

## NOTICE OF MEETING

# PLANNING SUB COMMITTEE

**Monday, 27th June, 2016, 7.00 pm - Civic Centre, High Road, Wood Green, N22 8LE**

**Members:** Councillors Natan Doron (Chair), Vincent Carroll (Vice-Chair), Dhiren Basu, David Beacham, John Bevan, Clive Carter, Toni Mallett, Jennifer Mann, Peter Mitchell, James Patterson and Ann Waters

Quorum: 3

### 1. **FILMING AT MEETINGS**

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

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

### 2. **APOLOGIES**

### 3. **URGENT BUSINESS**

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 14 below.

### 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. 168 PARK VIEW ROAD, LONDON N17 9BL (PAGES 1 - 44)**

Demolition of existing car repair/servicing garage and construction of a part 2 and part 4 storey building to provide 12 residential units with 7 car parking spaces and ancillary servicing accommodation.

RECOMMENDATION: grant permission subject to conditions and subject to a S106 Legal Agreement

**7. BROADWATER LODGE HIGHAM ROAD N17 6NN (PAGES 45 - 66)**

Change of use of from Residential Institution (C2) to a Hostel (C1) comprising temporary accommodation for homeless households (50 rooms) for a temporary period of five years.

RECOMMENDATION: grant permission subject to conditions.

**8. PRE-APPLICATION BRIEFING**

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

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

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

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

- 9. ASHLEY ROAD SOUTH TOTTENHAM HALE (PAGES 67 - 78)**
- 10. LAND NORTH OF MONUMENT WAY AND SOUTH OF FAIRBANKS ROAD, N17 (PAGES 79 - 84)**
- 11. COPPETTS WOOD HOSPITAL COPPETTS ROAD N10 1JN (PAGES 85 - 94)**
- 12. MONO HOUSE, 50-56 LAWRENCE ROAD, N15 (PAGES 95 - 108)**
- 13. STATION SQUARE WEST, STATION ROAD, TOTTENHAM HALE N17 9JZ (PAGES 109 - 116)**
- 14. NEW ITEMS OF URGENT BUSINESS**  
To consider any items admitted at item 2 above.
- 15. DATE OF NEXT MEETING**  
11 July.

Maria Fletcher, Principal Committee Co-ordinator  
Tel – 020 8489 1512  
Fax – 020 8881 5218  
Email: maria.fletcher@haringey.gov.uk

Bernie Ryan  
Assistant Director – Corporate Governance and Monitoring Officer  
River Park House, 225 High Road, Wood Green, N22 8HQ

Friday, 17 June 2016

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Planning Sub Committee Item No.

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2015/3398

**Ward:** Tottenham Hale

**Address:** 168 Park View Road, London N17 9BL

**Proposal:** Demolition of existing car repair/servicing garage and construction of a part 2 and part 4 storey building to provide 12 residential units with 7 car parking spaces and ancillary servicing accommodation

**Applicant:** Park View UK Limited

**Ownership:** Private

**Case Officer Contact:** Malachy McGovern

**Date received:** 13/11/2015

**Drawing number of plans:** Site Location Plan, Site Plan (P003-P1), P200-P1, P201-P1, P207, P300-P1, P202-P1, P203-P1, P204-P1, P205-P1, P100-P1, P101-P1, P102-P1, P103-P1, P106-P1

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

### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development is acceptable on this site
- The proposed residential accommodation would be of an acceptable layout and standard
- The proposal would not harm the amenities of neighbours
- The design and appearance of the proposal is acceptable
- There would be no significant impact on parking
- The application is in accordance with the development plan

### 2.0 RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised 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 providing for the obligation set out in the Heads of Terms below.

- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 1st August 2016 or within such extended time as the Head of Development Management shall in her sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

### **Conditions**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Construction Management Plan (CMP/ CLP)
- 4) Contamination Study
- 5) Contamination Report
- 6) Control of Dust & Emissions
- 7) Gas boilers
- 8) Piling Method Statement
- 9) Energy Statement
- 10) Refuse Storage & Collection
- 11) Sustainable Urban Drainage Scheme
- 12) Surface Water Drainage
- 13) Sustainable Drainage Maintenance
- 14) Green Roofs
- 15) Landscaping
- 16) Materials Details
- 17) No Satellite Dishes

### **Informatives**

1. CIL
2. Hours of Construction
3. Party Wall Act
4. Street Naming & Numbering
5. Sprinkler System
6. Sewer/ Drainage
7. Groundwater Risk management
8. Water Pressure
9. Asbestos Survey
10. Network Rail Informatives

### **Section 106 Heads of Terms:**

2.4 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

(i) In the absence of a financial contribution towards the Subway Underpass improvements identified, the proposal would have an unacceptable impact on affordable housing provision within the Borough. As such, the proposal would be contrary to Local Plan policy SP2 and London Plan policy 3.12.

(ii) In the absence of a financial contribution towards the amendment of the Traffic Management Order, highways works and car club funding, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.

2.5 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) 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, and

(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 contemplated in resolution (1) above to secure the obligations specified therein.

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

2.7 The Applicant/ Developer is required to contribute by way of a S.106 and an S.278 agreement £80,000 (eighty thousand pounds) 6 months prior to occupation towards the enhancement of lighting along the pedestrian/cycle link between Park View Road and Watermead Way, and for the alterations and amendments to the site access in accordance drawing P100 RevP1.

Reason: To secure the necessary upgrade of the existing lighting along the footpath linking Park View Road and Watermead Way in order to allow 24hour pedestrian access.

2. 8 The Applicant/Developer must offer all new residents of the proposed development two years free membership to a local Car Club. Evidence that each

unit has been offered free membership to the Car Club must be submitted to the Local Planning Authority.

Reason: To reduce the demand for private car ownership.

## **CONTENTS**

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATION

## **APPENDICES:**

- Appendix 1: Consultation Responses
- Appendix 2: Plans and images
- Appendix 3: Quality Review Panel Notes

## **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **3.1 Proposed development**

- 3.1.1 The application seeks full planning permission for demolition of the existing commercial buildings on site and construction of a part 2, part 4 storey building to provide 12 residential units with 7 car parking spaces and ancillary servicing accommodation

### **3.2 Site and surroundings**

- 3.2.1 The application site is irregularly shaped measuring approximately 635 sq metres in area (0.0635 hectares) and is located on the northern side of Park View Road adjacent to the north - south railway line from Tottenham Hale. The site currently comprises a two storey commercial building previously used for light industry B1(c) however has been vacant and dilapidated for a number of years. Access is granted directly from Park View Road.
- 3.2.2 Immediately north of the site is the Roseberry Industrial Park and to the northwest and west of the site are a number of 2 – 3 storey terraced residential properties. The site adjoins the railway line to the east and is situated at the end of the cul-de-sac with a pedestrian underpass running from the south edge of the site eastwards. To the south of the site and on the opposite side of the road is a large commercial yard and vehicle depot.



3.2.3 The site does not comprise any Listed Buildings and is not located within a Conservation Area, however is located in a Flood Zone 2 area. The site is also located within the Tottenham Hale Growth Area as identified on the Haringey Local Plan Strategic Policies map.

### 3.3 Relevant planning history

3.3.1 Planning PPA/2016/0004 PENDING --- 168 Park View Road Tottenham London PPA

3.3.2 Planning PRE/2014/0143 PASENT 24-02-15 168 Park View Road London Demolition of existing buildings and erection of a four storey block of flats comprising 9 x 1 bed flats, 9 x 2 bed flats and 3 x 3 bed flats.

3.3.3 Planning PRE/2015/0054 PASENT 08-05-15 168 Park View Road London Follow up to PRE/2014/0143 - Demolition of existing buildings and erection of a four storey block of flats comprising 9 x 1 bed flats, 9 x 2 bed flats and 3 x 3 bed flats.

3.3.4 Planning PRE/2015/0205 PASENT 10-09-15 168 Park View Road London Follow up to PRE/2014/0143 & PRE/2014/0054 - Demolition of Existing Car Gear Box Servicing Garage and Construction of 19 Residential Units with 5 Car spaces including one wheelchair car space and ancillary servicing accommodation. Residential Mix to include: 6 x 1Bed 2Person Units, 6 x 2Bed 3Person Units, 4 x 2Bed 4Person Units, 3 x 3Bed 5Person Units = Total 19 Residential units (Includes 2 wheelchair Units)

### 4.0 CONSULTATION

4.1 A number of pre-application meetings were held with planning officers prior to submission of the planning application. The architects were advised as to the principle of development, the form and scale of the building proposed for the site, car parking and access, trees and refuse storage.

4.2 The scheme has been presented to the **Haringey Quality Review Panel** on the 10<sup>th</sup> February 2016

4.3 The minutes of the meeting are set out in Appendix 3. The issues raised and how they have been addressed by the application are set out in the Design section (6.2) of this report.

4.4 No **Development Management Forum** was held however, it was not considered necessary given the application is a smaller scale major development.

4.5 The following were consulted regarding the application, and the following responses were received:

### Internal:

- 1) LBH Urban Design – generally happy with revised scheme which overcomes the concerns outlined by the Quality Review Panel (QRP).
- 2) LBH Transport: Generally happy with the proposal subject to conditions including contributions towards lighting along the footpath/ subway, Construction Management Plan and Car Club Membership.
- 3) LBH Pollution: Advised that Combined Heat Power (CHP) has been dismissed as unsuitable. Conditions recommended re 1. Contaminated Land, 2. Combustion of Energy / Plant and 3. Management and Control of Dust. Informative also advised re asbestos survey
- 4) LBH Carbon Management Team: No objection – requested further information re possible connection to District Energy Network (DEN)
- 5) LBH Waste Management: No objection – informative
- 6) LBH Regeneration: concerns remain regarding dominance of parking and bin storage, lack of active frontages, sight lines along underpass should be improved where possible. Financial contribution needed.
- 7) LB Housing: Dwelling mix does not comply and affordable housing provision fails to meet 50% target
- 8) LB Environmental Health: Floor Risk Assessment – No objection however conditions imposed

### External:

Thames Water: No objection - Informatives advised

Transport for London (TFL): No objection raised

Network Rail: No objection raised however informatives concerning 1. Future Maintenance, 2. Drainage, 3. Plant & Materials, 4. Scaffolding, 5. Piling, 6. Fencing, 7. Lighting, 8. Noise & Vibration, 9. Landscaping (Permitted & Not Permitted species), 10. Vehicle Incursion.

Natural England: No objection

Designing Out Crime Officer: Some concern regarding undercroft parking – no natural surveillance. Conditions recommended re sections 2 & 3 Secured by Design

Environment Agency: No objection – informatives advised

## **5.0 LOCAL REPRESENTATIONS**

5.1 The following were consulted:

194 neighbouring properties

2 site notices were erected close to the site

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

No of individual responses: 2

Objecting: 2

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- Additional parking pressure in a cul-de-sac
- Design is poor
- No benefit to the surroundings which require improvements to the underpass and barriers
- Improvements to make area feel less threatening are needed
- Retaining wall should be removed and better lighting installed

## **6.0 MATERIAL PLANNING CONSIDERATIONS**

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Design and appearance
3. The impact on the amenity of adjoining occupiers
4. Residential Mix and Quality of Accommodation
5. Density
6. Affordable Housing
7. Transportation
8. Sustainability

- 9. Land Contamination
- 10. Waste
- 11. Accessibility
- 12. Drainage
- 13. Planning Obligations

## **6.1 Principle of the development**

- 6.1.1 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. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.
- 6.1.2 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. The principle of introducing 12 new residential units on site would be supported by the Council in augmenting the housing stock in the area and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, albeit all other material planning considerations being met.
- 6.1.3 The site currently comprises a two-storey commercial building which has previously been used for car repairs and light industrial purposes. The loss of the existing employment land is a fundamental planning consideration and Local Plan Policy SP8 makes it clear that there is a presumption to support local employment and small sized businesses that require employment land and space. It is also important to note that emerging DPD Policy DM48 states that the Council will only consider the loss of employment land or floorspace to be acceptable subject to any new development proposals providing the maximum amount of replacement employment floorspace possible having regard to viability. Although only limited weight can be afforded to emerging DM DPD policies, the document is now at pre-submission stage and is now closer to adoption stage, so is therefore material in assessing this planning proposal.
- 6.1.4 However, Saved UDP Policy HSG2 states that a change of use to residential use would be acceptable, provided that the site does not lie in a designated employment area, there would be no loss of open space, the site is not within a designated shopping frontage and would provide satisfactory living conditions. Furthermore saved UDP Policy EMP4 encourages the redevelopment of unallocated employment sites providing that: the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site and result in wider regeneration benefits.

- 6.1.5 As stated above the site is currently vacant and has been in general decline. This is evidenced by the general condition of the main workshop building which has fallen into a state of disrepair. It is noted that the site has historically formed part of a larger industrial estate (as shown on the historical maps provided) however between 1975 – 1985 however this part of Park View Road was redeveloped for residential use. The application site was left over as it was a long standing family business which was still operating at the time.
- 6.1.6 The length of time that the site has been vacant is a material consideration in this respect. The Applicant submits that the site was previously occupied by J McCartney Ltd between 1967 and 2011 and has not provided any employment or jobs for at least 5 years. This period of vacancy indicates that it is no longer suitable for an employment generating use.
- 6.1.7 The Applicant submits that following the ceasing of operations in March 2011 there was a period of probate. The site was then marketed on the open market since March 2014 and letters from Stirling Ackroyd have been submitted as evidence. The Council's Business Rate's records confirm this period of vacancy.
- 6.1.8 As such, the loss of the employment land is considered to be acceptable and the redevelopment of the site with a residential scheme would provide much needed housing in the borough, therefore contributing to the council's major policy objectives. Furthermore, the proposed residential development on the site would meet all of the criteria set out in Saved Policy HSG2 and would contribute to the boroughs wider regeneration initiatives for the area.

## **6.2 Design and appearance**

- 6.2.1 The NPPF should be considered alongside London Plan 2015 Policies 3.5, 7.4 and 7.6, Local Plan 2013 Policy SP11 and Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016, which identifies that all development proposals should respect their surroundings by being sympathetic to their form, scale, materials and architectural detail.
- 6.2.2 The scheme proposes a part 2, part 4-storey building with a flat roof and a staggered linear form orientated north east – south west. The proposed 4 storey massing is considered acceptable given the sites position adjacent to a railway line. The two storey element on the western side would provide a suitable transition from the neighbouring 2 storey residential terrace. The proposed scale and massing is therefore acceptable in its context.
- 6.2.3 The submitted drawings and information indicate that the external materials would be predominantly grey brick with some charcoal fibre cement-board cladding on the eastern side of the front elevation providing contrast and interest. Aluminium doors and brick reveals would be complemented by frameless glass balustrades to the balconies. Rainscreen cladding would be used on the west and north elevations however overall, a simple uniform grey brick would be used on those elevations which are not visible from street views. To the front, a large

PPC steel frame gate would enclose the ground floor undercroft parking and internal refuse area which is considered acceptable. A limited amount of landscaping is provided around the building given the obvious site constraints however this is deemed to be acceptable given the close proximity to Down Lane Park and Tottenham Marshes.

- 6.2.4 In addition to the benefits of providing additional housing, the scheme would also improve the accessibility of the area by introducing new lighting and improving the surfacing of the existing footpath path to the south. The existing barrier across the cul-de-sac would be removed and the approach to the subway would be improved with new surfacing and lighting. These works would also improve the perception of safety by improving the openness of the subway entrance – a key concern for local residents. The proposed building would also introduce new windows which would improve natural surveillance and the perception of safety in and around the subway. These works would substantially improve the quality of the public realm and are central to the success of the scheme.
- 6.2.5 The Council's Regeneration Team have advised that a draft Green and Open Spaces Strategy (G&OSS) for Tottenham Hale was approved by Cabinet in February 2016. It sets out a vision for a grid, or network, of connections linking the High Road with existing green assets such as Tottenham Marshes as well as the future District Centre. This is rooted in analysis of the quality and provision of current access to nature and open space, as well as the impact and requirements of the District Centre Framework and the Tottenham Area Action Plan.
- 6.2.6 The subway / underpass adjacent to the site is identified as a key link within the strategy and once improved, it will provide resilience within the green grid and offer a safe and pleasant route to Tottenham Marshes and the Lea Valley. During community engagement events in 2015 (March, June, November), the resounding feedback was that due to the poor condition of the underpass, the lack of visual access, existing barriers and lack of natural surveillance, residents did not feel safe using it. As a result of this feedback, improving the underpass is listed as a 'priority project' within the strategy and has become a strategic objective for senior leadership in the council. The proposed improvements to the underpass therefore serve a vital objective both locally and in broader strategic terms.
- 6.2.7 The application was presented to the Quality Review Panel (QRP) in February 2016, who expressed support for the proposal generally. The panel advised that the top floor should be reconfigured to match the layout of the floors below in order to re-orientate the living space and outlook away from the railway line. They suggested that this would in turn simplify the front elevation and allow lightweight balconies. The panel also recommended further improvements to the main entrance, specifically the need to make it more generous and open. Following the QRP, the upper floor was revised as per the advice and is considered to be a much more successful layout and front elevation.

