a level of noise and disturbance over and above that of a typical dwelling/flat in an urban location.</p> <p>Details of any air conditioning plant, mechanical ventilation equipment is required to be submitted to the LPA as per condition 12</p> <p>Amenity space provision is considered acceptable.</p> <p>The front elevation of the mews houses will benefit from generous floor to ceiling height glazing to maximise natural light to the rooms in question. The houses will also benefit from natural light via the glazed flat roofs to the winter gardens.</p> <p>The constraints of the site are acknowledged, however the front elevation of mews houses are sufficiently pulled away from the side wall.</p>
<p>No parking provision for the proposed accommodation</p> <p>In addition to the new multi-screen cinema and the proposed housing development on the car wash site, this high density housing development will put further strain on the parking problems in the area</p> <p>Concerns in respect of emergency access/ fire escape</p> <p>Proposal would result in safety concerns as the site as existing is very secure and inaccessible to anyone without a key</p>	<p>As scheme here will be 'car free' it will not exacerbate on-street parking conditions.</p> <p>Addressed in para. 6.57</p> <p>Addressed in para. 6.57</p>
<p>Security risk</p> <p>Proposed green wall for the far end house could not be adequately maintained</p>	<p>The scheme is designed with an inner and outer security entrance as such controlling access to the site.</p> <p>Green walls often require little maintenance and can have an automated irrigation</p>

<p>Impact on protected trees in the conservation area</p> <p>No thoughts for future needs of school place</p> <p>No affordable housing provision</p> <p>No tree survey carried as all trees in conservation area are protected;</p> <p>Maintenance of boundaries with Fairfield Road gardens, hasn't been sufficiently considered</p> <p>There is a planning precedent after the rejection of the proposed development at 163 Tottenham Lane on appeal.</p> <p>Inadequate consultation</p> <p>A large number of inaccuracies in the Planning Statement and the Design and Access Statement</p>	<p>systems.</p> <p>Council Arboricultural Officer was consulted on the application and has no objection and concludes that the proposed development would not impact the roots of the adjacent trees.</p> <p>The development will be subject to Community Infrastructure Levy which in part contributes to the cost of providing more school places.</p> <p>The applicant has submitted an economic viability assessment which sets out that the development cannot afford to provide any affordable housing</p> <p>A report was submitted and a trial pit carried out on site to understand the impact.</p> <p>This would be a party wall/ civil matter.</p> <p>Each application is assessed on its own merits.</p> <p>Additional consultation was carried out after revised plans were submitted. A Development Management Forum was held on February 25.</p> <p>The design and access statement and plans have been further revised to address any inaccuracies.</p>
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Appendix 3: Development Management Forum Comments

Development Management Forum

After the submission of the application a Development Management Forum was held on February 25th 2014 and was attended by 45 people. The concerns raised at the meeting were as follows;

- Fire access for residents of Fairfield Road;
- Concerns with London Fire Brigade's response
- Access for emergency;
- Distance of the development from Fairfield Road;
- Side windows along the Art House Cinema facade;
- Height of the main block and the relationship with the adjacent Art House Cinema;
- Concerns with what the Planning Inspector mentioned regarding height;
- The building is a storey too high;
- The development is out of scale;
- The height needs to reference the width and frontage;
- If the carwash is developed access to the houses is a concern;
- Size of access a concern;
- Disturbance and noise from building works and whether there will be Saturday working, as well as disturbance works in conjunction with the cinema approval
- Overlooking;
- Concerns with the green roof and residence having access to the roof as a roof garden;
- How is the green roof maintained without access;
- Builders in the garden of properties on Fairfield Road;
- Relationship of the height of the main building with properties on Fairfield Road;
- The building is unattractive and has a box appearance;
- The building is not in character with the area;
- Concerns the developers are using buildings north of the site as a template for the height;
- Equivalent to a small tower block;
- The development is out of character with Fairfield Road;
- Excessive mass;
- Concerns with the scheme if Kwik Fit develop their site;
- The tree is shown inaccurately on the presentation and CGI's;
- Querying servicing/refuse wheelie bin distance;
- Are wheelie bins sufficient for 9 units;
- Mews houses are not attractive to live in;
- Buy to Let concerns;
- Maintenance of the green roof and wall;
- Marketing of the units;
- Affect views from Fairfield Road;
- The development does not enhance the conservation area;
- Concerns how the existing timber fence on the rear boundary of Fairfield Road would be maintained and the impact it will have on the residents;
- Scaffolding over fire exit of Art House Cinema;
- Position of rear mews;
- Positioning of trees;
- Concerns whether the tree surgeons report is based on the revised plans;
- Concerns with flowerbeds and trees;
- Number of residential units proposed;
- Noise from new development an issue;
- Concerns developers have failed to read the planning inspectors appeal decision for the Kwik Fit site that was dismissed;
- The scheme would add to the existing parking problems;
- Concerns about restricted daylight for the flats;

- Concerns with London Fire Brigade response;
- How do London Fire brigade get to the dry risers;
- Access;
- Huge amounts of development in the surrounding area taking place over the years;
- The scheme fronting Tottenham Lane needs to be viewed with the development approved at no. 159;
- Further clarification required on commercial element;
- The preferred commercial element should avoid office use to keep the front active;
- Concerns with vacant commercial units;

In response to the concerns raised the developers made the following comments;

- Concerns whether the tree surgeons report is based on the revised plans - The developers will get the tree surgeons to visit the site again for clarification
- Disturbance and noise from building works and whether there will be Saturday working – The developers have confirmed that they are unable to restrict Saturday working as it will make the duration of the construction work longer
- Concerns about restricted daylight for the flats – The flats have winter gardens and rooflights to meet standards of daylight
- Concerns with London Fire Brigade’s response – The developers have confirmed that they are using dry risers at the rear of the property. Revised drawings will be provided to show the proposed dry riser system
- The scheme fronting Tottenham Lane needs to be viewed with the development approved at no. 159 - Revised drawings will be provided which show the approved scheme at no. 159 in context with the proposal
- Additional CGI’s will be provided which show the scheme at no. 159 for ease of reference, and location of trees
- Position of garden fence on Fairfield Road boundary to be amended

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Planning Sub Committee 22 June 2015

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2015/0034	Ward: St Anns
Address: Former St Ann's Police Station, 289 St Anns Road, N15 5RD	
Proposal: Demolition of extensions and outbuildings and conversion of former Police Station to erect new residential building to provide 32 dwelling units in a mixture of unit sizes, including one, two and three bedroom flats and four bedroom houses, parking provision, cycle and refuse storage.	
Applicant: One Housing Group	
Ownership: Private	
Case Officer Contact: Anthony Traub	
Date received: 05/01/2015	
Last amended date: 15/01/2015	
Drawing number of plans:	
OHG-MPS-HTA_A_XX-00_DR_0001 Rev A; OHG-MPS-HTA_A_XX-00_DR_0002; OHG-MPS-HTAA_XX-00_DR_0004; OHG-MPS-HTA-A_XX-00-DR_0005; OHG-MPS-HTA-A_XX-E1-DR_0003; OHG-MPS-HTA-A_BAB-ZZ-DR_0200 Rev F; OHG-MPS-HTA-A_BAB-ZZ-DR_0201 Rev E; OHG-MPS-HTA-A_BC-ZZ-DR_0203 Rev C; OHG-MPS-HTA-A_XX-00-DR_9100 Rev E; OHG-MPS-HTA-A_XX-E1-DR_0204 Rev B; OHG-MPS-HTA-A_XX-E1-DR_0205 Rev A; OHG-MPS-HTA-A_XX-E1-DR_0207 Rev B; OHG-MPS-HTA-A_XX-E1-DR_0208 Rev C; OHG-MPS-HTA-A_XX-E1-DR_0209 Rev B; OHG-MPS-HTA-A_XX-E1-DR_0211 Rev B; OHG-MPS-HTA-A_BA-UN-DR_0300 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0301 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0302 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0303 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0304 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0305 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0306 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0310 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0311 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0312 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0313 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0314 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0315 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0316 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0317 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0318 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0319 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0320 Rev A; OHG-MPS-HTA-A_BC-UN-DR_0330 Rev A.	
1.1	The proposal is a major application and is therefore presented to Committee for consideration.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the change of use of the former Police Station to residential use is considered to be acceptable;
- The impact of the development on neighbouring residential amenity is acceptable;
- The design and appearance of the proposal is acceptable
- The proposal is considered to preserve the appearance of the St Ann's Conservation Area and the less than significant harm caused is outweighed by the other benefits of the proposal. In addition the harm could be overcome by a variation in materials and materials are conditioned in any case;
- There would be no significant impact on parking or the surrounding highway network;
- The proposal meets the minimum standards outlined in the London Plan SPG Housing;
- The application documents confirm that the new residential units would meet Code for Sustainable Homes Level 4 and a carbon reduction of 35% against Part L of the Building Regulations 2013;
- The indicative mix of residential units is considered to be acceptable and would support housing delivery within the borough;
- The s106 obligations relating to skills and training, highways/transportation, are considered to be appropriate in mitigating any effect on local infrastructure; and
- The s106 obligation to provide 13% affordable housing is considered to be acceptable and has been supported by an independently assessed viability assessment.

2. RECOMMENDATION

(1) That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated the authority to issue the planning permission subject to the conditions and informatives set out below and subject to the prior completion of a section 106 Legal Agreement covering the Heads of Terms set out below.

(2) That the section 106 legal agreement referred to in resolution (1) above is to be completed no later than 30/06/2015 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and

(3) That, following completion of the agreement referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions imposed on application ref: HGY/2015/0034 including:

1.2.1 Conditions

- 1) Time Limit
- 2) In accordance with approved plans
- 3) Submission of details for materials
- 4) Central satellite dish – removal of PD rights for antennas
- 5) Refuse and recycling details
- 6) Construction management statement
- 7) Dust management
- 8) Boilers
- 9) CfSH and carbon reduction
- 10) Wheelchair accessible homes
- 11) Removal of PD rights to 5 x mews houses
- 12) Minimum cycle parking provision and maximum on site car parking provision
- 13) Hours of building works (8.00am to 6.00pm Monday to Friday. 8.00am to 1.00pm Saturdays. No working on Sundays or Bank
- 14) Site wide landscaping
- 15) Drainage: Greenfield run-off rates to be achieved

1.2.2 Informatives

- 1) Positive Statement
- 2) CIL Liability
- 3) Naming and Numbering
- 4) Thames Water
- 5) London Fire Brigade

1.2.3 Legal Agreement – Heads of Terms:

The granting of permission for this application is subject to the prior completion of a Section 106 legal agreement to include the following heads of terms:

- Car capped;
- Residential Travel Plan, Car Club, Electric Charging Points;
- £3,000.00 for Travel Plan monitoring;
- £20,000.00 CPZ review;
- £3,514.55 in s278 contributions;
- £15,000.00 towards cycling and walking improvements;
- 13% (by unit number) Affordable Housing.
- Employment and training obligations. Notification to Council of any job vacancies during the construction phase;
- Review mechanism should the development not be implemented within 18 months;
- Considerate Contractors Scheme.

In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

(4) That, in the absence of the agreement referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the Planning Application be refused for the following reasons:

- 1.** In the absence of the provision of residential and work place travel plans, a travel plan co-ordinator, a financial contribution towards the monitoring of the Travel Plan, the scheme being car capped, and contributions towards CPZ review, cycling and walking improvements, traffic management studies, the proposal would have an unacceptable impact on local traffic movement and surrounding road network. As such, the proposal would be contrary to Local Plan Policy SP7, Unitary Development Plan Policies M8 and M10 and London Plan Policies 6.11, 6.12 and 6.13.
- 2.** In the absence of the provision of 13% on site affordable housing and review mechanism to secure further affordable housing, the proposal would fail to contribute to the identified need for affordable housing in the area. As such, the proposal would be contrary to Local Plan Policy SP2 and London Plan Policy 3.12.
- 3.** In the absence of a considerate constructor's agreement, the proposal would have an unacceptable impact on the amenity of surrounding neighbours. As such, the proposal would be contrary to Unitary Development Plan Policy UD3 and London Plan Policy 7.6.

In the absence of a scheme providing Construction training / local labour initiatives the proposal would have an unacceptable impact on the community. As such, the proposal would be contrary to Local Plan policy SP8 and London Plan Policy 4.1

(5) In the event that the Planning Application is refused for the reasons set out in resolution (4) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations,
- (ii) The further application for planning permission is submitted to and approved by the Head of Development Management within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement(s) contemplated in resolution (1) above to secure the obligations specified therein.

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1 Demolition of extensions and outbuildings and conversion of former Police Station to erect new residential building to provide 32 dwelling units in a mixture of unit sizes, including one, two and three bedroom flats and four bedroom houses, parking provision, cycle and refuse storage.

3.2 Site and Surroundings

3.2.1 The application site comprises the old St Ann's Police Station site, which contains a locally listed building, located on the northern side of St Ann's Road on its junction with Hermitage Road. The site is irregular in shape and consists of the original late Victorian Police Station building, a side extension to the building and several recent additions to the police station facilities.

3.2.2 The site is currently serviced by two vehicular accesses from Hermitage Road and two pedestrian accesses, one from Hermitage Road and the other from St Ann's Road (the main entrance).

3.2.3 The site is partially located within the St Ann's Conservation Area. The Conservation Area extends along the northern strip of the site and runs parallel to St Ann's Road. The site is also identified as part of the wider St Ann's Hospital Site within the Site Allocation DPD which envisages residential uses being introduced to the site.

3.2.4 The topography of the site is generally flat; the surrounding area is predominantly residential in nature with the residential neighbourhoods surrounding the site varying in age and character. The majority of the terraced housing is from the inter-war period. There are more recent flatted blocks abutting the north-west and south-west corners of the site. Turners Court is located on the corner of St Ann's Road and Cornwall Road and partially overlooks the site and is eight storeys in height. On the opposite side of the site is Chestnuts Park and Community Centre and the Chestnuts Park GP Surgery. Adjacent to the site on all boundaries is the St Ann's Hospital.

3.2.5 The site itself was sold by the Metropolitan Police as part of their initiative to consolidate their service and release equity on under utilised or surplus sites.

3.3 Relevant Planning and Enforcement history

3.3.1 No recent planning history. Planning history dates to the 1990's and relates to the previous use as a Police Station.