6.2.8 The Council's Design Officer considers that the QRP comments and the applicant's subsequent response to the points raised result in a successful scheme in urban design terms. Both the QRP and the Council's Design Officer have stressed the importance of ensuring that the quality palette of materials proposed are secured through the final design and that this is not compromised through the procurement process. Overall, the proposal is considered to be acceptable and in general accordance with London Plan 2015 Policies 3.5, 7.4 and 7.6 and Local Plan 2013 Policy SP11.

| QRP Comment   | Action Taken   |
|---|--|
| <p>Reconfiguration of top floors to orientate living space away from the railway line would vastly improve the scheme</p>   | <p>Layout has been amended to have living space facing west with terraces enjoying evening sun. Elevations simplified and improved as a result.</p>  |
| <p>Changes to entrance of the building should be considered in order to make the space more open</p>  | <p>The building has been set back further from the front (southern boundary) and back further from the road. The result is a greater sense of openness and flexibility in terms of treatment to the immediate public realm adjoining the subway underpass.</p>   |
| <p>The scheme must improve the quality of the space, the bleakness of the locality, and the visibility of and perception of safety around the subway underpass. Maintenance is also a concern.</p> <p>Visual integration of the underpass with the site entrance strongly recommended</p> | <p>The proposal will provide an £80K contribution towards highway works and improvements to the approach to the subway underpass. This will involve removal of the physical vehicle barrier, remodelling the slope of the road to the underpass, new hard surfacing and lighting.</p> <p>The proposed building will be set back from the road and a landscaping plan including hard surfacing will ensure consistency and integration with the subway underpass. Boundary wall height would be reduced and planting would be low level to improve visibility as recommended.</p> |
| <p>Strip of land at north of site should be allocated to the ground floor dwelling as amenity space.</p>  | <p>The strip of land has now been incorporated into the ground floor flat amenity space as advised.</p>  |

|   |   |
|---|---|
| Extremely important that the high quality palette of materials proposed is secured by condition and is not compromised through procurement or delivery of the scheme. | The materials will be conditioned requiring further details and samples to be submitted as suggested. It is acknowledged that this is important to the success of the scheme. |
|---|---|

### 6.3 Impact on the amenity of adjoining occupiers

- 6.3.1 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 buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. This is reflected in Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016.
- 6.3.2 The proposal has been accompanied by a daylight/sunlight report. This report concludes that there would be no harmful loss of daylight/sunlight to adjoining neighbours at two critical points (A and B). The report states that the greatest potential for negative impacts is on the ground floor rear windows of 156 – 161 Parkview Road. The report states that both of the points assessed would not suffer from unacceptable light loss and that any reduction would be in keeping with BRE guidelines, more specifically BRE 209.
- 6.3.3 It is noted that the daylight / sunlight report does not deal with the impact on neighbouring gardens of 156 – 161 Park View Road. Given the two storey height of the proposed building at the point where it is immediately south of the gardens, it is considered that only some morning sun would be lost. The proposed 4 storey element is considered to be a sufficient distance away from the gardens and rear facing habitable windows to no.s 156 – 161 so as to not have a significant overbearing impact. The neighbouring gardens would still receive adequate sunlight hours from mid day to afternoon in line with BRE guidelines.
- 6.3.4 The scheme has been revised since the original submission and the advice of the QRP to reconfigure the top floors and have the amenity space and terraces face west (away from the railway line) have been incorporated into the scheme. The proposed building would now have roof terraces and balconies at first, second and third floor. The west facing terraces would overlook the rear gardens of no's 156 – 161 however given the approximate 10 metre separation distance it is not considered that this would cause an unsatisfactory degree of harm. A condition can be imposed restricting the use of the green roof facing no. 167 Park View Road thereby overcoming any potential loss of privacy to no's 162 – 167 Park View Road.



- 6.3.5 In addition to the west facing terraces, the new building would also have west facing windows overlooking the residential properties immediately west. The submitted plans indicate that a distance of 22 metres would be achieved between the existing east facing windows to the properties on 156 – 161 and the proposed building. This separation is considered to be sufficient and is not considered to reduce privacy to an unacceptable degree.
- 6.3.6 Noise pollution is dealt with under saved UDP Policy UD3 which resists developments which would involve an unacceptable level of noise beyond the boundary of the site. This stance is in line with the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan. Given the scale of the proposal and the nature of noise from residential uses, the proposal would not cause a significant degree of noise and disturbance upon nearby residents in meeting the above policy framework.
- 6.3.7 Conditions are recommended requiring adequate dust control to protect the amenities of neighbours during the build phase of the development. Hours of construction are controlled by other legislation and an informative noting the hours and relevant legislation is recommended.
- 6.3.8 The proposal is not considered to harm the amenities of neighbours and is in general accordance with saved UDP 2006 Policy UD3 and concurrent London Plan 2015 Policy 7.6.

## **6.4 Residential mix and quality of accommodation**

- 6.4.1 The Council's policy SP2 states that the Council will seek to provide homes to meet Haringey's housing needs and provide a range of unit sizes. The proposed development contributes towards the housing need in the borough. The housing mix provided (6 x 1-bed flats, 3 x 2-bed flats, 3 x 3-bed flats), is acceptable given the constraints of the site, the number of units provided and the quality of accommodation on offer.
- 6.4.2 London Plan Policy 3.5 and accompanying Mayor's Housing SPG 2016 set out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered. The standards by which this is measured are set out in the Mayor's Housing SPG 2012.
- 6.4.3 One of the challenges for the development is to achieve satisfactory noise mitigation given the obvious proximity to the railway line and the carriageway flyover immediately east. This has been overcome to some degree by orientating the upper floors so that the amenity areas face west and away from the railway and road traffic. The applicant has also submitted a noise and vibration impact assessment undertaken by 'KP Acoustics' and this report confirms that a specific glazing product and specification would be suitable for

the development which would satisfy the design range BS8233. The report concludes that appropriate glazing could overcome the road and rail noise concerns and that any vibration from train activity is below the threshold of human perception.

- 6.4.4 In assessing the proposal against the London Plan 2015 and the Mayor's Housing SPG 2016, all the units would accord with the minimum unit size requirements. Furthermore, the proposal would provide sufficient private amenity space for each flat, by way of a garden or a good sized terrace. Therefore, the proposal would provide an acceptable level of amenity for future occupiers.
- 6.4.5 The submitted drawings indicate that 3 of the 12 flats would be single aspect however these would be west facing enjoying evening sun and all would have terraces providing outdoor amenity. Given the constraints with the site, it is considered that this is acceptable and that all 3 single aspect units would receive sufficient daylight and sunlight. There would be no single aspect units facing the railway line.

## **6.5 Density**

- 6.5.1 Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range the density levels in the Density Matrix of the London Plan.
- 6.5.2 The red line site area is 0.063 hectares however given the context and the proposed improvements to the adjacent subway, some flexibility must be applied when considering the appropriate density. The surrounding area is considered to be somewhere between sub-urban and urban, and has a PTAL of 2 which would increase to 4 given the proposed improvements to the subway underpass and adjoining footpath. The density proposed is 172 units per hectare (12 units / 0.063 ha) and 500 habitable rooms per hectare (55 habitable rooms / 0.11 ha), which falls just above the guidelines of 45 - 130 u/ha for a suburban PTAL of 4 set out in the London Plan table 3.2.
- 6.5.3 It should be noted that density is only one consideration of the acceptability of a proposal. As noted above, the proposal would provide a good standard of living accommodation with generous room sizes and unit sizes. As such, at the density proposed, the proposal can be considered acceptable if it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

## **6.6 Affordable housing**

- 6.6.1 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.
- 6.6.2 Saved Policy HSG 4 of the UDP 2006 requires developments to provide a proportion of affordable housing to meet an overall borough target of 40%. This target is reiterated in Policy SP2 of the Local Plan.
- 6.6.3 The Applicant submitted a viability assessment which demonstrates the amount of the contribution that is affordable in terms of the viability of the development. Given the relative complexity with the site and its location adjacent to the railway, the proposed build cost is anticipated to be greater than usual and as such no affordable housing is proposed. The assessment has been independently assessed by the Council's consultants, who consider the scheme would result in a surplus of £80,000 and the scheme would still be viable with such a contribution.
- 6.6.4 Notwithstanding this assessment, the applicant has agreed to accept a lower level of return and provided an offer of £80,000 towards improvements to the subway underpass, highway and public realm. The applicant has also accepted that a review mechanism is included in the S106, should the development not commence within 18 months of permission being granted. While it is acknowledged that the proposal does not provide any on-site affordable housing, on balance, it is considered acceptable as it would allow the development to come forward, as well as providing much needed improvements to the subway / underpass and immediate public realm. Officers consider that the public benefit of the improvements to the subway and underpass would dramatically improve the quality of the public realm and the perception of safety providing a more pleasant townscape. Officers consider that these benefits are a priority for the Council and would outweigh the lack of affordable housing.
- 6.6.5 The Council's Tottenham Area Regeneration Team supports the proposal on agreement that the contributions can be allocated towards improvement of the subway underpass. This improvement would complement the Council's wider regeneration initiative as outlined in the draft Green and Open Spaces Strategy (G&OSS). This strategy for Tottenham Hale was approved by Cabinet in February 2016. It sets out a vision for a grid, or network, of connections linking the High Road with existing green assets such as Tottenham Marshes as well as the future District Centre. This is rooted in analysis of the quality and provision of current access to nature and open space, as well as the impact and requirements of the District Centre Framework and the Tottenham Area Action Plan.
- 6.6.6 The underpass is identified as a key link within the strategy and once improved, it will provide resilience within the green grid and offer a safe and pleasant route to Tottenham Marshes and the Lea Valley. During community engagement events in 2015 (March, June, November), the resounding feedback was that the due to

the poor condition of the underpass, the lack of visual access, existing barriers and lack of natural surveillance, residents did not feel safe using it. As a result of this feedback, improving the underpass is listed as a 'priority project' within the strategy and has become a strategic objective for senior leadership in the council.

## **6.7 Transportation**

- 6.7.1 The application site is located in an area that has a relatively low public transport accessibility level which increases to 4 within a relatively short walking distance. The applicant has submitted a Transport Assessment which provides a PTAL of 4 based on a manual calculation including improvements to the subway/ footpath immediately south. Given the proposed improvements in terms of accessibility and the fact the site is within walking distance of a number of local bus routes, the proposal is considered to be acceptable in transport terms.
- 6.7.2 The applicants transport consultants have used a first principle approach to estimate the number of peak hour trips made by car, which total 2 inward and outward bound trips combined during the am peak and 2 inward/outward bound trips in the pm peak. The TRAVL database has been used to predict the number of car trips that will take place once the development has been occupied. Using comparable sites the Transport Assessment suggests that the development will generate 2 inward/outward bound car trips during the am peak and 1 car trip during the evening peak. Therefore the level of peak hour traffic generation is likely to remain similar to that expected in relation to the existing use of the site.
- 6.7.3 The proposal includes the removal of the existing vehicle barrier immediately south of the site at the end of Park View Road and additional improvements to the highway adjacent to the subway underpass. This would be secured via a S278 agreement.
- 6.7.4 The submitted drawings indicate that secure cycle parking would be provided within the ground floor undercroft area for 20 cycles in addition to parking for 5 vehicles. Given 12 units would be provided the London Plan requires disabled provision for 10% i.e. 1 unit. 4 additional parking spaces would be provided for the 3 family units proposed which is considered acceptable. This can be secured by condition.
- 6.7.5 The Council's Transportation team has assessed the application, and has concluded that overall, the development is unlikely to generate any significant increase in traffic and parking demand which would have any adverse impact on the local highways network in the area surrounding the site, subject to conditions and S106 obligations. Conditions are recommended regarding the imposition of a construction management and logistics plan to ensure construction disruption is minimised, and for two years free Car Club Membership. The proposal is therefore acceptable and would promote sustainable modes of travel over the private motor vehicles in accordance with London Plan 2015 Policy 6.9 and Local

Plan 2013 Policy SP7 Transport, and Policy DM31 of the Pre-Submission Version of the Development Management DPD January 2016.

## **6.8 Sustainability**

- 6.8.1 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. The Council requires new residential development proposals to meet the carbon reduction requirements of the London Plan.
- 6.8.2 The Council's Carbon Management Officer has raised concerns that the proposal does not include connection to a district energy network (DEN). The area has been highlighted as an area that a DEN is very probable to be delivered by both the GLA and the Council. This requires all development to have a single combined energy centre which serves all units. The applicant is required therefore to submit details of how the site will be able to connect to the DEN in future. This could be achieved through a single plant room that will provide all units with their space heating and hot water needs. Whilst the submitted plans indicate a large plant room at ground floor level with the capacity for delivering such, the Council requires further details of how this would achieve the standards required. This can be secured by condition.
- 6.8.3 Currently adopted GLA planning guidance published April 2015, forming part of the London Plan (2015) as referred to by Greengage, acknowledges that CHP is unlikely to be economically viable for small to medium sized schemes of up to 500 units. The cost, in relation to a scheme which is only capable of providing 12 units, is considered to be disproportionate.
- 6.8.4 The submitted Energy Strategy from 'Green Build Consult' details have been provided with the application to demonstrate that the scheme would achieve a minimum 35.6% reduction in carbon emission from Part L of the 2013 Building Regulations. This would be achieved through the use of high quality construction standards, high quality windows, heat recovery systems, high levels of insulation and a solar PV system. This meets the 35% target in the London Plan. A condition to ensure the units are constructed to meet a minimum of 35% carbon reduction is recommended, and would ensure the proposal accords with the NPPF 2012 and to London Plan 2015 Policies, 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.

## **6.9 Land Contamination**

- 6.9.1 Given the historical use of the land for car repairs and industrial uses, a full investigation of land contamination is required. The proposal has been viewed by the Council's Pollution Officer who raises no objection to the scheme,

however, requires that conditions are included with regards to site investigation and remediation should it be required.

6.9.2 Therefore, the proposal, subject to a thorough site investigation and appropriate remediation, where required, is considered to be acceptable and appropriate for a residential development and is in general accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

## **6.10 Waste**

6.10.1 It is considered that the details included with the application are sufficient to demonstrate that refuse and recycling can be adequately stored on the site. Given the layout of the site, it is considered that details of the storage and collection of refuse, together with a management plan for collection, should be secured via a condition, should consent be granted.

## **6.11 Accessibility**

6.11.1 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 of the proposed units have been designed in accordance with Lifetime Homes Standards.

6.11.2 One of the units (10%) have been designed to be wheelchair accessible, which is in line with policy requirements. This would be secured as part of the S106 Legal Agreement.

## **6.12 Flood Risk & Drainage**

6.12.1 London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding' require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

- 1 store rainwater for later use
- 2 use infiltration techniques, such as porous surfaces in non-clay areas
- 3 attenuate rainwater in ponds or open water features for gradual release
- 4 attenuate rainwater by storing in tanks or sealed water features for gradual release
- 5 discharge rainwater direct to a watercourse
- 6 discharge rainwater to a surface water sewer/drain
- 7 discharge rainwater to the combined sewer.

6.12.2 They also require drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Major's Sustainable Design and Construction SPG (2014) including how to design a suitable SUDS scheme for a site. The SPG advises that if greenfield runoff rates are not proposed, developers will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to greenfield rate as practical, have been taken. This should be done using calculations and drawings appropriate to the scale of the application. On previously developed sites, runoff rates should not be more than three times the calculated greenfield rate. The SPG also advises that drainage designs incorporating SUDS measures should include details of how each SUDS feature, and the scheme as a whole, will be managed and maintained throughout its lifetime.

6.12.3 The applicant has provided details of its proposed provisions for reducing surface water run-off in accordance with policy requirements, which are acceptable. Therefore, it is recommended that a condition requiring a SUDS scheme be submitted for approval to ensure these provisions are implemented.

6.12.4 The applicant has submitted a Flood Risk Assessment (FRA) as the site is located within a Flood Risk Zone 2. The Environment Agency have been consulted on the application and have not raised any objections with regard to flood risk. The Council's Drainage Officer has recommended 2 conditions with regard to drainage which have been included.

6.12.5 The proposal will therefore provide sustainable drainage and will not increase flood risk in accordance with London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding'

### **6.13 Planning Obligations**

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

1. A contribution of £80,000 towards improvement of the subway underpass
2. 2 years free Car Club membership
3. S278 Highway works
4. A review mechanism that provides for reassessment of viability should the scheme not be implemented within 18 months.

### **6.14 Conclusion**

6.14.1 The principle of a residential development on the site is acceptable. The design and appearance of the development would provide a pleasant feature within the locality and safeguard the visual amenity of the street scene. The proposal would

not unduly impact on the amenity currently enjoyed by surrounding residents and subject to the imposition of appropriate conditions and section 106 measures, would not have an adverse impact on the surrounding highway network and parking.

6.14.2 The proposal is a suitable and complementary development to the surrounding townscape, utilising a currently underutilised piece of land to provide 12 new residential units that are well proportioned and will add to the borough's housing stock. The proposal would also provide much needed contribution towards the immediate subway/ underpass as part of the Council's wider regeneration initiatives.

6.14.3 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 Based on the information given on the plans, the Mayoral CIL charge will be £ (652sqm x £35) and the Haringey CIL charge will be £ (652sqm x £165 x 1.054 ). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## **8.0 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions and subject to a S106 Legal Agreement

Applicant's drawing No.(s): Site Location Plan, Site Plan (P003-P1), P200-P1, P201-P1, P207, P300-P1, P202-P1, P203-P1, P204-P1, P205-P1, P100-P1, P101-P1, P102-P1, P103-P1, P106-P1

### **Conditions:**

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 following approved plans and specifications:

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

3. The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 1 month (one month) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. Demolition) would be undertaken taken in a manner that disruption to traffic and pedestrians on Lordship Lane and the roads surrounding the site is minimised. The construction management plan must include details on the construction of the development and of the development in a way such that the Councils depot will always have unrestricted access. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.