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- 227 surrounding residents consulted;

- Site notices erected;
- Ward Councillors;
- LBH Housing Renewal;
- LBH Arborist;
- LBH Cleansing;
- LBH Housing Design and Major Projects;
- LBH Conservation Officer;
- LBH Building Control;
- LBH Transportation;
- London Fire Brigade;
- Design Out Crime Officer;
- Friends of Chestnut Park;
- Chestnuts Northside Residents Association;
- TfL;
- The Gardens Residents Association;
- Thames Water;
- Arriva London;
- St Ann's CAAC;
- Tottenham CAAC.

5. LOCAL REPRESENTATIONS

- 5.1 The following responses have been received. Matters raised by objectors are summarised below and further expanded within the body of the report and within Appendix 1.
- 5.2 Building Control: No objection to the proposal;
- 5.3 LBH Environmental Health: No objection to the proposal. Conditions recommended regarding air quality, dust control, boiler emissions.
- 5.4 St Ann's CAAC: Objection to the proposal. Matters being the demolition of the side extension to the Police Station, walls, posts and gates; low affordable housing; unacceptable massing and appearance and effect on neighbouring and residential amenity; and general overdevelopment of the site.
- 5.5 TfL: No objection to the proposals. Agrees with the requirement that the travel plans should be approved and monitored. Electric charging points and cycle parking should be provided in line with TfL standards.
- 5.6 LBH Transportation: No objection to the proposal, subject to conditions, s106 contributions and a s278 highways agreement being signed to mitigate any affect the proposal may have on the highway network.
- 5.7 Thames Water: No objection to the proposal.
- 5.8 Drainage: Not satisfied with the proposed indicative sustainable drainage proposals.

- 5.9 Tottenham CAAC: Supports the Scheme.
- 5.10 LBH Conservation Officer: Initially raised objections to the design of the scheme. Whilst there is merit to what the overall principle of the scheme entails, the demolition of the side extension and out buildings, what is proposed seems to lack articulation and would harm the conservation area. Having viewed the amended plans, there is little to suggest that the alterations to the top floor of the flats, balustrade changes and parapet level changes have done enough to overcome these initial concerns. The elevation remains unbroken and there is little articulation in the facade with regards to material changes.
- 5.11 LBH Cleansing: RAG status of Amber. Further details required for the storage of waste and recycling required.
- 5.12 Turner's Court Residents Association: No objection to the proposal. Raises concerns about disruption during construction and low affordable housing provision.
- 5.13 Haringey Cycling Campaign: Neutral. The developer should improve the public realm by widening the footpath reducing the corner of their site by 700mm.
- 5.14 NHS Mental Health Trust: Objects to the erection of scaffolding on their neighbouring property and the height of the proposed three storey buildings being able to overlook mental health accommodation.
- 5.15 Secure By Design Officer: No objection to the proposal.
- 5.16 **Design Review Panel:** In summary the panel concluded: the panel's main concerns were that too many units were required, the designs had not considered all directions from which they could be seen and insufficient care had been taken to produce decent quality living standards.

6. MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the proposed development are:

- Land use and principle of development;
- Density and Layout;
- Impact on Conservation Area;
- Design and Appearance;
- Neighbouring amenity;
- Residential Mix and quality of accommodation;
- Affordable Housing;
- Trees and Biodiversity;

- Transportation;
- Climate Change and Sustainability;
- Flood Risk and Drainage;
- Waste;
- Accessibility;
- S106 Contributions;
- CIL;

6.2 Land Use and principle of the development

- 6.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development.
- 6.2.2 The proposal involves refurbishment of the vacant Police Station Building and conversion into flats, the construction of four storey buildings to house new flats, and the erection of five mews houses.
- 6.2.3 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. Haringey's annual housing target, set out in table 3.1 in the London Plan, is 820 units with this target increased to 1,502 per annum for the period 2015 – 2025 in the Further Alteration to the London Plan 2014.
- 6.2.4 The proposal is for the creation of 32 new residential units. These units will be provided through the refurbishment and conversion of the existing Police Station building on site and the construction of new units within the four storey apartment buildings and terraced dwellinghouses.
- 6.2.5 The principle of introducing residential units at the site would be supported by the Council and would also result in housing delivery in the Borough.
- 6.2.6 Overall, the proposal would provide much needed housing within the Borough and would be in general accordance with the NPPF, London Plan 2011 Policies 3.2, 3.3, 3.17, 3.18 and 7.3, Saved UDP 2006 Policy UD3, Local Plan 2013 Policies SP0, SP1, SP2 and Policy SA32 of the Council's Site Allocation DPD (Consultation Draft February 2015).

6.3 Density and layout

- 6.3.1 London Plan Policy 3.4 seeks to optimise housing potential.
- 6.3.2 The site is considered to be urban in character with a PTAL of 3, which represents medium public transport accessibility. Table 3.2 of the London Plan indicates that, in line with London Plan Policy, a density of 250-450 habitable rooms per hectare or 45-170 units per hectare is appropriate.

- 6.3.3 The proposal is consistent with the density guidance set out in the London Plan for this type of location.

6.4 Impact on St Ann's Conservation Area

- 6.4.1 The NPPF should be considered alongside with London Plan 2011 Policies 3.5 and 7.6 and Local Plan 2013 Policy SP11, which identifies that all development proposals should respect their surroundings by being sympathetic to their form, scale, materials and architectural detail.
- 6.4.2 There is a legal requirement for the protection of the Conservation Area. The Legal Position on the impact on these heritage assets is as follows, and Section 72(1) of the Listed Buildings Act 1990 provide:
- 6.4.3 "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area." Among the provisions referred to in subsection (2) are "the planning Acts".
- 6.4.4 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.4.5 The Government in the case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only

properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

- 6.4.6 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.4.7 London Plan Policy 7.8 requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Saved Haringey Unitary Development Plan Policy CSV5 requires that alterations or extensions preserve or enhance the character of the Conservation Area.
- 6.4.9 The front portion of the site is located within the St Ann's Conservation Area. Within this portion of the site sits the Police Station building and the proposed side and rear extensions to this building, the connection between this building and the block of flats that are proposed to run down Hermitage Road.
- 6.4.10 The applicant has submitted a suite of documents which consider the heritage and conservation considerations of the development.
- 6.4.11 These documents have been reviewed by the Council's Conservation Officer who does raise concerns about the scheme. Whilst the merits of the scheme can be appreciated with regards to basic building layout, refurbishment of the attractive late Victorian building on site, she considers that the scheme would cause harm to the St Ann's Conservation Area. Not enough has been done with the articulation of the front facades along Hermitage Road and the top floor seems incongruous.
- 6.4.12 Following initial concerns raised by the Conservation Officer some changes were made to the scheme. The Conservation Officer still believes there is harm caused by the proposal principally caused by the lack of variation in the brick colour on the elevation of the new build block. This less than significant harm has been given considerable weight. Given that the proposal allows for the reuse of a quality building in the Conservation Area this is considered to outweigh the less than significant harm to the Conservation Area. Furthermore, articulation and materials concerns from the Conservation Officer can be allayed through the use of appropriate high quality materials, to which a condition is recommended should the application be approved.