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

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 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

5. 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 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

6. 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 LPA with reference to the GLA's SPG Control of Dust and Emissions during Construction and Demolition. All demolition and construction contractors and Companies working on the site must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

7. Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry Nox emissions not exceeding 20 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

8. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with

Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

9. An approved renewable energy statement shall be submitted prior to commencement of works above ground and the energy provision shall be thereafter retained in perpetuity without the prior approval, in writing, of the Local Planning Authority. The energy statement must demonstrate how the development will be designed to allow for connection to a District Energy network should it come forward in the future.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

10. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

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.

11. No construction works (excluding demolition) shall commence until further details of the design implementation, maintenance and management of the sustainable drainage scheme have been submitted & approved in writing by the Local planning Authority. Details shall include:-

(a) Details of an emergency plan should the pumps fail.

(b) Management and maintenance plan for the lifetime of the development, management by Residents

Management Company or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

12. No development shall take place until a detailed surface water drainage scheme for Site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to

and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 30% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion and shall subsequently be implemented in accordance with the approved details before the development on Site is occupied.

Reason: Mechanism for the detailed drainage proposals to be approved as the scheme is developed

13. Completion and Maintenance of Sustainable Drainage - Shown on Approved Plans No building or use hereby permitted shall be occupied or the use commenced until the sustainable drainage scheme for this site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and maintained thereafter.

14. No development shall commence until details of a scheme for a "vegetated" or "green" roof(s) 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 2011 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

15. No development shall take place until full details of both hard and 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: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment);

schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme]. The soft landscaping scheme shall include detailed drawings of:

- a. those existing trees to be retained
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. 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 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

16. Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

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 consistent with Policy 7.6 of the London Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

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

approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

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

**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 : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £22,820 (652 sqm x £35) and the Haringey CIL charge will be £107,580 (652 sqm x £165). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners

to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

**INFORMATIVE :** With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

**INFORMATIVE:** Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at [www.thameswater.co.uk](http://www.thameswater.co.uk)

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

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

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

**INFORMATIVES:** Network Rail

## **Future maintenance**

The development must ensure that any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

## **Drainage**

No Storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

## **Plant & Materials**

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

## **Scaffolding**

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

## **Piling**

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.



## **Fencing**

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

## **Lighting**

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

## **Noise and Vibration**

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

## **Landscaping**

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will

2

have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

**Permitted:** Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaeagus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

**Not Permitted:** Alder (Alnus Glutinosa), Aspen – Poplar (Populus), Beech (Fagus Sylvania), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

## **Vehicle Incursion**

Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

[AssetProtectionAnglia@networkrail.co.uk](mailto:AssetProtectionAnglia@networkrail.co.uk) prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at

## Appendix 1: Consultation Responses

| Stakeholder                   | Question/Comment  | Response  |
|-------------------------------|---|---|
| <b>INTERNAL</b>               |   |   |
| <b>Transportation</b>         | Overall, the development is unlikely to generate any significant increase in traffic and parking demand which would have any adverse impact on the local highways network in the area surrounding the site, subject to conditions and S106 obligations. Conditions are recommended regarding the imposition of a construction management and logistics plan to ensure construction disruption is minimised, and for two years free Car Club Membership. | Noted and both conditions included  |
| <b>Pollution Team</b>         | No objection to the proposal however two conditions regarding contaminated land   | Noted and both conditions included  |
| <b>Carbon Management Team</b> | No objection however recommended conditions regarding connection to District Energy Network (DEN) and to secure the single plant room and 17 solar PV panels  | Noted and both conditions attached  |
| <b>Waste Management</b>       | No objection however information provided   | Noted and refuse management secured by condition  |
| <b>Regeneration Team</b>      | <p>Raised initial concerns about openness of the site with regard to the front boundary treatment, treatment of underpass and amenity space for the ground floor flat to the rear.</p> <p>Following revisions the team are now fully supportive of the scheme due to the benefits to improving the subway and wider area.</p>   | Scheme has been amended to include area of land on northern boundary as amenity space for ground floor flat. Building has been set back further from the road to improve openness. Contributions now secured to improve subway underpass. |
| <b>Housing Team</b>           | Advice on Affordable housing and tenure   | No Affordable Housing proposed however this has been justified by a viability   |

| Stakeholder                    | Question/Comment  | Response   |
|--------------------------------|---|--|
|                                |   | assessment. Contributions of £80 secured for improvements to subway underpass.   |
| <b>EXTERNAL</b>                |   |  |
| <b>Thames Water</b>            | No objection raised – two informatives regarding drainage and piling method   | Noted, condition recommended and informatives included.  |
| <b>Natural England</b>         | No objection to the proposal  | Noted  |
| <b>Transport for London</b>    | No objection to the proposal  | Noted.   |
| <b>Designing Out Crime</b>     | Some concern about Undercroft Parking.  | Noted however adequate lighting is proposed and an informative re Secured by Design has been included  |
| <b>Network Rail</b>            | No objection raised however an informative is recommended   | Noted and Informative included   |
| <b>NEIGHBOURING PROPERTIES</b> | <ul style="list-style-type: none"> <li>- Increased parking pressure,</li> <li>- increased crime</li> <li>- Poor design</li> <li>- No benefit to local community or underpass which requires a lot of attention</li> </ul> | Comments are noted. Parking provision is policy compliant with adequate provision for disabled and family units. The scheme has been revised to ensure a high quality of design and materials will be secured by condition. A contribution to the improvement of the underpass has been secured. |

**Appendix 2: Plans and Images**

**Site Plan**



**Proposed South Elevation**



- ① **Brickwork:** Forum Grey - Wienerberger
- ② **Windows/Doors:** Aluminium windows and doors. Finish PPC RAL 7016 colour. Glis to match.
- ③ **Windows detail:** Full brick reveals within brickwork elevations.
- ④ **Cladding:** Eternit EQUITONE (nature) Charcoal (N073) fibre cement board, shiplap fixing.
- ⑤ **Parapet Coping:** PPC aluminium coping. Colour to match windows.
- ⑥ **Balcony:** Framless glass balustrade with s/s handrail
- ⑦ **Residential Entrance:** Glazed door, with PPC aluminium frame. Finish with Frame colour to match windows.
- ⑧ **Refuse Store Door:** To be aluminium frame to match windows. Finish PPC colour RAL 7016 with Eternit EQUITONE (nature) Charcoal (N073) fibre cement board cladding matching facade.
- ⑨ **Gate and fence:** PPC steel frame with flat bar infill, all to RAL 7016
- ⑩ **Fence:** Treated FSC hardwood as vertical timber slats fence.
- ⑪ **Rainscreen Cladding:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑫ **Walkway screening:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑬ **Balcony:** PPC perforated aluminium balustrade.
- ⑭ **Post box unit:** within part glazed, part solid panel.

## Proposed North Elevation



- ① **Brickwork:** Forum Grey - Wienerberger
- ② **Windows/Doors:** Aluminium windows and doors. Finish PPC RAL 7016 colour. Glis to match.
- ③ **Windows detail:** Full brick reveals within brickwork elevations.
- ④ **Cladding:** Eternit EQUITONE (nature) Charcoal (N073) fibre cement board, shiplap fixing.
- ⑤ **Parapet Coping:** PPC aluminium coping. Colour to match windows.
- ⑥ **Balcony:** Framless glass balustrade with s/s handrail
- ⑦ **Residential Entrance:** Glazed door, with PPC aluminium frame. Finish with Frame colour to match windows.
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- ⑫ **Walkway screening:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑬ **Balcony:** PPC perforated aluminium balustrade.
- ⑭ **Post box unit:** within part glazed, part solid panel.

## Proposed West Elevation



- ① **Brickwork:** Forum Grey - Wienerberger
- ② **Windows/Doors:** Aluminium windows and doors. Finish PPC RAL 7016 colour. Cills to match.
- ③ **Windows detail:** Full brick reveals within brickwork elevations.
- ④ **Cladding:** Eternit EQUITONE (natural) Charcoal (N073) fibre cement board, shiplap fixing.
- ⑤ **Parapet Coping:** PPC aluminium coping. Colour to match windows.
- ⑥ **Balcony:** Frameless glass balustrade with s/s handrail
- ⑦ **Residential Entrance:** Glazed door, with PPC aluminium frame. Finish with Frame colour to match windows.
- ⑧ **Refuse Store Door:** To be aluminium frame to match windows. Finish PPC colour RAL 7016 with Eternit EQUITONE (natural) Charcoal (N073) fibre cement board cladding matching facade.
- ⑨ **Gate and fence:** PPC steel frame with flat bar infill, all to RAL 7016
- ⑩ **Fence:** Treated FSC hardwood as vertical timber slats fence.
- ⑪ **Rainscreen Cladding:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑫ **Walkway screening:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑬ **Balcony:** PPC perforated aluminium balustrade.
- ⑭ **Post box unit:** within part glazed, part solid panel.

## Proposed East Elevation



- ① **Brickwork:** Forum Grey - Wienerberger
- ② **Windows/Doors:** Aluminium windows and doors. Finish PPC RAL 7016 colour. Cills to match.
- ③ **Windows detail:** Full brick reveals within brickwork elevations.
- ④ **Cladding:** Eternit EQUITONE (natural) Charcoal (N073) fibre cement board, shiplap fixing.
- ⑤ **Parapet Coping:** PPC aluminium coping. Colour to match windows.
- ⑥ **Balcony:** Frameless glass balustrade with s/s handrail
- ⑦ **Residential Entrance:** Glazed door, with PPC aluminium frame. Finish with Frame colour to match windows.
- ⑧ **Refuse Store Door:** To be aluminium frame to match windows. Finish PPC colour RAL 7016 with Eternit EQUITONE (natural) Charcoal (N073) fibre cement board cladding matching facade.
- ⑨ **Gate and fence:** PPC steel frame with flat bar infill, all to RAL 7016
- ⑩ **Fence:** Treated FSC hardwood as vertical timber slats fence.
- ⑪ **Rainscreen Cladding:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑫ **Walkway screening:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑬ **Balcony:** PPC perforated aluminium balustrade.
- ⑭ **Post box unit:** within part glazed, part solid panel.

## Proposed Ground Floor Plan



**Proposed First Floor**

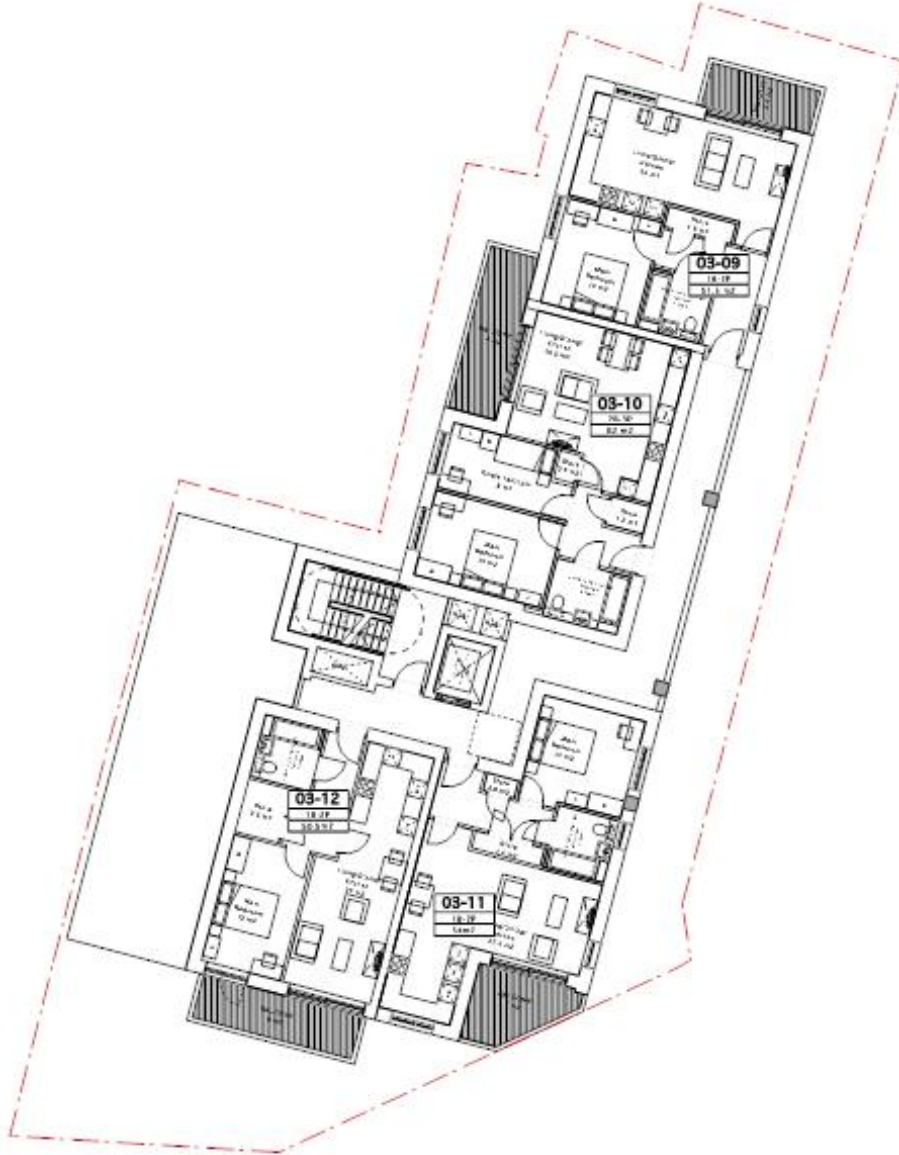


**Proposed Second Floor**



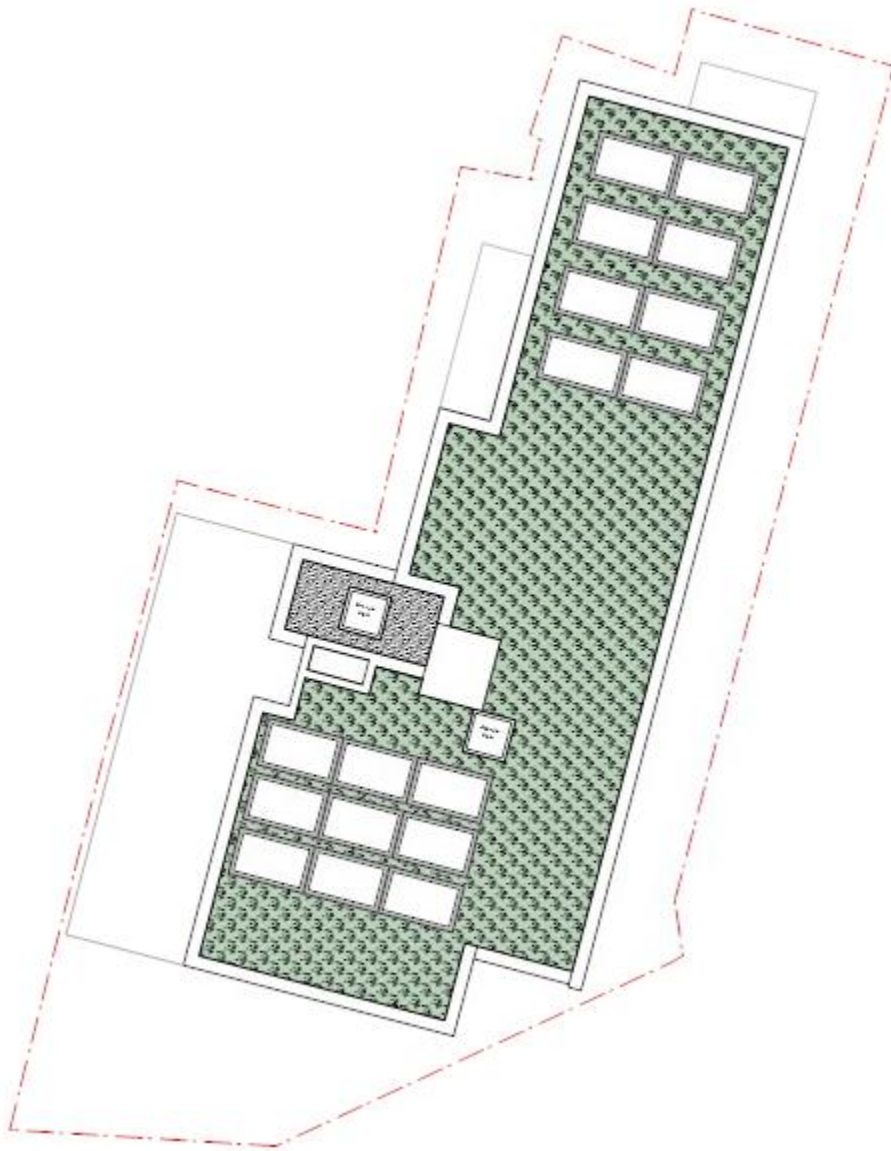


**Proposed Third Floor**



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**Proposed Roof Plan**



**Appendix 3: QRP Note**

## London Borough of Haringey Quality Review Panel

### **3. Planning authority's views**

The site at 168 Park View Road is of a modest size, and is not located within a conservation area; however the area itself is on the threshold of a significant amount of change, due to upcoming regeneration projects. The building currently occupying the site is neither statutorily nor locally listed.

The applicant has engaged in pre-application discussions with Haringey Council. The application proposes the redevelopment of the site to provide 12 residential units. The proposed building is predominantly four storeys, with a two storey section adjacent to 167 Park View Road. It will be constructed of brick with fibre cement board shiplap details, in addition to glazed plank elements and balustrades.

The redevelopment of the site as proposed may be broadly acceptable in principle subject to satisfactory justification for the loss of employment generating uses, in addition to addressing the relationship with the front boundary and underpass. The viability report submitted with the application is currently being independently reviewed.

### **4. Quality Review Panel's views**

#### *Summary*

The Quality Review Panel expressed warm support for the proposals at 168 Park View Road, and acknowledged the constructive dialogue that has taken place with Haringey officers. The panel recommended that the layout of the top floor should be reconfigured to match that of the floors below, in order to re-orientate the top-floor living space away from the railway and elevated roadway. This would also enable increased simplicity to the elevations, whilst allowing a visually lightweight treatment of the balconies. The panel would also welcome further consideration of the entrance to the development, to bring it forward out of the undercroft and make it more generous and open. The panel supported the palette of materials proposed, and highlighted the necessity to ensure the use of quality materials and components. Further details on the panel's views are provided below.

## *Massing and development density*

- The panel generally supported the proposed massing and development density currently proposed.
- However, the panel identified that the top storey of accommodation looks out onto the railway and the elevated roadway, and would be unable to get a view of the marshes beyond.
- The panel suggested that the layout of the top storey should be reconfigured to match that of the storeys below, which would switch the outlook of the accommodation to the communal gardens to the west of the site, instead of the infrastructure to the east.
- This would also serve to simplify the massing and elevational treatment of the development.

## *Place-making, character and quality*

- The panel identified that the current proposals have gone a long way to improve the proposed nature of the place, despite the significant challenges presented by the infrastructure and lack of surveillance to the east, and the adjacent boundary walls to the south.
- Introduction of further landscape elements would be encouraged, in order to help reduce the perceived bleakness of the immediate locality.
- The potential to introduce some trees outside of the site (e.g. in the communal gardens along the western boundary), or in the south (entrance) section of the site should be explored further.
- Care should be taken that landscaping onto the Park View Road frontage does not obscure sight lines into and out of the underpass.

*Relationship to surroundings: access and integration*

- The panel strongly supported the attempt to visually integrate the entrance of the underpass within the site.
- Measures to increase visibility into and out of the underpass were welcomed, including the reduction in height of existing boundary walls, the gradual stepped approach to the underpass level, and the provision of railings and bollards to provide maximum surveillance.
- The panel suggested that maintenance of the underpass is a key issue, especially with regard to drainage, and the problems of excessive water within the underpass itself.
- The panel would recommend that this issue of maintenance should be addressed by the Council in order to improve the quality of the environment (and the perception of safety) within the underpass.
- The need to work closely with the Council regarding the existing boundary walls and approach to the underpass was highlighted.
- Officers should help to facilitate contact between the design team and the relevant council departments.
- The use of glazed balustrading to the balconies fronting onto Park View Road was welcomed, potentially providing additional surveillance towards the underpass.
- It was suggested that the configuration of the entrance area and approach to the underpass should seek to support a long view westwards down Park View Road, for pedestrians emerging from the underpass.

*Scheme layout and architecture*

- The panel identified that the strip of land to the north of the site could be given to the ground floor dwelling as private enclosed amenity space, with private access.
- The potential to reconfigure the top floor to match the lower storeys (as detailed above) would enable a more coherent approach to the elevational treatment of the scheme.

- The balconies to the western façade (overlooking the communal gardens) would all align, and could then be treated as a visually lightweight element, instead of being formed in brick, as currently proposed.
- This would provide a more elegant solution, and would allow greater light penetration into the balconies and living areas.
- The detailing of the balconies should ensure that whilst they provide some translucency, they also support privacy, with an element of screening.
- The panel would welcome further consideration of the entrance area, to pull it forward from the undercroft area, and create a more generous and open circulation area.
- Further reconfiguration should also seek to improve the relationship between the entrance and the ancillary accommodation, such as the bin stores.
  - The panel welcomed the level of thought expressed in the palette of materials, and felt that the finishes specified would help to achieve a coherent development.
  - It was felt extremely important that the high quality of the specified materials would be critical to the success of the scheme, and the panel would support the use of planning conditions to secure this.

### *Next steps*

- The panel offered warm support for the scheme, and expressed confidence that the design team would be capable of making the changes outlined above, in consultation with Haringey officers.





Planning Sub Committee

Item No.

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE****1. APPLICATION DETAILS****Reference No:** HGY/2016/1521**Ward:** West Green**Address:** Broadwater Lodge Higham Road N17 6NN**Proposal:** Change of use of from Residential Institution (C2) to a Hostel (C1) comprising temporary accommodation for homeless households (50 rooms) for a temporary period of five years**Applicant:** Mr David Sherrington Homes for Haringey**Ownership:** Council**Case Officer Contact:** Wendy Robinson**Date received:** 18/05/2016**Last amended date:** 13/06/16**Drawing number of plans:** FCG-BP-XX-DR-B-1002-S4-PL1, FCG-MB-00-DR-B-2001-S4-PL1, FCG-MB-01-DR-B-2002-S4-PL1, FCG-MB-02-DR-B-2003-S4-PL1, FCG-MB-LG-DR-B-2000-S4-PL1, FCG-ST-XX-DR-B-1001-S4-PL1, FCG-ST-XX-DR-B-1001-S4-PL2, and Planning Statement for Broadwater Lodge received 04/05/16 and FCG-MB-00-DR-B-2006-S2-PL2, FCG-MB-01-DR-B-2007-S2-PL2, and FCG-MB-LG-DR-B-2005-S2-PL2 received 13/06/16

1.1. This application has been brought to committee because it is a Council development and is required to come to committee under the current delegation.

**1.2. SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- There is strong policy support for the provision of temporary accommodation for homeless households to meet the increasing needs for this accommodation in Haringey
- The proposal would not have significant adverse impact on neighbouring amenity
- The transportation impacts can be met through sustainable methods of transport and there would be no significant impact on highway safety subject to conditions

**2. RECOMMENDATION**

2.1. That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.

**Conditions**

- 1) The change of use hereby approved shall be permitted for a five year period from date of decision
- 2) In accordance with revised plans
- 3) Secure and sheltered cycle parking to be provided and retained in perpetuity
- 4) Disabled car parking to be provided and retained in perpetuity

**Informatives**

- 1) Hours of construction
- 2.2. In the event that member choose to make a decision contrary to officers' recommendation members will need to state their reasons.

**CONTENTS**

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS
4. CONSULTATION RESPONSE
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. RECOMMENDATION

**APPENDICES:**

Appendix 1: Consultation responses

Appendix 2: Plans and images

### **3. PROPOSED DEVELOPMENT AND LOCATION DETAILS**

#### **Proposed Development**

- 3.1. This is an application for the conversion of a vacant residential care home into a hostel accommodating homeless households. The use has been sought for a temporary period of 5 years after which a long term strategy for the site will be implemented by the Council.
- 3.2. The internal arrangement will consist of one self-contained accessible unit, single rooms, twin rooms and some which are interchangeable (internal opening between two single rooms can be utilised to provide twin rooms). The total number of rooms is 50 and it is expected that there will be a maximum 73 occupants with the accessible unit occupied by either a single wheelchair user or three non-wheelchair users in a family unit. The occupants are to be family households and will not consist of single adults or couples without children. It is expected that there will be approximately 5-6 staff members at any one time and no more than 10 staff in total.
- 3.3. The proposal does not involve any external alterations or changes to general services (ie waste). There will be internal alterations to enable household accommodation.
- 3.4. There are four delineated car spaces to the rear of the site with loading/drop off area and an emergency vehicle parking space to the front.

#### **Site and Surroundings**

- 3.5. Broadwater Lodge is a former care home that was operated directly by Haringey Council but became vacant in 2013 and has since been occupied by property guardians.
- 3.6. Broadwater Lodge is located on Higham Road with secondary vehicular access from The Avenue. The site consists of a mixed level L shaped main building with up to four storeys, a single storey appearance building to the side of this (single storey accommodation with boiler room below which is not visible from front), and a single storey annexe to the rear which is connected by way of covered walkway. The building gives the general appearance of being a two storey building when viewed from Higham Road, with a small second floor element above the main entrance and a lower ground floor level below the rear projection which is not visible. The care home was operated directly by Haringey Council but became vacant in 2013 and has since been occupied by property guardians.
- 3.7. To the west of the site is Lordship Recreation Ground with allotment gardens directly on this boundary. To the north of the site is Broadwater Farm Estate with

high level flatted buildings. To the east and south are two storey residential properties.

3.8. The site is not located within a conservation area and is not a listed building.

### **Relevant Planning and Enforcement History**

3.9. HGY/1991/0579 GTD 09/09/91 Erection of a single storey building to accommodate nine single bedrooms with ancillary kitchen, living and dining areas linked to existing old peoples home by a covered walkway.

3.10. HGY/2003/1893 GTD 16/12/03 Erection of a single storey conservatory

3.11. HGY/2009/1713 GTD 01/12/09 Replacement of existing aluminium windows with uPVC windows

## **4. CONSULTATION RESPONSE**

4.1. The following were consulted regarding the application:

- LBH Cleansing
- LBH Building Control
- LBH Residential Care
- LBH Transportation
- London Fire Brigade
- Thames Water Utilities

4.2. The following responses were received:

Internal:

1. Transportation: Subject to provision of cycle parking, a travel plan statement – if appropriate, and the provision of the blue badge bay; transportation does not object to the application.

## **5. LOCAL REPRESENTATIONS**

5.1. The following were consulted:

107 Neighbouring properties  
2 Residents Association

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

No of individual responses: 2

Objecting: 2

- 5.3. The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:
- Loss of housing for elderly persons
  - Noise disturbance caused by such persons occupying these premises
- 5.4. The following issues raised are not material planning considerations:
- Concern that there are already a number of young adults at the site who cause disruption with regular parties and substance abuse (Officer Comment: these occupants are Guardian tenants)

## **6. MATERIAL PLANNING CONSIDERATIONS**

- 6.1. The main planning issues raised by the proposed development are:
1. Principle of the development
  2. The impact on the amenity of adjoining occupiers
  3. Parking and highway safety

### **Principle of the development**

- 6.2. The London Plan (2016) policy 3.17 'Health and Social Care Facilities', Haringey Unitary Development Plan (2006) saved policy HSG5 'Hostel Accommodation', and Development Management, Development Plan Document (pre-submission version January 2016) emerging policy DM15 'Specialist Housing' support the provision of residential social care, including hostels, where there is a particular need in the area or acknowledged under-provision. DM15 goes further to allow the hostel accommodation where the development does not involve the loss of permanent housing or existing satisfactory shared accommodation.
- 6.3. Broadwater Lodge is a specialised housing facility which was built-for-purpose as a residential care home. The applicant has stated that the service was no longer viable within the significantly reduced budget of Haringey Council Adult Services following Government cuts and became vacant in 2013. The proposal does, therefore, not result in any loss of permanent housing.
- 6.4. Haringey is reported to house more than 3,000 households in temporary accommodation with nearly half in nightly paid emergency accommodation. This demand is stated to be continuing to rise. Therefore, the established need for such temporary accommodation supports the use of this facility as a hostel for homeless households in accordance with the above policies.
- 6.5. The above policies support proposals for hostels where there is not an over concentration of similar facilities, close to public transport, the scale and intensity is appropriate to the size of the building, there would be no detrimental impacts to the neighbouring properties or character of the area, and that the standard of

accommodation is appropriate for the intended occupants. The purpose-built specialist housing nature of the site is considered to align with the needs of the proposed use of vulnerable households for temporary accommodation. Although the use will generate more activity through comings and goings than the previous use the nature of the occupants (who will largely be families) will not have a significant impact on the character of the area and the proposed management of the hostel will mitigate any potential impact on neighbouring properties. It is noted that there are no other such hostels within the vicinity. While the public accessibility rating for the area is low (PTAL 2), there are still bus routes accessible to the site and can be considered to be close to public transport. Over all it is considered that this temporary change of use is in accordance with the above policies.

- 6.6. Policy HSG5 introduces controls to ensure privately operated hostels do not have unacceptable harm to the Haringey community. The policy requires a limit to any planning permission for this change of use to a one year period and that there is a legal agreement to ensure 100% of tenants housed temporarily are referred from Haringey Council. In this instance the site is owned and operated by The Council at a specialised accommodation facility for Haringey residents. It is therefore considered that the proposed five year temporary operation period is acceptable in this instance and the one year restriction unnecessary. Further to this, it is noted that emerging policy DM15 does not stipulate any duration or temporary activity nature nor does it require a legal agreement for tenant control.
- 6.7. Therefore the principle of using this property as a hostel for homeless households is considered to be acceptable subject to detailed considerations.

### **Impact on the amenity of adjoining occupiers**

- 6.8. The London Plan 2015 Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 and emerging Policy DM1 of the Development Management, Development Plan Document (January 2016 pre-submission version) also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance.
- 6.9. The proposed use as a hostel for homeless households is considered likely to result in an increase of comings and goings from the facility compared with the previous residential care centre. The proposal states that management of tenants' access will be strictly undertaken with the sole entry to the main door on Higham Road with other doors for fire escape only. This management is for the security and safety of tenants and also to mitigate increased movements from the building so they will not have material impact on the adjoining units. Any anti-social behaviour will be contrary to the tenancy agreements that will be in place. It is

therefore not considered likely that there will be any unacceptable impacts from the use of this activity on the residential amenity of surrounding properties.

6.10. There are no external alterations proposed so there will be no impact on the surrounding properties in relation to the above policies.

### **Parking and highway safety**

6.11. Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in emerging Development Management, Development Plan Document (pre-submission version January 2016) Policies DM31 and DM32.

6.12. The Council's Transportation Team has been consulted and advises that the site has a PTAL value of 2, which is considered 'poor' access to public transport services. The W4 service is available adjacent to the Avenue side of the site, and the 230/341 are available from Downhills Park Road which is a 7 to 8 minute walk away. Bruce Grove Railway Station is a 15 minute walk away. The site is not within any of the Borough's formal Controlled Parking Zones; however it is to the eastern edge of the Bruce Grove Restricted Conversion Area.

6.13. They note that the application form details that there are 4 formally marked out car parking spaces at the address and it is intended to retain these. These are accessible from the site access off The Avenue with another vehicle access off Higham Road, and a hard standing area that can accommodate more vehicles. There is also a turning circle at this side of the building. Whilst there are only four formally marked out parking spaces there are quite generous hard standing areas at both accesses to the site. Given this, it is expected that there will be sufficient space to accommodate car parking demands arising from the site and also accommodate delivery and service vehicles needing to attend the site. Therefore there should be no adverse impacts in terms of parking stress arising from this application proposal.

6.14. The degree of car ownership by tenants is not known but it can reasonably be expected to be relatively low, and it is apparent that another 6 to 8 cars could likely be accommodated off the highway at the site in addition to the four formal spaces if necessary. It is noted that there will be one wheelchair accessible unit provided in this application, which is located on the Higham Road side of the building. Accordingly, a blue badge parking bay should be formally provided close to the building entrance on this side for this unit.

6.15. In addition to the above, secure, weatherproof cycle parking should be provided for the site – London Plan FALP standards for C1 require 1 space per 20 rooms for



long stay cycle parking, and 1 per 50 rooms for short term parking. Having said that, given the nature of the development, the applicant should give consideration to increasing this level of provision and also providing dedicated cycle parking for staff, although staff numbers are unknown. Full details of the cycle parking should be provided for approval.

- 6.16. Finally, London Plan Travel Plan thresholds require a Travel Plan Statement for C1 use when there are more than 20 staff, and less than 100 beds at the premises. A full travel plan is required when there are more than 100 beds. Therefore a Travel Plan Statement will be required should there be more than 20 staff. Subsequently it has been confirmed that there will not be more than 20 staff (10 staff maximum) and the Travel Plan Statement will, therefore not be required.
- 6.17. Overall, in Transportation terms, while there will likely be an uplift in numbers that will be living at the site compared to the previous incarnation, and perhaps a greater likelihood of car ownership by residents, there are quite generous hard standing areas that could accommodate several more cars. The applicant could consider formally marking spaces out for more efficient use of the space and in any instance is required to provide a formal blue badge bay close to the entrance on the Higham Road side of the building.
- 6.18. It is recommended that conditions be attached to require one disabled parking space, two long stay secure and sheltered cycle parks, and one short stay cycle park with retention in perpetuity.

## **Conclusion**

- 6.19. The proposed use of Broadwater Lodge as a hostel for temporary accommodation of homeless households is supported by policy to meet housing need, there will be no detrimental impacts from the use at this site, and the existing property and services are appropriate for the requirements needed in this activity.
- 6.20. 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. CIL**

- 7.1. There is not proposed increase in internal floor area and, therefore, the proposal is not liable for the Mayoral or Haringey's CIL charge.