Summary

Overall, Officers consider that the design approach to the proposed buildings and the retention of the historic building to be acceptable and the less than significant harm has been given considerable weight but is considered to be outweighed by the reuse of a quality building in the Conservation Area. In addition the harm could be overcome by a variation in materials and materials are conditioned in any case. The variations in building types, massing, heights, with the retained building contrasting against contemporary buildings, use of quality materials, is seen to provide visual interest and will help preserve the important heritage asset on site in the form of the Police Station building, further assisting in defining the surrounding townscape and is considered to be complementary to the townscape of the wider St Ann's Conservation Area.

- 6.4.13 The proposal is therefore seen as an acceptable approach to redeveloping the site that is considered to be, on the whole, an enhancement to the character and appearance of the St Ann's Conservation Area. The proposal is therefore in general accordance with Chapter 12 of the NPPF and to SPG2 'Conservation and archaeology', saved UDP Policies UD3 and CSV5, London Plan Policy 7.8 and Local Plan Policies SP11 and SP12.

6.5 Design and appearance

6.5.1

- 6.5.2 Expanding on the points discussed above, the actual design of the residential portion of the site is considered to be acceptable. The design approach incorporates four storey flatted development, three storey mews houses to the rear of the site, and contemporary two storey side extensions to the Police Building. This approach provides a varying townscape which in turn creates visual interest and an urban texture to the site that is considered to contribute to the wider townscape and reflects a pattern of development common in the area in the form of terraced dwellinghouses whilst introducing a more contemporary element in the form of the four storey buildings for flatted accommodation. The proposed extensions to the Police Building are considered to be of an appropriate size and siting to appear subservient to the historic building whilst providing the necessary additional floor space on site.

- 6.5.3 What is paramount to the scheme being successful is the use of high quality materials. Conditions are recommended should the application be approved to ensure all materials of external surfaces are submitted to, and approved by the Council to ensure this high quality and finish is achieved including landscaping details to ensure the site and its setting are acceptable.

- 6.5.4 Overall, Officers consider that the design approach and architectural vernacular of the proposed buildings and the retention of the historic building on site to be an acceptable and high quality approach. The variations in building types, massing, heights, retention of a historic building contrasting against contemporary buildings and use of quality materials, will provide visual interest and positively add to the surrounding townscape and is considered to be complementary to the visual amenity of the immediately surrounding environment. The proposal is therefore in general accordance with Chapter 12 of the NPPF and to SPG2 'Conservation and archaeology', saved UDP Policies

UD3 and CSV5, London Plan Policy 7.8 and Local Plan Policies SP11 and SP12.

6.6 Impact on the amenity of adjoining occupiers

- 6.6.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.
- 6.6.2 The subject site is isolated and adjoins the St Ann's Hospital Site on all common boundaries.
- 6.6.3 The NHS has raised an objection that the proposed buildings could overlook into the St Ann's grounds and into accommodation for inpatients. However, it is considered that there would be sufficient setback between the proposal and the healthcare buildings to ensure that there would be no harmful effect on the privacy of this neighbour.
- 6.6.4 There are no directly adjacent residential neighbours to the proposal with any habitable windows separated sufficiently by way of the highway to those flats opposite on St Ann's Road. Again, the proposed buildings are set sufficiently back from these neighbours to protect the amenities of any future residential neighbour on site.
- 6.6.5 The Council's Pollution Officer has recommended that there be site management, air quality, and dust management conditions placed on any decision to grant the scheme, in order to protect the amenities of surrounding residents.

6.7 Residential mix and quality of accommodation

- 6.7.1 London Plan Policy 3.5 and accompanying London Housing Design Guide set out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered for future occupiers.
- 6.7.2 In assessing the 32 proposed units against these requirements, all the flats would accord with the minimum unit size requirements with some of the larger sized units exceeding the standards.
- 6.7.3 The minimum standards prescribed for individual rooms are set out within the London Housing Design Guide and the proposed rooms conform to these standards.
- 6.7.4 On site amenity space for the proposed units is provided in the form of balconies within the flatted development and gardens for the proposed terraced housing and meets London Housing Design Guide Standards

- 6.7.5 Proposed flats and dwellinghouses are generally dual aspect and are considered to have acceptable outlook over the highway and gardens.
- 6.7.6 The housing mix of 2 x 2 bed (Intermediate Housing), 2 x 3 bed (Social Rented Housing) and 7 x 1 bed, 16 x 2 bed, and 5 x 4 bed (mews houses) private market dwellings shows a variety of housing types and tenures. London Plan Policy 3.8 encourages a choice of housing based on local needs. Haringey has demand for all forms of housing, not just family sized accommodation. Therefore, the proposed housing mix is considered to be acceptable.

6.8 Affordable housing

- 6.8.1 Policy 3.12 of the London Plan 2013 seeks to maximise affordable housing provision and ensure an average of at least 13,200 more affordable homes per year in London over the 20-25 year term of the London Plan.
- 6.8.1 Saved Policy HSG 4 of the UDP 2006 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 50%. This target is reiterated in Policy SP2 of the Local Plan.
- 6.8.2 The Applicant submitted a viability assessment which demonstrated that no affordable housing could be provided. Notwithstanding this, the applicant has offered four (4) affordable units. This submitted viability assessment has been independently assessed and this has demonstrated that there is a small surplus available. However, this is less than the value of four (4) units provided and as such, the proposed level of affordable housing is the maximum reasonable amount and is therefore policy compliant.
- 6.8.3 Officers are of the view that the values in the submitted toolkit by the applicant be accepted, but only on the basis that a review mechanism is in place should the scheme not be implemented within 18 months should the sales value of the units be higher than anticipated, a percentage of any additional profits can then be redistributed for affordable housing in the Borough.
- 6.8.4 The above approach would secure 13% of the total number of units (2 x 2 bed intermediate and 2 x 3 bed social rent) as affordable housing on site and give the Council the ability to obtain further contributions, up to an equivalent 50% affordable housing contribution, should the sales values being higher than initially anticipated if not implemented within 18 months.
- 6.8.5 This affordable housing provision and review mechanism would be secured by way of a s106 legal agreement.
- 6.8.6 The above approach and affordable housing provision is considered to be acceptable and ensures the maximum reasonable amount of affordable housing is provided for in accordance with London Plan Policy 3.12, Local Plan Policy SP2, and saved UPD Policy HSG4.

6.9 Trees

6.9.1 London Plan 2013 Policy 7.21 and Saved Policy OS17 of the Unitary Development Plan 2006 seeks to protect and improve the contribution of trees, tree masses and spines to local landscape character.

6.9.1 The subject site displays little by way of landscaping or trees given the majority of the site is hardstanding or buildings. The proposal is therefore not considered to cause harm to the treescape of the immediate area. Landscaping conditions are proposed to ensure that there is a net gain in green space on site and planting.

6.10 Transportation

6.10.1 The NPPF states that planning decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. This approach is continued in Local Plan Policy SP7. UDP Policy UD3 requires development to not significantly affect private and public transport networks.

6.10.2 The site is located to the east of Green Lanes (A105) and is accessed via St Ann's Road (B152) which runs parallel to the northern boundary of the site; St Ann's Road links the site to the A105 Green Lanes to the west and the A503 Seven Sisters Road to the east. The site is bounded by Hermitage Road to the east.