## **8. RECOMMENDATIONS**

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) FCG-BP-XX-DR-B-1002-S4-PL1, FCG-MB-00-DR-B-2001-S4-PL1, FCG-MB-01-DR-B-2002-S4-PL1, FCG-MB-02-DR-B-2003-S4-PL1, FCG-MB-LG-DR-B-2000-S4-PL1, FCG-ST-XX-DR-B-1001-S4-PL1, FCG-ST-XX-DR-B-1001-S4-PL2, and Planning Statement for Broadwater Lodge received 04/05/16 and FCG-MB-00-DR-B-2006-S2-PL2, FCG-MB-01-DR-B-2007-S2-PL2, and FCG-MB-LG-DR-B-2005-S2-PL2 received 13/06/16

Subject to the following condition(s)

1. This permission shall be for a limited period expiring 5 years from the date of this decision when the site should be reinstated to the previous residential care centre use.

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

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans:

FCG-BP-XX-DR-B-1002-S4-PL1, FCG-MB-00-DR-B-2001-S4-PL1, FCG-MB-01-DR-B-2002-S4-PL1, FCG-MB-02-DR-B-2003-S4-PL1, FCG-MB-LG-DR-B-2000-S4-PL1, FCG-ST-XX-DR-B-1001-S4-PL1, FCG-ST-XX-DR-B-1001-S4-PL2, and Planning Statement for Broadwater Lodge received 04/05/16 and FCG-MB-00-DR-B-2006-S2-PL2, FCG-MB-01-DR-B-2007-S2-PL2, and FCG-MB-LG-DR-B-2005-S2-PL2 received 13/06/16

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

3. The development shall not be occupied until a minimum of 2 long term secure and sheltered cycle parking spaces and 1 short term cycle space for users of the development, have been installed. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2015 and Policy SP7 of the Haringey Local Plan 2013.

4. The development shall not be occupied until 1 accessible parking space has been provided close to the main entrance of the proposed development for people with disabilities.

Reason: In order to ensure that people with disabilities are not excluded from using the proposed development, pursuant to Policy 6.13 of the London Plan 2015.

**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:

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.

Appendix 1 Consultation responses from internal and external agencies

| Stakeholder           | Question/Comment   | Response   |
|-----------------------|--|--|
| <b>INTERNAL</b>       |  |  |
| <b>Transportation</b> | <p>This application proposal is for a change of use of a vacant, former care home for the elderly into a hostel comprising temporary accommodation for homeless households, for a temporary period of five-years. At present the property contains 46 studios/bedsits, and it is proposed to change this to provide 30 No. 1 bedroom and 20 No. 2 bedroom bedsits/studios, so there is a minor uplift in room numbers. It is detailed that the facility will include a wheelchair accessible self-contained unit.</p> <p>The site has a PTAL value of 2, which is considered 'poor' access to public transport services. The W4 service is available adjacent to the Avenue side of the site, and the 230/341 are available from Downhills Park Road which is a 7 to 8 minute walk away. Bruce Grove Railway Station is a 15 minute walk away. The site is not within any of the Borough's formal Controlled Parking Zones, however it is to the eastern edge of the Bruce Grove Restricted Conversion Area.</p> <p>The planning statement details up to 73 residents, with up to 50% of these expected to be children under 18. No details of proposed staff numbers is given. It is expected that staff will generally live locally.</p> <p>The application form details that there are 4 formally marked out car parking spaces at the address and it is intended to retain these. These are accessible from the site access off The Avenue. It does appear from the site</p> | <p>Noted, conditions regarding the installation and retention of cycle parking and a disabled parking bay are to be recommended. Confirmation has been received that there are less than 20 staff members and therefore no travel plan statement will be required.</p> |

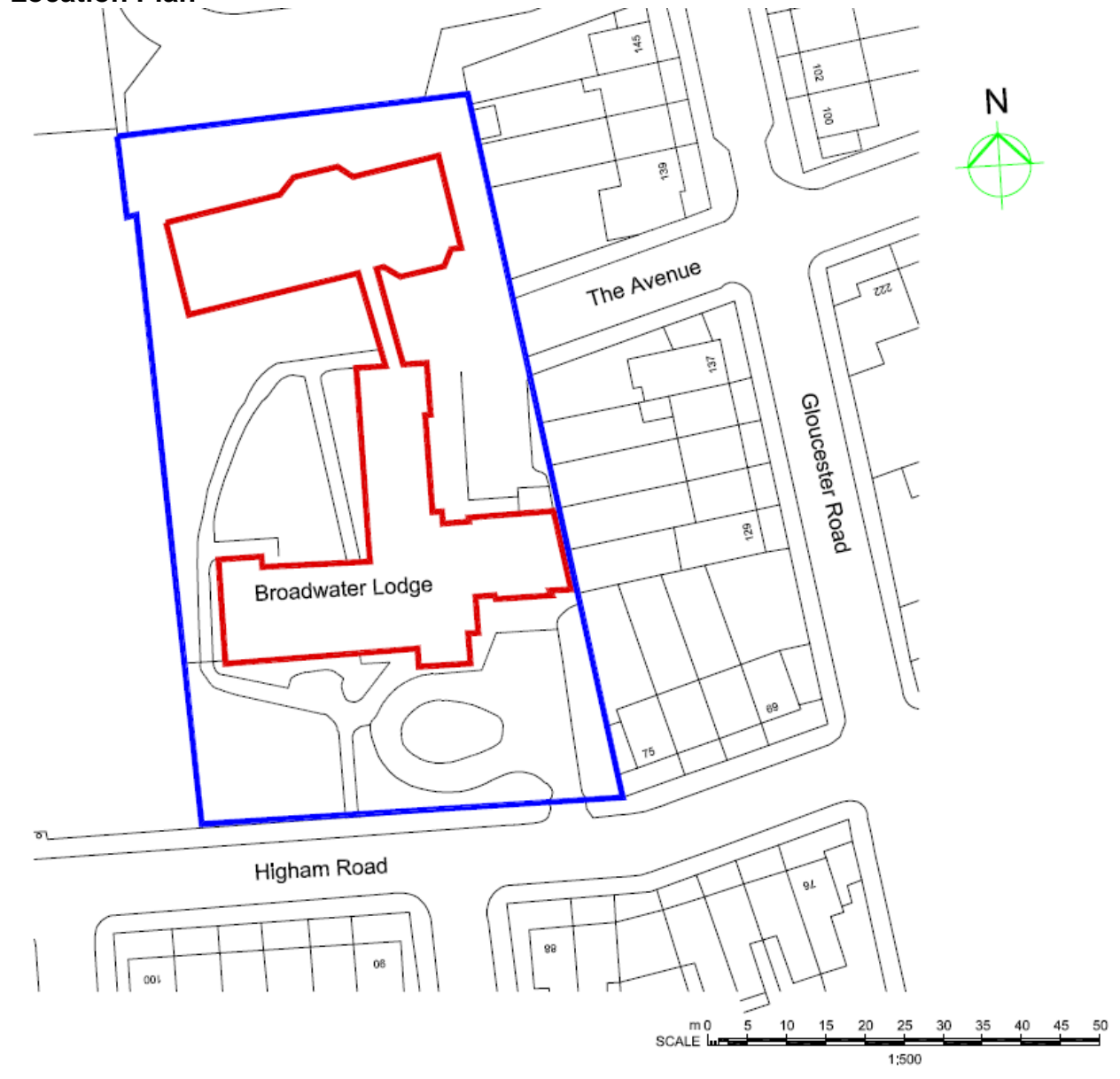
| Stakeholder | Question/Comment  | Response |
|-------------|---|----------|
|             | <p>plan submitted with the application that there is another vehicle access off Higham Road, and a hard standing area that can accommodate more vehicles. There is also a turning circle at this side of the building. Whilst there are only four formally marked out parking spaces there are quite generous hard standing areas at both accesses to the site. Given this, it is expected that there will be sufficient space to accommodate car parking demands arising from the site and also accommodate delivery and service vehicles needing to attend the site. Therefore there should be no adverse impacts in terms of parking stress arising from this application proposal.</p> <p>The degree of car ownership by tenants at the site is not known – it would be expected to be relatively low, and visually it looks like another 6 to 8 cars could likely be accommodated off the highway at the site in addition to the four formal spaces. It is noted that there will be one Wheelchair accessible unit provided in this application, which is located on the Higham Road side of the building. Accordingly, a blue badge parking bay should be formally provided close to the building entrance on this side for this unit.</p> <p>In addition to the above, secure, weatherproof Cycle parking should be provided for the site – London Plan FALP standards for C1 require 1 space per 20 rooms for Long stay cycle parking, and 1 per 50 rooms for short term parking. Having said that, given the nature of the development, the applicant should give consideration to increasing this level of provision and also providing dedicated cycle parking for staff, although staff</p> |          |

| Stakeholder                    | Question/Comment  | Response  |
|--------------------------------|---|---|
|                                | <p>numbers are unknown. Full details of the cycle parking should be provided for approval.</p> <p>Finally, London Plan Travel Plan thresholds require a Travel Plan Statement for C1 use when there are more than 20 staff, and less than 100 beds at the premises. A full travel plan is required when there are more than 100 beds. Therefore a Travel Plan Statement will be required should there be more than 20 staff.</p> <p>Overall, in Transportation terms, while there will likely be an uplift in numbers that will be living at the site compared to the previous incarnation, and perhaps a greater likelihood of car ownership by residents, there are quite generous hard standing areas that could accommodate several more cars. The applicant could consider formally marking spaces out for more efficient use of the space and in any instance is required to provide a formal blue badge bay close to the entrance on the Higham Road side of the building.</p> <p>Subject to provision of cycle parking, and of a travel plan statement if appropriate, plus the provision of the blue badge bay, Transportation does not object to the application.</p> |   |
| <b>NEIGHBOURING PROPERTIES</b> | Loss of housing for elderly people  | This use was not found to be a viable use of this property when the Broadwater Lodge residential care home was vacant in 2013. As this application is temporary in nature the building could be returned to a residential care if there is viable in the future |
|                                | Council should be responsible for all noise disturbance   | The planning statement provided outlines  |

| Stakeholder | Question/Comment  | Response  |
|-------------|---|---|
|             | caused by such persons occupying these premises   | that all anti-social behaviour will not be tolerated.   |
|             | Concern that there are already a number of young adults at the site who cause disruption with regular parties and substance abuse | These disturbances have been from current Guardian tenants and therefore do not reflect the nature of future tenants. |