6.10.3 The submitted transport assessment by Mayor Brown in support of the proposed application conducted surveys of the number of trips that are generated by the existing health care facility. These assumptions and the impact on the highway have been considered by the Council's Transportation Officer.

6.10.4 The proposal provides 12 car parking spaces for the 32 residential units and is in line with saved UDP Policy M10 as outlined in Appendix 1 of the UDP.

6.10.5 The proposal provides 52 cycle parking spaces for the 32 residential units which are considered to be acceptable. A Travel Plan and electric charging points is proposed in the section 106 legal agreement as is a condition setting the maximum number of car parking spaces and the minimum amount of secured and sheltered cycle spaces that are to be provided on site.

6.10.6 Overall, the proposal has been reviewed by the Council's Highways and Transportation Team who raise no objection to the proposal, subject to conditions, s106 contributions and a s278 highways agreement being signed to mitigate any affect the proposal may have on the highway network. The proposal is therefore considered to be acceptable from a highways and transportation perspective and in accordance with the NPPF, Local Plan Policy SP1 SP4 and SP7 and UDP Policies M10 and UD3.

6.11 Designing out crime

- 6.11.1 The NPPF, London Plan Policies 7.1, 7.3, 7.4 and saved UDP Policy UD3. seek to ensure that policies and decisions should aim to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and create safe and accessible developments, containing clear and legible pedestrian routes and high quality public space, which encourages the active and continual use of public areas.
- 6.16.2 The proposal has been viewed by the Metropolitan Police's Designing Out Crime Officer who raises no objection to the scheme.
- 6.16.3 The scheme is considered to provide good surveillance to the street and a layout that would provide a secure environment for future occupiers.
- 6.16.4 Overall, it is considered that through appropriate design, pedestrian accesses and car parking areas within the scheme can be improved to ensure that the scheme incorporates designing out crime principles and is in accordance with the aspirations of the NPPF and London Plan Policy 7.1, 7.3, 7.4 and saved UDP Policy UD3.

6.12 Climate Change and Sustainability

- 6.17.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change.
- 6.17.2 The NPPF emphasises the planning system's key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy which prioritises in descending order: reducing demand for energy, supplying energy efficiently and generating renewable energy.
- 6.17.3 Policy 5.2 of the London Plan requires major developments to achieve at least a 35% reduction in CO2 emissions over the Building Regulations 2013 Part L standard. The submitted energy statement indicates that the proposal would achieve a 40.1% energy saving per annum over the Building Regulations 2010 which is an acceptable level based on the previous London Plan requirement (40% reduction over the Building Regulation 2010 standard). The proposed carbon reduction for the residential units achieves the minimum required. Policy SP4 of Haringey's Local Plan 2013, which require all residential development proposals to incorporate energy technologies to reduce carbon emissions with the expectation that developments meet Code for Sustainable Homes Level 4.

6.17.8 Overall, the development, subject to conditions should the application be approved, is considered to adequately reduce its greenhouse gas emissions and mitigate its impact on climate change in accordance with the NPPF and London Plan Policies 5.2 and 5.9.

6.17.9 Further conditions requiring the residential units meet CfSH Level 4 along with the abovementioned condition that there be a 35% carbon reduction (Part L Building Regulations 2013) are recommended should the application be approved and would ensure the proposal accord with the NPPF 2012 and to London Plan 2011 Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan 2013, which require all residential development proposals to incorporate energy technologies to reduce carbon emissions has been included.

6.13 Flood risk and drainage

6.13.1 The drainage assessment submitted by the applicant has been assessed by the council's drainage officer who expressed concerns regarding the approach proposed. As such, the submission of a revised drainage strategy prior to commencement has been secured by the imposition of a condition.

6.13.2 The Mayor's Sustainable Design and Construction SPG states that the majority of applications referred to the Mayor have been able to achieve at least 50% attenuation on the site (prior to development) surface water runoff at peak times. This is the minimum expectation from the development. No separate attenuation measures have been provided with regards to the healthcare campus.

6.14 Waste

6.14.1 UDP Policy UD7 requires development proposal make adequate provision for waste and recycling storage.

6.14.2 The LBH Waste Management Team has not objected to the proposed development and considers, based on the current information, an Amber RAG status. Amber indicates a scheme that with further detail is likely to conform to the Council's expectations with regards to residential waste storage and collection points. A condition has been included requiring the submission of an appropriate waste strategy which encompasses not only the proposed residential but also the proposed commercial units on site.

6.15 Accessibility

6.15.1 Policy HSG1 of the UDP and Policy 3.6 of the London Plan require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. All flats are designed to meet Lifetime Homes standard however, there are no dedicated wheelchair accessible flats. 10% of the proposed residential units are expected to wheelchair accessible. A

condition is recommended requiring details of 4 residential units to be accessible.

6.16 Planning obligations

6.16.1 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site.

6.16.2 Under the provisions of the Section 106 Planning Obligations SPD the scheme would generate a contribution of £36,029. The S106 SPD paragraph 7.11 confirms that where appropriate, a developer's in-house training programme can be utilised in lieu of the contribution, and One Housing Group will provide in-house training in a bespoke plan in order to provide and procure the support necessary for local people who have been out of employment and/or do not have the skills set required for the job created.

6.16.3 One Housing Group will provide Haringey's required number of apprentices by including an obligatory clause within their build contract with the Contractor to facilitate employment and training of apprentices. The applicant set out the following on this:

Once the details have been agreed by Haringey within the S106 obligation, the contractor will be required to instigate the obligation as it will be specified by OHG in the build contract. OHG has a dedicated Employment & Training Team , and Nazrul Islam will also act as Haringey's point of contact.

The E&T Team will assist in:

- Liaising with Apprentice-College/Training Provider - to ensure learning is taking place.
- Ensuring apprentice keeps diary and records learning
- Monitoring and tracking the Apprentice and liaising with Site/office Supervisor and College for feedback to ensure supervision
- Retaining Apprentice on programme and ensuring completion of NVQ Level 2 in their chosen trade
- Liaising with LB Haringey to convey the details of the training and apprentice progression

6.16.3 The following obligations are considered to be appropriate should the application be approved:

- Car capped;
- Residential Travel Plan and Car Club;
- £3,000.00 per Travel Plan for monitoring;

- £20,000.00 CPZ review;
- £3,514.55 in s278 contributions;
- £15,000.00 towards cycling and walking improvements;
- 13% (by unit number) Affordable Housing;
- Employment and training obligations and notification to Council of any job vacancies during the construction phase;
- Review mechanism should the development not be implemented within 18 months;
- Considerate Contractors Scheme.

8.0 CIL APPLICABLE

8.1 Based on the information given on the plans, the Mayor's CIL charge will be £32,468.00 (927.65 sqm of residential floor space x £35.00) and the Haringey CIL charge will be £13,915.00 (927.65 sqm of residential floorspace x £15.00). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

9.0 CONCLUSION

9.1 The proposal involves:

- Demolition of extensions and outbuildings and conversion of former Police Station to erect new residential building to provide 32 dwelling units in a mixture of unit sizes, including one, two and three bedroom flats and four bedroom houses, parking provision, cycle and refuse storage.

9.2 The proposal is considered to be acceptable for the following reasons:

- The principle of the change of use to residential use is considered to be acceptable;
- The impact of the development on neighbouring residential amenity is acceptable;
- The design and appearance of the proposal is acceptable;
- Whilst the proposal causes less than significant harm to the Conservation Area, and this has been given consideration weight, this harm is considered to be outweighed by the reuse of a quality building in the conservation area, the design of the proposal in that it responds well to the shape of the site and its long road frontage along Hermitage Road by having the majority of the bulk and massing to the rear, outside of the conservation area, and away from the heritage building on site as well as the the overall provision of additional, high quality housing stock within the borough. In addition the harm could be overcome by a variation in materials and materials are conditioned in any case
- There would be no significant impact on parking with improved access to the site;

- The proposal meets the minimum standards outlined in the London Plan SPG Housing;
- The 32 new residential units would meet Code for Sustainable Homes Level 4 and the required carbon reduction targets set out in the London Plan;
- The indicative mix of residential units is considered to be acceptable and would bolster housing stocks within the borough;
- The s106 financial obligations for affordable housing, skills and training, highways/transportation, are considered to be appropriate in mitigating any affect on local infrastructure;

9.3 This planning application is recommended for APPROVAL subject to the conditions and informatives set out and to the prior completion of a s106 legal agreement.

10.0 RECOMMENDATIONS

8.1 Resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning is delegated the authority to issue the planning permission subject to the conditions and informatives set out below and subject to the prior completion of a section 106 Legal Agreement.

8.2 That the section 106 legal agreement referred to in resolution (1) above is to be completed no later 30 June 2015 or within such extended time as the Head of Development Management shall in her sole discretion allow; and

8.3 That, following completion of the agreement referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions imposed on application ref: HGY/2015/0034, those conditions being:

CONDITIONS AND REASONS

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 accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority. Those being:

OHG-MPS-HTA_A_XX-00_DR_0traub001 Rev A; OHG-MPS-HTA_A_XX-00_DR_0002; OHG-MPS-HTAA_XX-00_DR_0004; OHG-MPS-HTA-A_XX-00-

DR_0005; OHG-MPS-HTA-A_XX-E1-DR_0003; OHG-MPS-HTA-A_BAB-ZZ-DR_0200 Rev F; OHG-MPS-HTA-A_BAB-ZZ-DR_0201 Rev E; OHG-MPS-HTA-A_BC-ZZ-DR_0203 Rev C; OHG-MPS-HTA-A_XX-00-DR_9100 Rev E; OHG-MPS-HTA-A_XX-E1-DR_0204 Rev B; OHG-MPS-HTA-A_XX-E1-DR_0205 Rev A; OHG-MPS-HTA-A_XX-E1-DR_0207 Rev B; OHG-MPS-HTA-A_XX-E1-DR_0208 Rev C; OHG-MPS-HTA-A_XX-E1-DR_0209 Rev B; OHG-MPS-HTA-A_XX-E1-DR_0211 Rev B; OHG-MPS-HTA-A_BA-UN-DR_0300 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0301 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0302 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0303 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0304 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0305 Rev A; OHG-MPS-HTA-A_BA-UN-DR_0306 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0310 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0311 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0312 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0313 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0314 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0315 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0316 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0317 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0318 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0319 Rev A; OHG-MPS-HTA-A_BB-UN-DR_0320 Rev A; OHG-MPS-HTA-A_BC-UN-DR_0330 Rev A.

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

3. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. 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 any of the hereby approved buildings fronting Hermitage Road. The proposed flatted 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.

5. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities and waste collections have been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

6. No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

- a) parking and management of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities:

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

7. No works shall be carried out on the site until a detailed report, including risk assessment, detailing management of demolition and construction dust has been submitted and approved by the Local Planning Authority (reference to the London Code of Construction Practice) and that the site of contractor company be registered with the considerate constructors scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on site.

Reasons: To safeguard the amenities of the area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

8. Prior to the first occupation of the hereby approved thirty-two (32no) residential units, installation details of the boiler to be provided for space heating and domestic hot water are to be submitted to and approved in writing by the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40mg/kWh (0%). The boilers are to be installed and permanently retained thereafter, or until such time as more efficient technology can replace those previously approved.

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by the London Plan 2011 Policy 7.14.

9. The dwellings hereby approved shall achieve a carbon reduction in CO2 emissions of at least 35% against Part L of the Building Regulations 2013 and a Code for Sustainable Homes rating of Level 4. No dwelling shall be occupied until a final Code Certificate has been issued by a suitably qualified expert for it certifying that this reduction has been achieved.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

10. At least four (4no) of the hereby approved thirty-two (32no) residential units shall be wheelchair accessible or easily adaptable for wheelchair use unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Haringey Local Plan 2013 Policy SP2.

11. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 or any Order revoking or re-enacting that Order, no:

- A) roof extensions;
- B) rear extensions;
- C) side extensions;
- D) front extensions;

shall be carried out to any dwellinghouse hereby approved within both the DETAILED and OUTLINE component of the permission without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy 7.4 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

12. Notwithstanding the information submitted with this application, no development shall take place until precise details depicting 56 secure and sheltered cycle spaces and no more than 12 car parking spaces are provided for on site in connection with the development hereby permitted, are submitted to, and approved in writing by the Local Planning Authority. The development will then be retained as such in perpetuity in accordance with these details.

Reason: To promote sustainable modes of transport and protect the free flow of traffic on local roads area consistent with Policies 6.3, 6.11 and 7.15 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006

13. Building, engineering or other operations such as demolition, works preparatory to or ancillary to the construction shall take place between the hours of 08:00am and 18:00pm Mondays to Fridays, and between the hours of 08:00am and 13:00pm Saturdays only, and no works shall be carried out at any times on Sundays or Public Holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenity of adjacent residents and the area generally and to meet the requirements of London Plan Policy 7.6 and Saved UDP Policy UD3.

14. Prior to the commencement of any works on site, a site wide landscaping plan shall be submitted to, and approved in writing, by the Local Planning Authority. The details shall include (but not limited to):

- a) Details of Hardstanding;
- b) Details of all soft landscaping and planting to include species, size, and type of planting.

Reason: In the interests of improving the visual amenity and biodiversity in the area in accordance with London Plan Policy 7.19 and Local Plan Policy SP13.

15. Prior to any works commencing on site, a detailed sustainable drainage scheme shall be submitted to the local planning authority for consideration and determination and thereafter, any approved scheme shall be implemented wholly in accordance with the approval and before any above ground works commence.

Reason: In order to ensure that a sustainable drainage system has been incorporated as part of the scheme in the interests of sustainability and in accordance with 5.13 of the London Plan.

INFORMATIVES

INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE: Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

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

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

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: Community Infrastructure Levy. The application is advised that the proposed development will be liable for the Mayor of London's CIL and Haringey's Local CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £32,468.00 (927.67 sqm of additional residential floor space x £35.00) and the Haringey CIL charge will be £13,915.00 (927.67sqm of residential floorspace x £15.00). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

Legal Agreement – Heads of Terms:

The granting of permission for this application would require a Section 106 legal agreement to include the following heads of terms:

- Car capped;
- Residential Travel Plan, Car Club, Electric Charging Points;
- £3,000.00 per Travel Plan for monitoring;
- £20,000.00 CPZ review;
- £3,514.55 in s278 contributions;
- £15,000.00 towards cycling and walking improvements;
- 13% (by unit number) Affordable Housing.
- Notification to Council of any job vacancies during the construction phase;
- Review mechanism should the development not be implemented within 18 months;
- Considerate Contractors.