**Appendix 2 Plans and Images**

**Location Plan**

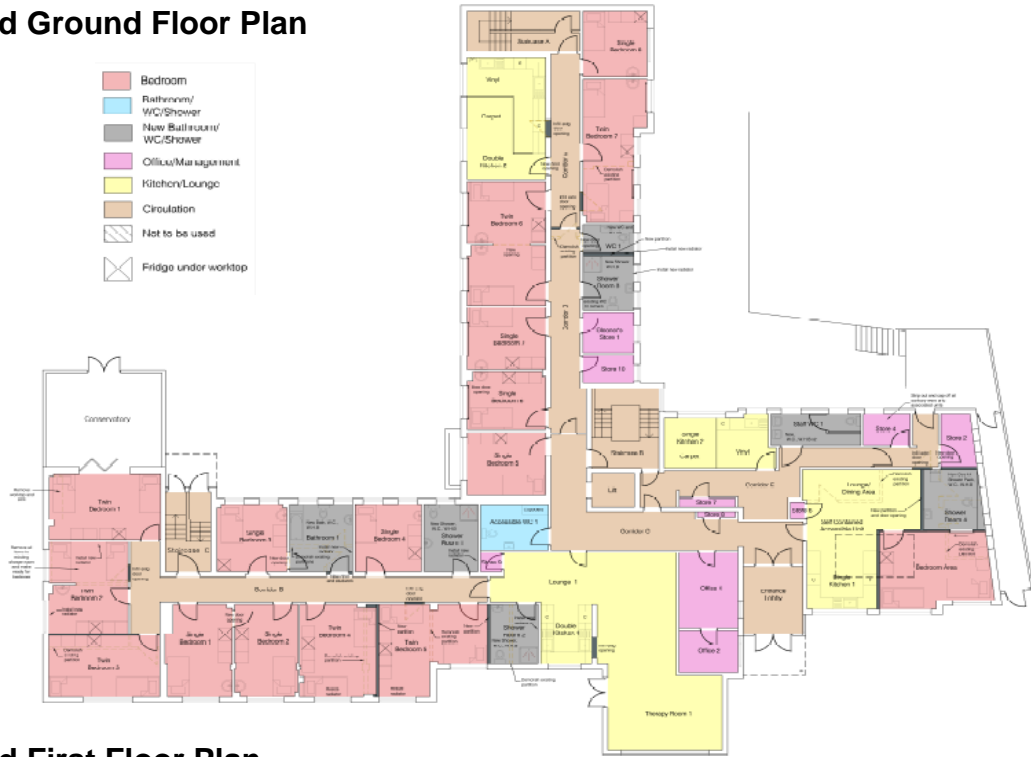




Proposed Lower Ground Floor Plan



Proposed Ground Floor Plan



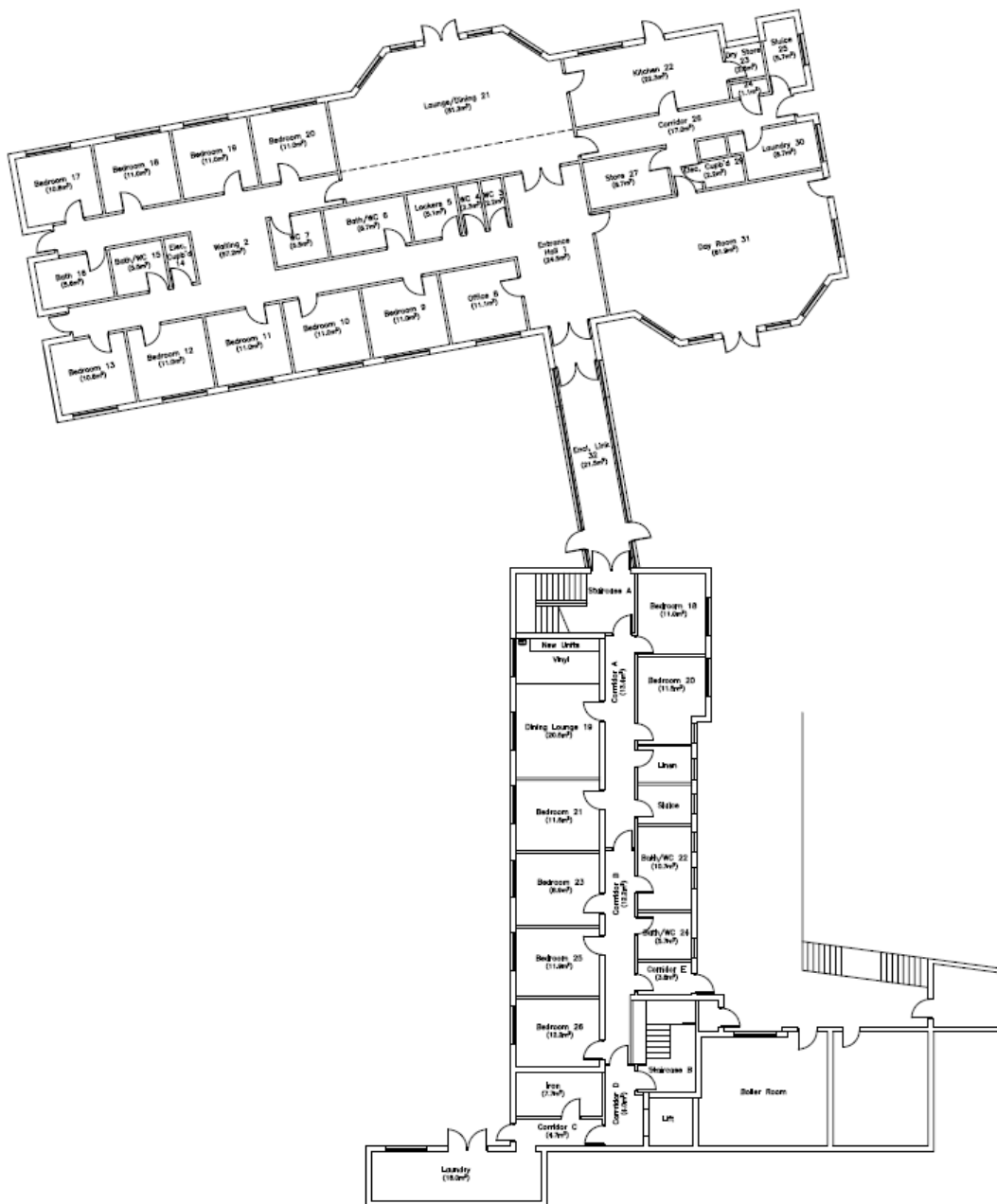
Proposed First Floor Plan



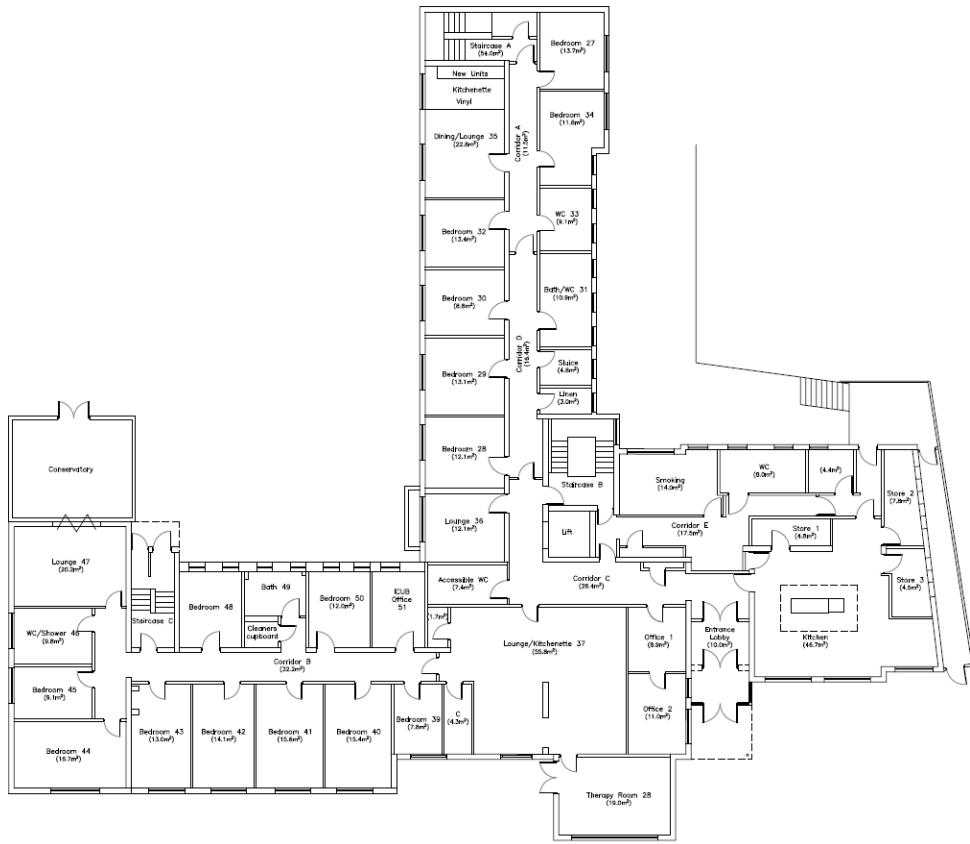
### Proposed Second Floor Plan



Lower Ground Floor Plan



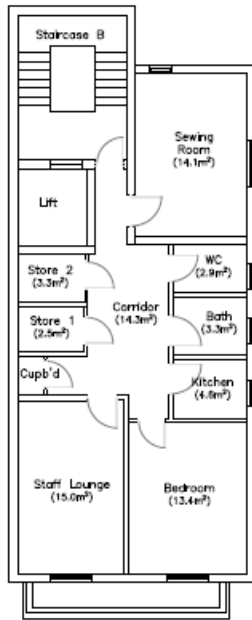
### Existing Ground Floor Plan



### Existing First Floor Plan



### Existing Second Floor Plan



**Pre-application briefing to Committee** Item No.

## 1. DETAILS OF THE DEVELOPMENT

**Reference No:** PPA/2016/009

**Ward:** Tottenham Hale

**Address:** Ashley Road South Tottenham Hale

**Proposal:** A mixed use development of approximately 800 homes, the National College of Digital Skills, flexible employment workspace & the Retention of Berol House with associated public realm works and open space.

**Applicant:** Berkeley Square Developments Limited and Notting Hill Housing

**Agent** Nathaniel Lichfield & Partners & John McAslan & Partners

**Ownership:** Private

**Case Officer Contact:** Robbie McNaugher

## 2. BACKGROUND

2.1 The proposed development is being reported to Planning Sub Committee to enable members to view the proposal at an early stage. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination. Pre-application discussions have only recently commenced however the application is on an accelerated programme to avoid the uncertainty around 'Starter Homes' which may come into force in September. It is anticipated that an application will be submitted in September and the proposal will be presented to the Planning Committee early 2017.

### 3.0 SITE AND SURROUNDS

3.1 The site comprises the 2.8 hectares of employment land straddling Ashley Road and bounded by Watermead Way to the East, Hale Road to the south, Down Lane Park to the west and north and Burdock Road to the north east. The site contains industrial units some of which are attractive historic buildings notably Berol House which is a locally listed building.

3.2 The site is in Flood Zone 2, a Local Employment Area within the current Local Plan and Saved Policies and a growth area and within the emerging Local Plan Policies. Down Lane Park is a Local Site of Importance for Nature Conservation (SINC) and an area of Significant Open Land.

3.3 The site (and neighbouring terrace of houses) is subject to two site allocations in the draft Tottenham AAP; TH5 Station Square north and TH6 Ashley Road South Employment Area.

#### **4. PROPOSED DEVELOPMENT**

4.1 The proposal is for a mixed use development of approximately 800 homes, the National College of Digital Skills, flexible employment workspace & the Retention of Berol House with associated public realm works and open space. A masterplan has been designed for the whole site by the project architects. Planning permission will be sought for the masterplan's component site on the basis of three parallel detailed and outline applications:

4.2 Planning Application 1 – A full planning application will be submitted for the south east area of the site to provide the new college and the renovated/extended Berol House alongside new homes. This element of the scheme will provide the new college for the NCDS (Class D1), managed workspace within Berol House (Class B1) and high quality new homes (Class C3)

4.3 Planning Application 2 – Outline planning application for the Notting Hill Housing land in the north eastern and south western sections of the site to provide commercial space and new homes; and

4.4 Planning Application 3 – Outline planning application for the Berkeley Square Developments land in the north western corner of the site to provide commercial space and new homes.

#### **5. PLANNING HISTORY**

5.1 There is no relevant planning history for the site

#### **6 CONSULTATION**

##### **6.1 Internal/external consultation:**

6.2 This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. There has been no external consultation as yet as the planning application has not yet been submitted.

6.3 The applicant has been advised that the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI) (2011), which sets out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council. The parameters for development on the site have been consulted on as



part of the District Centre Framework for Tottenham Hale and site specific engagement and formal exhibitions will take place shortly.

### **6.3 Development Management Forum**

6.4 The proposal is to be presented to a Development Management Forum in the near future. Feedback from the Forum will be included within the written report to a forthcoming planning sub-committee.

### **6.5 Quality Review Panel**

6.6 The proposal was presented to a Quality Review Panel on 27<sup>th</sup> April 2016.

6.7 The QRP recognised that the site represents a fantastic opportunity for development, especially with the inclusion of the National College for Digital Skills in the proposals. The panel felt that the development is progressing along the right lines, but that as the scheme is developed in more detail, further thought is required to some aspects of the scheme. The panel noted that the west side of the development is to be submitted in outline. They generally supported the scale of this area of the proposal, however they felt that further consideration of the interface with Down Lane Park is required, through the development of an urban design strategy for this area.

6.8 They felt that the design of the south eastern part of the scheme needs strengthening to reflect its role as a key arrival point onto the site. In addition, the panel had some concerns about the scale and density of the northwest part of the scheme, given the proximity of the existing school to the north. Whilst the panel welcomed the central space (linking Down Lane Park to Berol House), they recommended further consideration of the nature and scale of the other streets and spaces within the development, to achieve a clearer hierarchy of public, semi-public and private spaces.

6.9 A further review will take place prior to the submission of a planning application the feedback will be tabled for Members at Planning sub-committee.

## **7 MATERIAL PLANNING CONSIDERATIONS**

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

### *1. Principle of the development –*

The principle of the redevelopment of the site for residential purposes is broadly acceptable and is in accordance with the emerging Tottenham Area Action Plan allocations (TH5 and TH6), subject to the suitable replacement of the existing employment uses on the sites.

2. *Design, density and appearance –*

As set out above the proposal has been to the Quality Review Panel on 27th April 2016 and received broad support. The panel felt the development was progressing along the right lines but felt further thought was required on the impact on the tall buildings on the neighbouring school and the design and nature of the public and private spaces on the site.

The emerging Tottenham Area Action Plan provides a number of design guidelines.

The TH5 design considerations are as follows:

- The interface with Down Lane Park should be treated with care to ensure the park's amenity is improved.
- Development should form a consistent building line, and complement Berol House to the north.
- Ashley Road should be retained as a key movement spine.
- The Victoria Line runs in a shallow tunnel beneath part of this site.
- This site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning permission.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- It is anticipated that the redevelopment of this site will create a net increase in employment floor space and will result in a substantial increase in jobs.
- Each development will be expected to contribute to the aims of a comprehensive public realm strategy.

The TH6 design considerations are as follows

- The most suitable use on the Watermead Way frontage is considered to be employment use, which may include an educational use.
- Development should utilise the amenity, and respect the character of Down Lane Park with a street edging the park, with buildings providing an edge to that street and fronting the park to the west and north-west.
- This site forms a transition site between the generally more dense District Centre, and the surrounding residential environment.
- The existing industrial character on Ashley Road should be maintained and enhanced, encouraging new businesses to come into the area.
- Ashley Road itself should be pedestrian and cycle friendly, and provide a legible route to the new District Centre to the south. Measures to improve the

activity onto Ashley Road will be supported on this site, including the orientation of sites to open onto Ashley Road with frequent front doors.

- Additional permeability should be provided through the addition of pedestrian and local access routes passing east-west through the site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network.

London Plan Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location taking account of the guidance set out in the Density Matrix of the London Plan. The site is considered to be Urban with a PTAL of 4 to 6 so the recommended density is 70–260 units per hectare the proposed density would be above this range at 304u/ha (813 units/2.67 Ha) and therefore exceptional design quality should be provided.

### 3. *Affordable housing –*

Local Plan Policy SP2 requires developments of more than 10 units to contribute to the Borough's target of 50% (40% in the published draft revised Local Plan) of affordable housing contributions to the Borough's affordable housing stock. However, subject to viability any proposed scheme providing less than 50% affordable housing must submit a viability report for assessment. The applicant has not presented a formal proposal for the level of affordable housing as yet.

### 4. *Quality of accommodation –*

London Plan policy 3.5 and Local Plan policy SP2 require high quality development to meet the standards of the Mayor's Housing SPG. Given the proposal will be submitted in outline, detailed floor plans have not been provided.

### 5. *Housing mix –*

The proposed masterplan will provide a mix of units including larger family sized units close to Down Lane Park. The final mix has not yet been discussed with the Council's Housing Team but discussions will take place early in the pre-application process to ensure the design retains an appropriate mix of units.

### 6. *Impact on residential amenity*

The overshadowing effect of the proposal on the properties on Hale Road will be an important consideration.

### 7. *Parking and highway safety*

The site is located in an area with a high public transport accessibility level where development plan policies support developments with low levels of car parking provision. The parking provision has not yet been discussed with Transportation Officers.

The proposed development will have to be supported by a transport assessment (TA).

8. *Accessibility –*

All units would comply with the relevant standards and 10% of the number of residential units would be wheelchair accessible.

9. *Sustainability –*

The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations. The Council will expect the proposed scheme to facilitate a connection to future decentralised energy networks in the area. This would be expected to be outlined in an Energy Strategy to be submitted with any application.

10. *Flooding and drainage*

The site lies within the Flood Zone 2 (medium probability) and any forthcoming application will require a site-specific flood risk assessment.

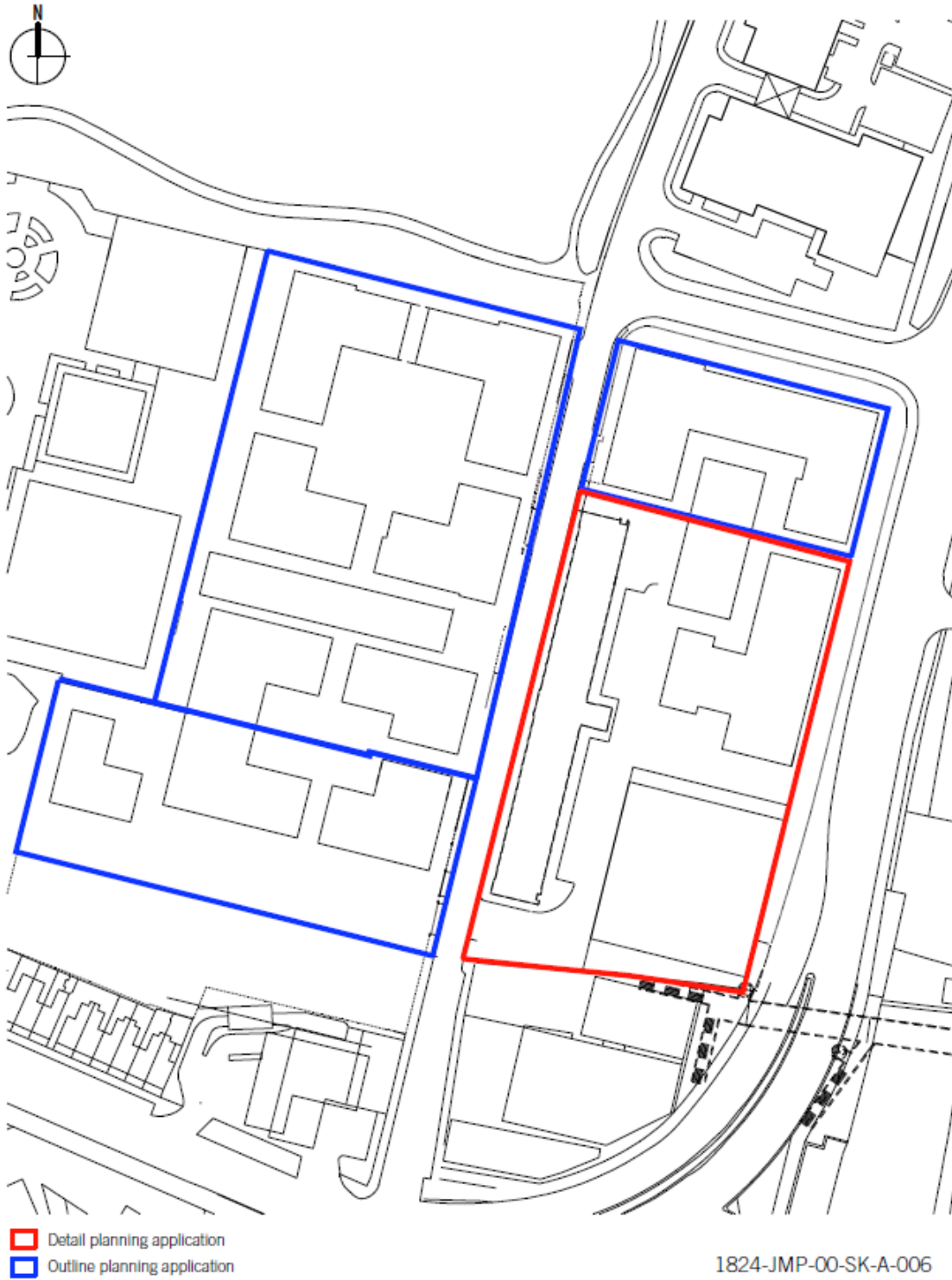
It is expected that developments utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

It is also required that drainage be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation.

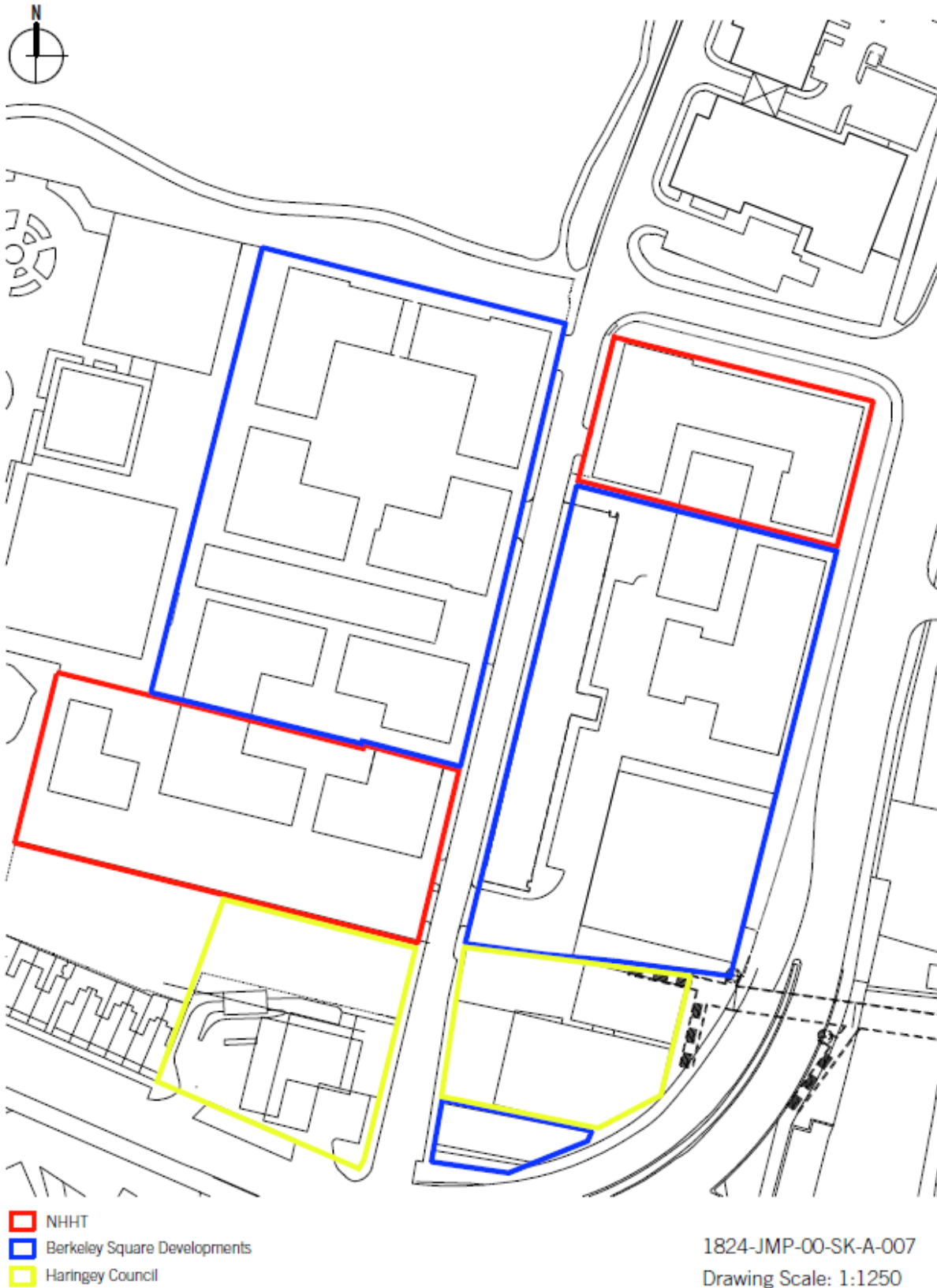
7.2 These matters are to be assessed prior to the application being considered at Committee.