In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.

(4) That, in the absence of the agreement(s) referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the Planning Application be refused for the following reasons:

- 1.** In the absence of the provision of residential and work place travel plans, a travel plan co-ordinator, a financial contribution towards the monitoring of the Travel Plan, the scheme being car capped, and contributions towards CPZ review, cycling and walking improvements, traffic management studies, the proposal would have an unacceptable impact on local traffic movement and surrounding road network and would be contrary to Local Plan policy SP7, Unitary Development Plan Policies M8 and M10 and London Plan Policies 6.11, 6.12 and 6.13.
- 2.** In the absence of the provision of 13% on site affordable housing and review mechanism to secure further affordable housing, the proposal would fail to contribute to the identified need for affordable housing in the area and would be contrary to Local Plan policy SP2 and London Plan policy 3.12
- 3.** In the absence of a considerate constructor's agreement, the proposal would have an unacceptable impact on the amenities of surrounding neighbours and would be contrary to UDP 2006 Policy UD3 and concurrent London Plan 2011 Policy 7.6.
- 4.** In the absence of a scheme towards Construction training / local labour initiatives and a financial contribution towards Work Placement Co-ordinators (WPCs), the proposal would have an unacceptable impact on the community and would be contrary to Local Plan policy SP8 and London Plan Policy 4.1

(5) In the event that the Planning Application is refused for the reasons set out in resolution (4) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations,
- (ii) The further application for planning permission is submitted to and approved by the Head of Development Management within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreement(s) contemplated in resolution (1) above to secure the obligations specified therein.

APPENDIX 1 - Consultation responses

No	Stakeholder	Questions/Comments	Outcomes
1	Building Control	No objection to the proposal	
2	Secure By Design Officer	No objection to the proposal.	
3	LBH Environmental Health:	No objection to the proposal.	Conditions recommended regarding air quality, dust control, boiler emissions. Informative regarding asbestos.
4	TfL	No objection to the proposals. Agrees with the requirement that travel plans should be approved and monitored. Electric charging points and cycle parking should be provided in line with TfL standards.	S106 requirements: Travel Plans, Electric Charging Points. Conditions: Cycle and vehicular Parking
5	LBH Transportation	No objection to the proposal.	S106 requirements: Travel Plans, Electric Charging Points. Conditions: Cycle and vehicular Parking S278 works to repair redundant cross overs
6	Thames Water	No objection to the proposal.	
7	Tottenham CAAC	Supports the Scheme.	
8	LBH Conservation Officer:	Initially raised objections to the design of the scheme. Whilst there is merit to what the overall principle of the scheme entails, the demolition of the side extension and out buildings, what is proposed seems to lack articulation and would harm the conservation area. Having viewed the amended plans, there is little to suggest that the alterations to the top floor of the	Conditions requiring materials to be submitted and a landscaping plan.

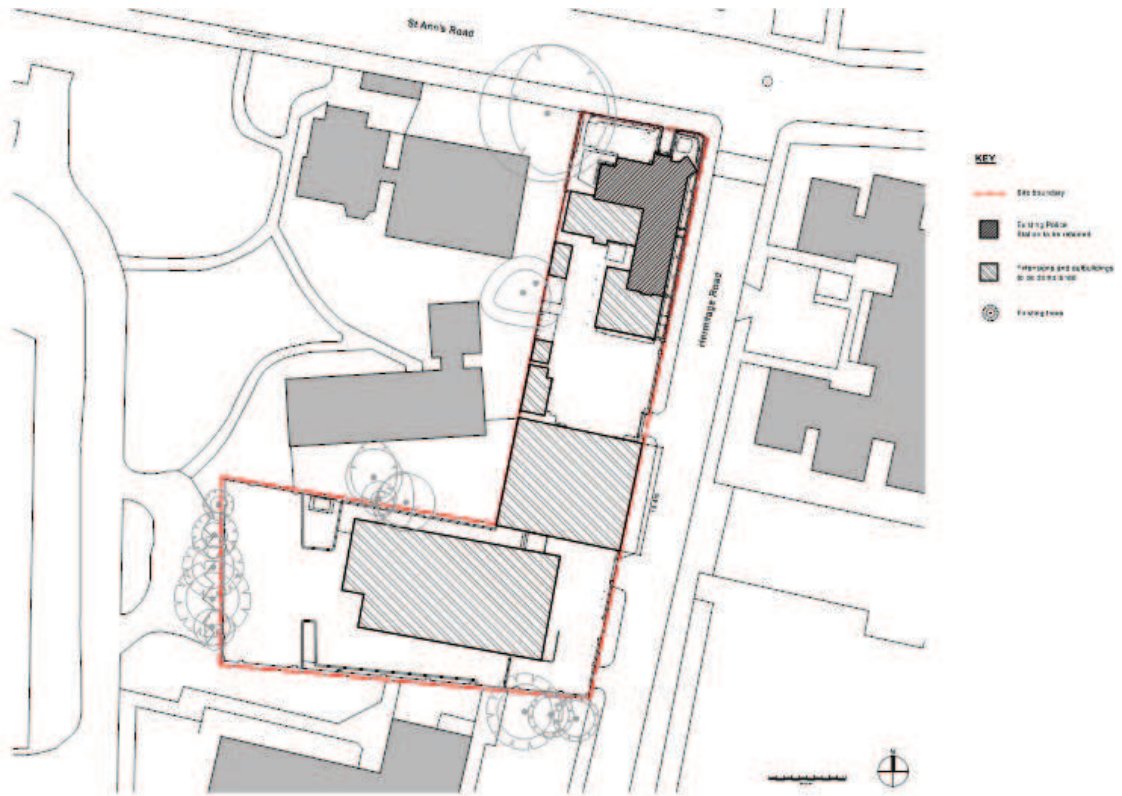
		flats, balustrade changes and parapet level changes have done enough to overcome these initial concerns. The elevation remains unbroken and there is little articulation in the facade with regards to material changes.	
9	LBH Cleansing	RAG status of Amber. Further details required for the storage of waste and recycling required.	Condition requiring details of waste and recycling storage.
10	Turner's Court Residents Association	No objection to the proposal. Raises concerns about disruption during construction and low affordable housing provision.	Conditions relating to construction hours.
11	Haringey Cycling Campaign:	Neutral. The developer should improve the public realm by widening the footpath reducing the corner of their site by 700mm. RESPONSE: The portion of the site in question relates to the historic pattern of development and siting of the police station building. Altering this portion would harm the setting of the building within the Conservation Area. Notwithstanding the conservation concerns with regards to this request, the Council's Transportation Team and TfL both did not raise this as a matter of concern.	
12	NHS Mental Health Trust:	Objects to the erection of scaffolding on their neighbouring property and the height of the proposed three storey buildings being able to overlook mental health accommodation. RESPONSE: The proposal is considered to not cause harm to neighbouring amenity. Separation distances between the mental health facilities and the proposed buildings is considered to be sufficient to protect the amenities of both future residents and neighbouring patients.	
13	St Ann's CAAC	Objection to the proposal. Matters being the demolition of the side extension to the Police	

		<p>Station, walls, posts and gates; low affordable housing; unacceptable massing and appearance and effect on neighbouring and residential amenity; and general overdevelopment of the site.</p> <p>RESPONSE: The proposal has been assessed and considered to be acceptable with regards to design, appearance, massing and impact on the St Ann's Conservation Area generally. The site is not adjacent to residential uses and is not considered to harm amenities of nearby residences of the hospital. The side extension to the Police Station is a later addition, and whilst older than all other outbuildings on site, is certainly not original to the Police Building itself. Its removal is not considered to be harmful to the appearance of the main Police Building. Further to this, the extension being single storey sits awkwardly with the taller Police Building. A taller extension is considered to be more appropriate and complementary to its design and appearance.</p>	
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Appendix 2 – Plans and Images

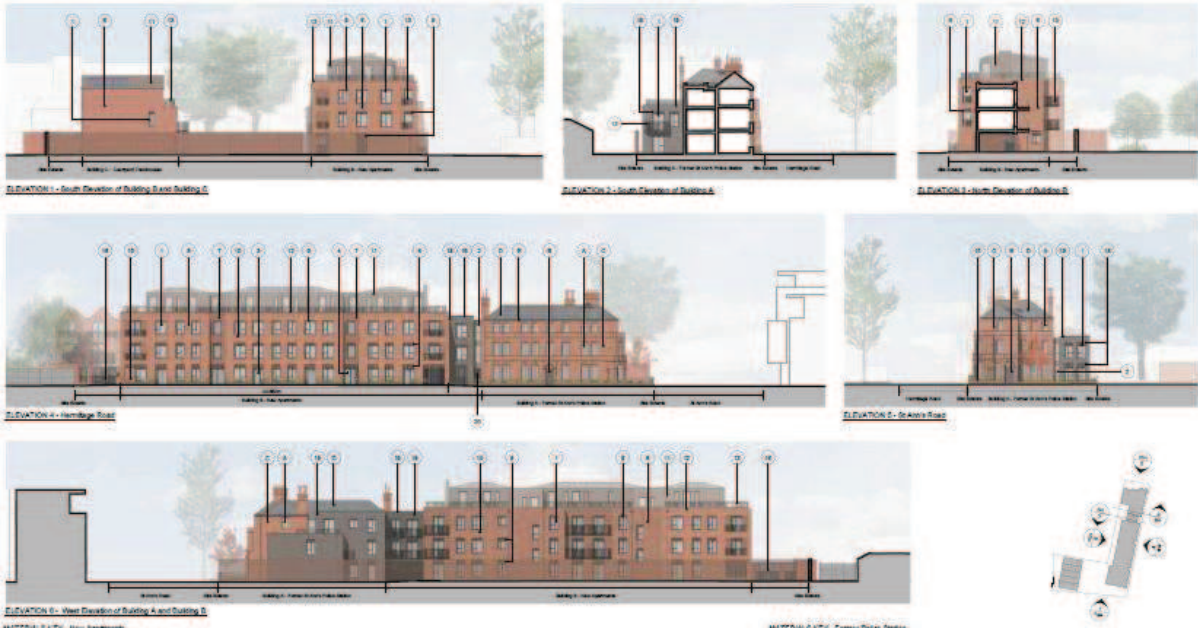
Site Location Plan



Proposed Site Plan



Proposed Elevations



Proposed Mews Dwelling Elevations



Proposed View from St Ann's Road (Junction with Hermitage Road)



View from top of Hermitage Road



View from St Ann's Road



View from St Ann's Road



View from Hermitage Road (link between new development and Police Station)



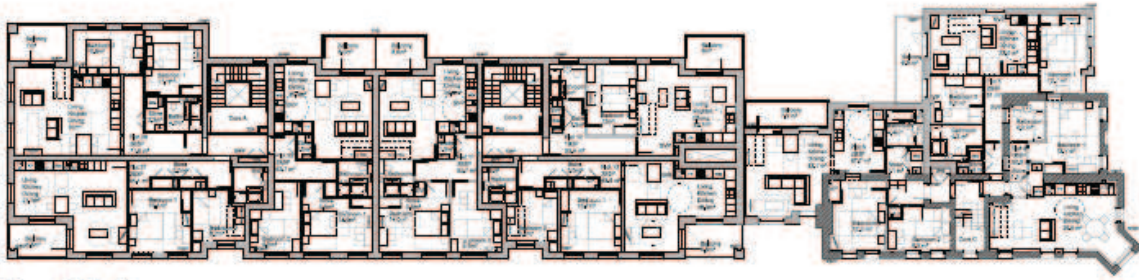
View from Hermitage Road (vehicular entrance)



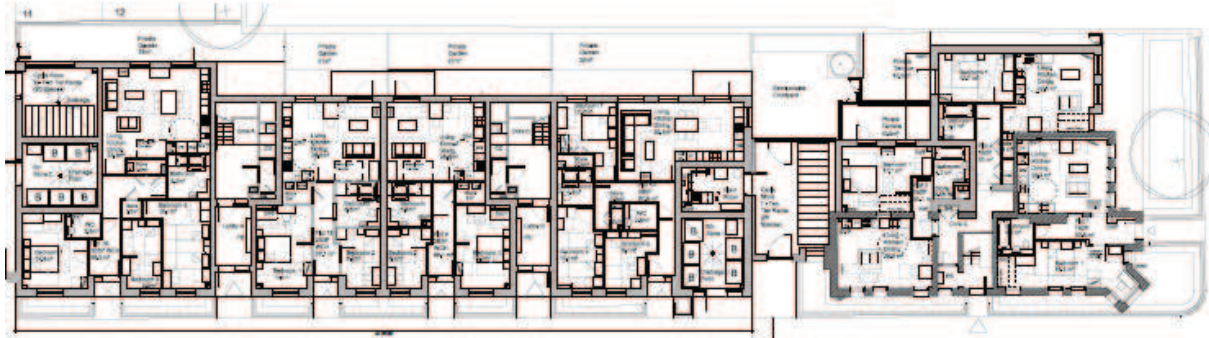
View from Hermitage Road (looking towards St Ann's Road)



Proposed Floor Plans (Ground and First of flats and Police Station)



Proposed First Floor Plan



Proposed Site Plan and Ground Floor Plan

Proposed Floor and Roof Plan



Proposed Roof Plan



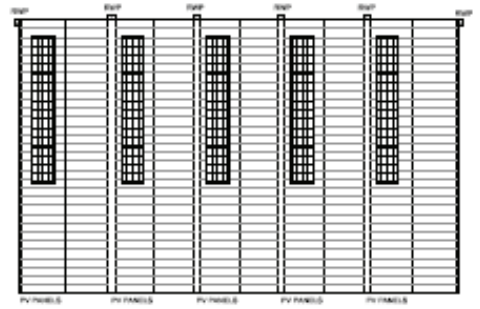
Proposed Third Floor Plan



Proposed Floor Plans and Roof Plan of Proposed Houses



Proposed First Floor Plan



Proposed Roof Plan



Proposed Site Plan and Ground Floor Plan



Proposed Second Floor Plan