**PLANS AND IMAGES**

Site location plan



Site ownership plan



Site masterplan



Internal courtyard visualisation





Visualisation looking south east from Down Lane Park



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**Pre-application briefing to Committee****1. DETAILS OF THE DEVELOPMENT****Reference No:** n/a**Ward:** Tottenham Hale**Address:** Land north of Monument Way and south of Fairbanks Road, N17**Proposal:** Development of the site to create 54 affordable residential units in three blocks ranging from 3-stories to 4-stories in height.**Agent:** Allies and Morrison**Ownership:** Haringey Council**Case Officer Contact:** Adam Flynn**2. BACKGROUND**

- 2.1 The proposed development is being reported to Planning Sub Committee to enable members to view it at an early stage. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination. It is anticipated that the proposal will be presented to the Planning Committee later in the year.

**3. SITE AND SURROUNDS**

- 3.1 The property is located on the northern side of Monument Way, to the south of the existing Fairbanks Road. The site is currently vacant, apart from some landscaping and car parking. The site currently forms a buffer for the Chestnut Estate from Monument Way.
- 3.2 The long, thin site is bordered by streets on two sides, with five flatted blocks of the Chestnut Estate sitting adjacent to the site to the north. Monument Way to the south is a very busy major 'A' road, and Welbourne Primary School lies on the opposite side of Monument Way.
- 3.3 The site forms part of Site TH10 in the pre-submission Version of the Tottenham Area Action Plan (AAP) 2016. The site is not located within a Conservation Area, and does not contain any listed buildings.
- 3.4 The site has a Public Transport Accessibility Rating (PTAL) of 5 and 6 and is within close proximity to Tottenham Hale Underground and rail station, and is within walking distance of numerous bus routes.

#### **4. PROPOSED DEVELOPMENT**

- 4.1 The proposal is for the development of the site to create a residential development of 54 residential units in three blocks ranging from 3-stories to 4-stories in height, with accommodation in the roof space. The scheme is proposed to be 100% affordable. Fairbanks Road would be re-aligned as part of the proposal.

#### **5. PLANNING HISTORY**

- 5.1 There is no recent planning history for the site relevant to this application.

#### **6. CONSULTATION**

##### **6.1 Internal/external consultation:**

- 6.2 The applicant has been advised that the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI) (2011), which sets out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council. Consultation has taken place on this site through the process of the formulation of the District Centre Framework and the Tottenham AAP.

##### **6.3 Development Management Forum**

- 6.4 The proposal will be presented to a Development Management Forum, potentially post submission. Feedback from the Forum will be included within the written report to a forthcoming planning sub-committee.

##### **6.5 Quality Review Panel**

- 6.6 The proposal will be presented to the Quality Review Panel. Feedback from the Forum will be included within the written report to a forthcoming planning sub-committee.

#### **7. MATERIAL PLANNING CONSIDERATIONS**

- 7.1 The site forms part of the wider site allocation TH10 in the Tottenham AAP, which includes the Welbourne Centre and this portion of land. The AAP for this portion of the site states:

*A development complementing the end properties on the Chestnuts Estates will be acceptable, with new homes opening onto the existing (undesignated) open land to the south providing passive surveillance.*

The relevant Design Guidelines from the AAP are as follows:

- *Opportunities to address air quality issues and to create an improved access to the road network from the Chesnut Estate should be included*
- *Development on the Monument Way section of the site should respond to established heights within the Chesnut Estate. This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.*
- *Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.*
- *A flood risk assessment is required. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.*
- *Development of this site should create a public realm which enables a safe connection between the Green Grid, the new District Centre, and Down Lane Park. This should include retention and improvements to the trees planted along Chesnut Road.*
- *Development will need to ensure that noise and air quality issues arising from Monument Way are not increased for existing residents, and are appropriately mitigated for new residents.*

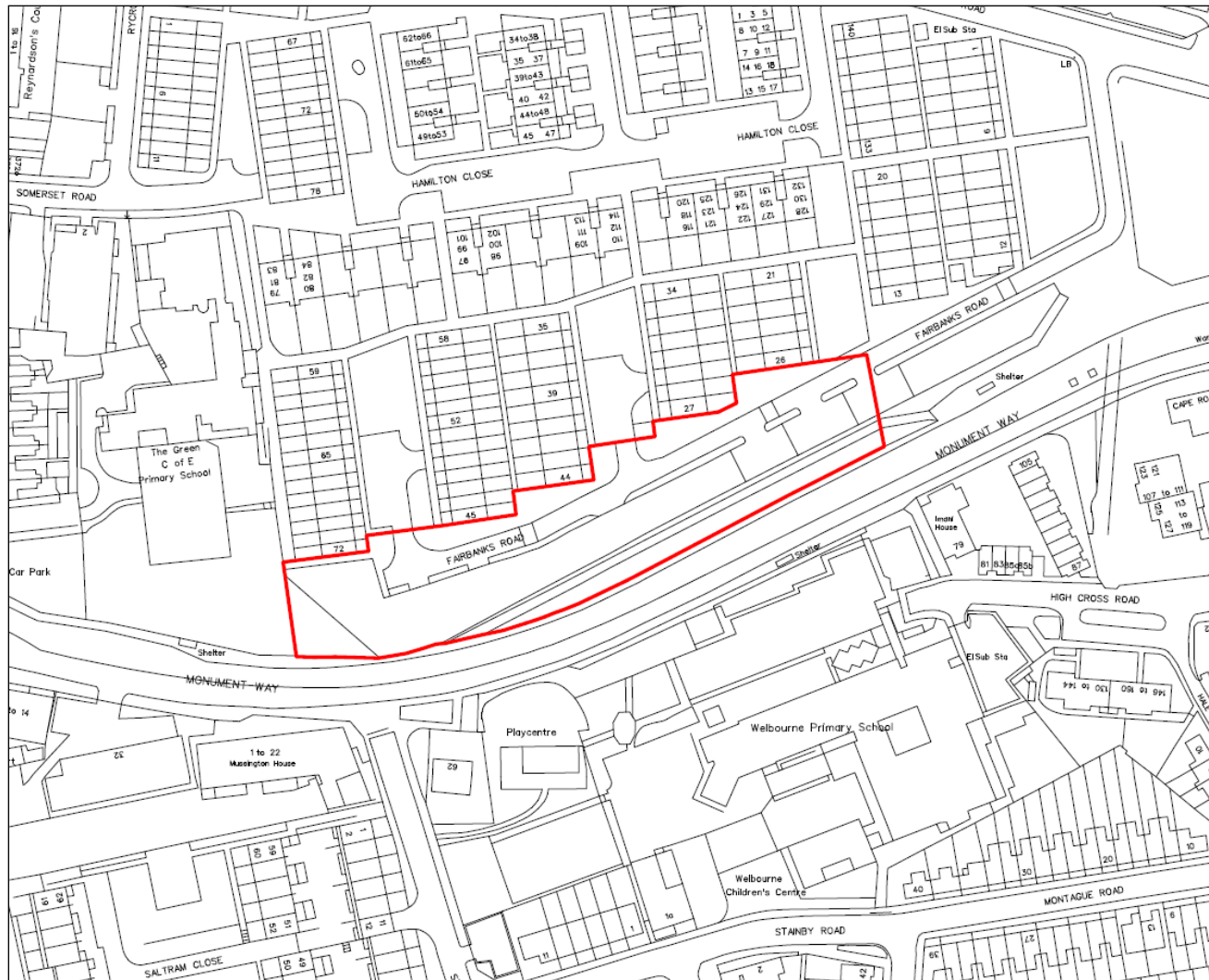
7.2 The main planning issues raised by the proposed development are:

1. Principle of the development
2. Design and appearance
3. Affordable housing
4. Density
5. Housing mix
6. Impact on residential amenity
7. Quality of accommodation
8. Parking and highway safety
9. Accessibility
10. Sustainability

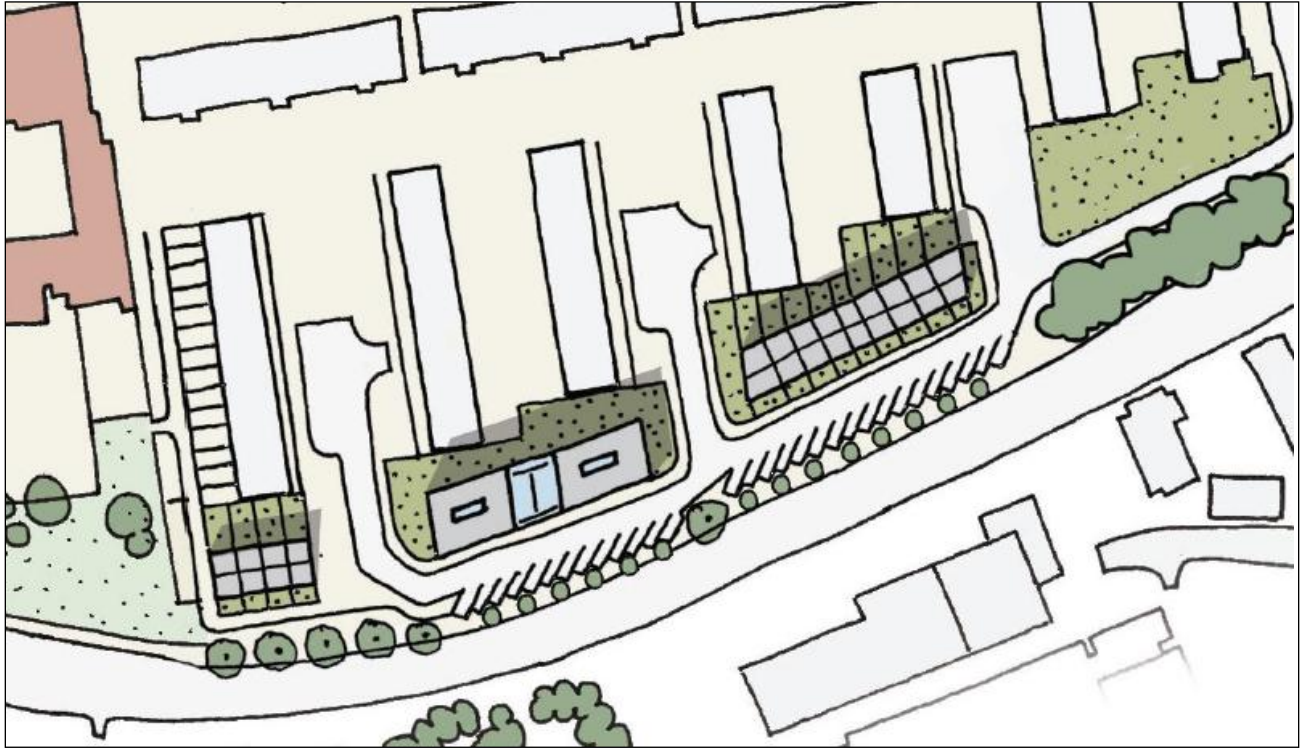
7.3 These matters are to be assessed prior to the application being considered at Committee. The proposal is considered to be broadly in line with the site allocation for the site.

PLANS AND IMAGES

Site Location Plan



**Indicative Site Plan**



**Proposed Visual**



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**Pre-application briefing to Committee****1. DETAILS OF THE DEVELOPMENT****Reference No:** PRE/2016/0032**Ward:** Fortis Green**Address:** Coppetts Wood Hospital Coppetts Road N10 1JN**Proposal:**

Option 1 – demolition of all buildings and redevelopment of the site to provide circa 80 residential units – provision of over 50% affordable housing

Option 2 – demolition of some buildings and retention of the hospital administrative building on site and redevelopment of the site with a residential dscheme (less than 80 – number to be confirmed). This option is likely to deliver less homes and a lower percentage of affordable housing.

**Agents:** Savills**Ownership:** Private**Case Officer Contact:** Zulema Nakata**2. BACKGROUND**

2.1 A pre-application has been received for the proposed development, and it is being reported to Planning Sub-Committee to enable members to view it at an early stage in the application phase. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination. It is anticipated that the proposal will be presented to the Planning Committee later in the year.

**3. SITE AND SURROUNDS**

3.1 The property is located within the Fortis Green Ward in the north-west of the borough, on the western side of Coppetts Road. The site is bounded by Strawberry Terrace residential properties and The Church of Jesus Christ of Latter-day Saints to the north and the London Centre for Children with Cerebral Palsy to the north-west, Osier Crescent residential properties to the west and south, and Coppetts Wood Primary School in the north-east.

3.2 The site is largely rectangular in shape and is currently occupied by the vacant Coppetts Wood Hospital which specialised in infectious diseases. The hospital was built in 1888 and occupied until 2008 when the remaining high security beds were transferred to the Royal Free Hospital in Pond Street and Coppetts Wood finally closed.

- 3.3 The site is part of land identified as site allocation (SA 55) in the Council's Site Allocation Development Plan Document (DPD) pre-submission version January 2016. This site allocation, which includes the land comprising playing fields and buildings to the north, is identified as land being suitable for mixed use community and residential development.
- 3.5 The site has no policy constraints or land use designations in the Local Plan Proposals Map. However, adjacent to the site is Metropolitan Open Land (MOL): Coldfall Wood and Coppetts Road Sports Ground, and a Local SINC (Site of Importance for Nature Conservation): Muswell Hill Playing Fields.

#### **4. PROPOSED DEVELOPMENT**

- 4.1 The proposal is for the redevelopment of Coppetts Wood Hospital site to provide in the region of 80 residential units with ancillary parking and amenity space. The proposed residential blocks would vary from 2 storeys (Block A) to 6 storeys (Block F) in height across the site. The developer proposes off street car parking space at a ratio of 1:1. Specifically, the scheme would comprise, for pre-application purposes, the following 2 options:
- 4.2 Option 1 – demolition of all buildings and redevelopment of the site to provide provide circa 80 residential units – provision of over 50% affordable housing
- 4.3 Option 2 – demolition of some buildings and retention of the hospital administrative building on site and redevelopment of the site with a residential dscheme (less than 80 – number to be confirmed) This option is likely to deliver less homes and a lower percentage of affordable housing.
- 4.4 One main issue of contention is whether the demolition of the Hospital administration building fronting Coppetts Road is acceptable. Officers have advised at pre-application stage that the administration buildings should ideally be retained as part of any scheme.
- 4.5 The existing administrative building in question is considered to possess desirable architectural merit as it includes some interesting features such as a heraldic crest over the existing entrance, and some ornate gable mouldings. However, the building is not statutorily or locally listed and therefore not protected for heritage reasons. It is understood that the administrative building requires significant refurbishment in order to convert to residential units, funds which would result in the level of affordable housing on the site reducing in number.
- 4.6 Officers have advised that in order to fully support the principle of complete demolition of buildings on the site, the developers will need to provide evidence of the difference in the number of affordable housing units that could be delivered in terms of retention versus demolition of the administration buildings fronting Coppetts Road. Furthermore, Officer's support also hinges on the requirement for any scheme to be of an exceptional design in order to merit the loss of the administration buildings.

## **5. PLANNING HISTORY**

- 5.1 Although there is no 'live' planning consent for the site, Coppetts Wood Hospital has been subject to a number of planning applications in the past most notably in 1999, 2001 and 2008. Planning Application reference: HGY/2008/2196, is the most recent residential led proposal on the site. Members resolved to grant planning permission for the proposed development but the legal agreement was never signed. The resolution is of some relevance in terms of establishing the acceptance of the principle of a residential development on the site however the previously approved scheme sought to retain the administrative building fronting Coppetts Road.

## **6. CONSULTATION**

### **6.1 Internal/external consultation:**

- 6.2 The applicant has been advised that the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI) (2011), which sets out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council. The applicant has undertaken their own consultation prior to the submission of the application as required by the NPPF and the Council's statement of community involvement (SCI) which sets out details of the developer undertaking community engagement.

- 6.3 The developers are in the process of undertaking public consultation, as follows:

- a. 1st round of engagement took place on 19th and 21st May and 56 members of the public attended over the two days. The main focus of contention was with regard to the perceived impact on parking in the area which has a Public Transport Accessibility Level of 1b (PTAL 1b, poor), although the developers are proposing a parking ratio of 1:1, including car club and disabled parking spaces. There was some concern raised over the demolition of the buildings to the front of the site, while there were residents from Osier Crescent in favour of the demolition of the buildings as they see it as an eyesore. With regard to the design, residents raised preference for a development which is similar to the existing surrounding buildings in terms of height, bulk and massing.
- b. 2nd round of community engagement is scheduled to take place on 20th and 21st June.

### **6.4 Development Management Forum**

6.5 The proposal will be presented to a Development Management Forum on the 29th June 2016. Feedback from the Forum will be included within the written report to a forthcoming planning sub-committee.

#### 6.6 Quality Review Panel

- On 3rd of June the proposal was presented to the Quality Review Panel. The Panel were in favour of the existing administration building fronting Coppetts Road being retained.
- Exploration of alternative site layouts could achieve a scheme that retains the attractive administration building, alongside high quality contemporary development.
- As part of this process, the panel thinks a fundamental rethink of site access and circulation is required. Reducing the height of the tallest elements of the proposed development would also create a more neighbourly scheme. In terms of quality of life, the panel think single aspect units should be avoided, and the layout and landscape design of public space could improve its quality, safety and value for residents.
- The panel also notes that the mature trees on the site frontage have significant value and that every effort should be made to retain them.

### 7 MATERIAL PLANNING CONSIDERATIONS

The site forms part of site allocation 55 in the Councils Site Allocation DPD Submission Version 2016

7.1 Following on two pre-application meetings the main planning issues raised by the proposed development are:

1. *Principle of the development* – the Site Allocations Plan allows for a residential development.
2. The most up to date and relevant planning application in relation to this pre-application is the 2008 planning application (reference: HGY/2008/2196). Members resolved to grant planning permission for the proposed development but the legal agreement was not signed. Although there is no ‘live’ residential planning consent for the site, the resolution is of some relevance in terms of establishing the acceptance of the principle of a residential development on the site.
3. Demolition of all the buildings maybe on balance, acceptable in view of the level of affordable housing that would be provided. However, any scheme would need to be of a high design quality in order to merit the loss of the administration buildings.
4. *Layout, Design and Appearance* – The proposed site layout incorporates a potential spine-route through the site and onto Coppetts Road for pedestrians and vehicles. This helps break up the massing and bulk of the apartment and terraced housing blocks fronting onto Coppetts Road and creates desirable vistas through and across the site.

The residential blocks vary in height from 2-storeys (Block A) up to 6-storeys (BlockF), where the 6-storey element of the development is set back towards the centre of the site and is designed to act as a visual reference point for the area. The 6-storey element and the general layout are in principle, considered acceptable providing the scheme comes forward with high quality detailed design.

The included basement parking is supported as this would reduce the number of surface on-street parking which sterilises the public realm and streetscape.

5. *Affordable housing* – the maximum amount of affordable housing should be provided taking into account viability.
6. *Density* – This site is considered to be in the ‘urban’ context and has a PTAL rating of 2, thus any proposed development should seek to optimise the site whilst using the density guidance ranges of 200 to 450 habitable rooms per hectare (hr/ha) as set out in the London Plan. The proposed density is 347 habitable rooms per hectare which falls within the London Plan Density Matrix.
7. *Housing mix* – The scheme makes provision for up to 80 residential units comprising 17 x 1 bedroom, 46 x 2 bedroom, 10 x 3 bedroom and 7 x 4 bedroom units. This mix is generally acceptable as it offers a good proportion of family-sized dwellings.
8. *Impact on residential amenity* – Any design proposal should consider the impact on the amenity of the surrounding properties, particularly those on Osier Crescent (west and south) and Coppetts Road (north, south and east).

A daylight/sunlight BRE assessment would be required.

Any scheme should seek to safeguard the amenity of surrounding residents.

9. *Quality of accommodation* – Policy 3.5 of the London Plan (Minor Alteration March 2016) and Local Plan Policy SP2 require high quality residential development which meets the standards set out in The Mayor’s Housing Supplementary Planning Guidance and Haringey Housing SPD. Any forthcoming proposal must comply with these space standards.
10. *Parking and highway safety* – The site is located in an area with a public transport accessibility level (PTAL) rating of 2 indicative of low accessibility to local public transport services. Parking provision policies would need to be adhered to unless otherwise justified.
11. *Sustainability* – Sustainability and energy polices would need to be met and the number of single aspect units should be kept to an absolute minimum. BREEAM / Good Home Mark or other assessment of

sustainability is expected for the development with the highest possible standard being achieved

A full biodiversity impact study should be requested and look for impacts on species of bats and water ecological impact.

These matters are to be assessed prior to the application being considered at Committee.

**PLANS AND IMAGES**

**Site Plan:**

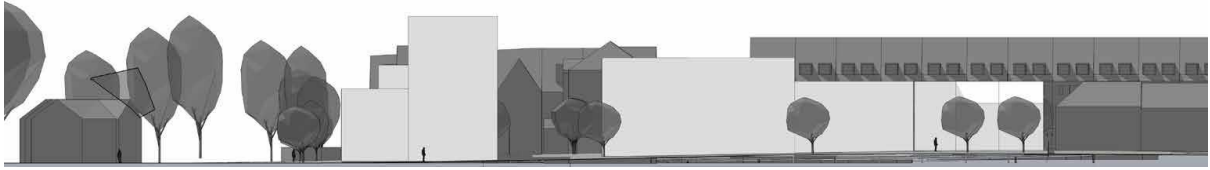


**General Layout and Landscaping:**

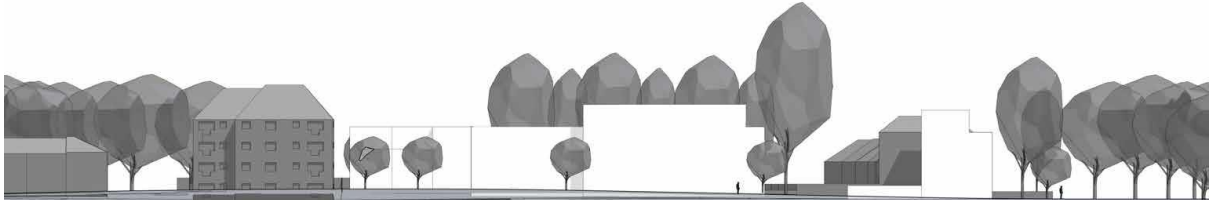


**Massing and Height Elevations:**

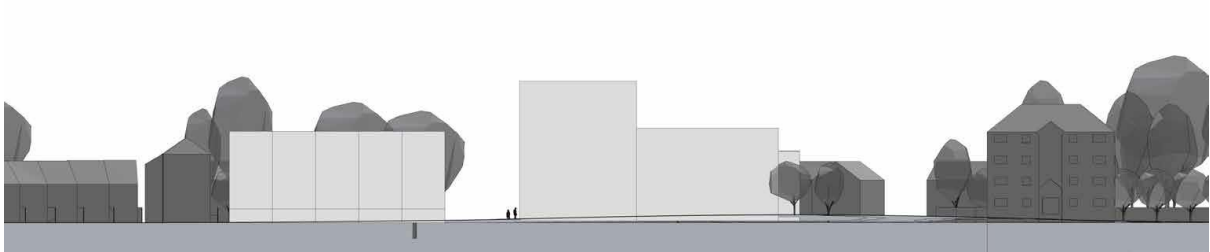
Looking South



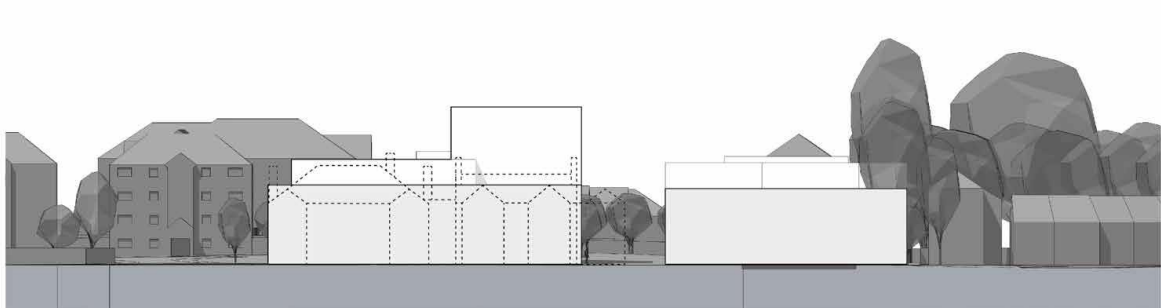
Looking North:



Looking East:



Coppetts Road:



**Images:**





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## **Pre-application briefing to Committee**

### **1. DETAILS OF THE DEVELOPMENT**

**Reference No:** PRE/2016/0231

**Ward:** Tottenham Green

**Address:** Mono House, 50-56 Lawrence Road, N15

**Proposal:** Demolition of existing buildings and construction of 44 residential units over 3 blocks and up to 400 sq.m of commercial floorspace at ground and first floor level.

**Agent:** CGMS Ltd

**Ownership:** Private

**Case Officer Contact:** Valerie Okeiyi

### **2. BACKGROUND**

- 2.1 This proposal is being reported to Planning Sub-Committee to enable members to view it at an early stage in the application phase. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination. It is anticipated that the proposal will be presented to the Planning Committee later in the year.
- 2.2 The applicants of the site have engaged in pre-application discussions since November 2015. Shortly after the second pre-application meeting the scheme was presented to the Quality Review Panel on 27 April. Since that meeting, Officers have held a further meeting with the applicants, during which time the proposals have developed to a significant degree where the architect has taken into consideration the issues raised previously by Officers and the Quality Review Panel.

### **3. SITE AND SURROUNDS**

- 3.1 The site is at the northern end of Lawrence Road on the east side of the street, located immediately north of the Bellway masterplan and directly opposite Zenith House. Directly north of the site is a large dry cleaning factory called Jeeves Dry Cleaning. To the rear of the site are the gardens of the residential properties on Collingwood Road. The site is currently occupied by a vacant 2 and 3 storey factory building previously used for lamp works which extends along the eastern boundary shared with the gardens of the residential properties of Collingwood Road. The site is also occupied by an existing terraced building to the front defining the entrance onto the site which was previously used for residential purposes.

- 3.2 The site adjoins the Clyde Circus Conservation Area to the east which also includes the rear gardens of the properties on Collingwood Road. The surrounding area consists of mixed residential and commercial land uses, characterised by Victorian terraced houses, blocks of flats and commercial buildings on Lawrence Road, alongside the recent development at the southern end of the road (Bellways).
- 3.3 The site falls within a designated 'site specific proposal' (SSP27) on the Haringey proposals map (Unitary Development Plan 2006). The site is also allocated in the Council's draft Tottenham Hale Area Action Plan (SS2) now submitted for EiP, which seeks to promote a mixed use scheme with re-provision of commercial / employment at ground floor level and residential above. The AAP states that the sites are suitable for taller buildings fronting both sides of Lawrence Road whilst ensuring that any development respects and safeguards the setting of the adjacent Clyde Circus conservation area

#### **4. PROPOSED DEVELOPMENT**

- 4.1 The proposal is for the demolition of the existing structure and redevelopment of the site to create a mixed use development comprising 44 residential units over 3 blocks, together with 400sqm of commercial floorspace at ground and first floor level. The street facing block would be 7 storeys in height and include a recessed top floor. The residential mews block would be 5 storeys stepping down to 4 storeys in height and the mews houses would be 3 storeys in height.

#### **5. PLANNING HISTORY**

- 5.1 There is no recent planning history for the site relevant to this application.

#### **6. CONSULTATION**

##### **6.1 Internal/external consultation:**

- 6.2 The applicant has been advised that the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI) (2011), which sets out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council. The applicant will be undertaking their own consultation prior to the submission of the application as required by the NPPF and the Council's statement of community involvement (SCI) which sets out details of the developer undertaking community engagement.

### 6.3 Development Management Forum

6.4 The proposal will shortly be presented to a Development Management. Feedback from the Forum will be included within the written report to a forthcoming planning sub-committee.

### 6.5 Quality Review Panel

6.6 The proposal was presented to a Quality Review Panel on 27 April. Feedback from the Panel can be summarised below;

- The Quality Review Panel recognises that the site represents a huge opportunity for development.
- Whilst broadly welcoming the approach taken to the design of the scheme so far, the panel has concerns about a number of issues.
- They feel that the scale and bulk of the mansion block fronting onto Lawrence Road requires further consideration, and would also recommend careful detailed design of the top storey in order to reduce the impact on long views.
- The panel think that there would be great benefit in exploring an alternative configuration for the northernmost part of the rear mews.
- There is also scope for improving the landscape and townscape qualities of the rear mews.
- With regard to the architecture of the scheme, the panel would encourage a contrasting materiality and articulation to that of the visually dominant Bellway scheme adjacent.
- Further details on the panel's views are provided below

## 7. MATERIAL PLANNING CONSIDERATIONS

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

1. *Principle of the development* – The redevelopment of the site to create a mixed use development comprising residential units, and commercial floorspace is generally supported in principle subject to the level of employment generating floorspace being re-provided to the same floorspace as existing on the site, and any reduction in employment generating floorspace would have to be robustly justified. Flexible and affordable B1 units will be considered favourably. The applicant has engaged in discussions with key partners in Tottenham Hale recommended by Tottenham regeneration team to get an overview of affordable workspace in Tottenham. Further discussions are ongoing regarding any potential occupants of the commercial floorspace proposed
2. *Design and appearance* – The bulk, scale, and massing of the proposal has reached a point where it is broadly acceptable. The heights of buildings have been agreed in the main. Any proposal should also have complete regard to the impact on the adjacent conservation area and the visual amenity of the townscape generally. Any proposed development should also safeguard the

amenity of surrounding residents particularly those on Collingwood Road. The scheme has been presented to the Quality Review Panel where the scheme has been further revised to address their concerns raised, where the scale and bulk of the mansion block fronting onto Lawrence Road has been reduced and the rear building line pulled back. The massing and reconfiguration of the northern most portion of the rear mews has been revised to form a taller apartment block at the north end of the mews, instead of the row of houses at the northern boundary. This is to potentially terminate the long view from the south, whilst mediating between the scale of the mansion block to the front of the site and the mews houses to the rear. The most significant concern regarding this change is the 5 storey block prejudicing the Jeeves site immediately north coming forward for development at a later stage. Officers need reassurance on this matter. Although the elevational treatment is at an early stage, Officers welcome the two storey high archway access to the "mews" from Lawrence Road, which is similar to the Bellways scheme opposite. The ground and first floor has also been treated as a grander base distinct from the upper floor which is also welcomed.

3. *Affordable housing* – Local Plan Policy SP2 requires developments of more than 10 units to contribute to the Borough's target of 50% of affordable housing contributions to the Borough's affordable housing stock (current Draft Published Local Plan Amendment 40% affordable housing). In line with Policy, any proposed scheme providing less than the required affordable housing must submit a viability report for assessment.
4. *Density* – 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 626 habitable rooms per hectares (HRH). The London Plan categorises density ranges in terms of location, setting, existing building form and massing. The site is considered to be an area characterised by high rise buildings and as such the density of 200-700 HRH is a guideline for areas with a PTAL of 4. The density is at the upper level of the range and is considered acceptable subject to the scheme being of high quality in terms of design, layout and securing a quality environment in which to live.
5. *Housing mix* – The revised proposal includes a higher number of 1-bed and 2 bed units, where the amount of family units have been reduced. Further discussions are ongoing regarding the housing mix and tenure.
6. *Impact on residential amenity* – Any design proposal should consider the impact on the amenity of the surrounding properties, particularly on the residential properties and rear gardens of the houses adjacent to the sites. Officers are satisfied that the distances between the existing properties on Collingwood Road and development to the rear in relation to the proposed height and potential overlooking are now satisfactory. It is important to note that the existing warehouse building to the rear is substantially larger in scale and extends to the rear boundary shared with the rear gardens of the properties on Collingwood Road.

7. *Quality of accommodation* – London Plan policy 3.5 and Local Plan policy SP2 require high quality development to meet the standards of the Mayor’s Housing SPG. From the plans provided, it appears that the proposed units would be of a good size and layout, with good sized rooms and access to amenity space in the form of private balconies or private rear gardens.
  8. *Parking and highway safety* – Considering the revised PTAL calculation for the site and the Council’s aspiration for regeneration of Tottenham (Tottenham Hale, Northumberland Park, High Road West and the Northumberland Development Project), the reduced parking provision is considered acceptable. There is a requirement for 20% of the parking spaces to be fitted with electric charging points as well as passive provision for a further 20%, - this should be designed into the car parking layout. The level of cycle storage spaces would need to accord with the London Plan (2015) standards - (1 cycle parking space per 1 bed unit and 2 cycle parking space per 2 plus bed units)
  9. *Accessibility* – All units would comply with the relevant standards and 10% of the number of residential units would be wheelchair accessible.
  10. *Sustainability* – The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations. This would be expected to be outlined in an Energy Strategy to be submitted with any application.
- 7.2 These matters are to be assessed prior to the application being considered at Committee.

**PLANS AND IMAGES**



**Aerial view of site**





**Site Location Plan**

Proposed Ground Floor / Site Layout

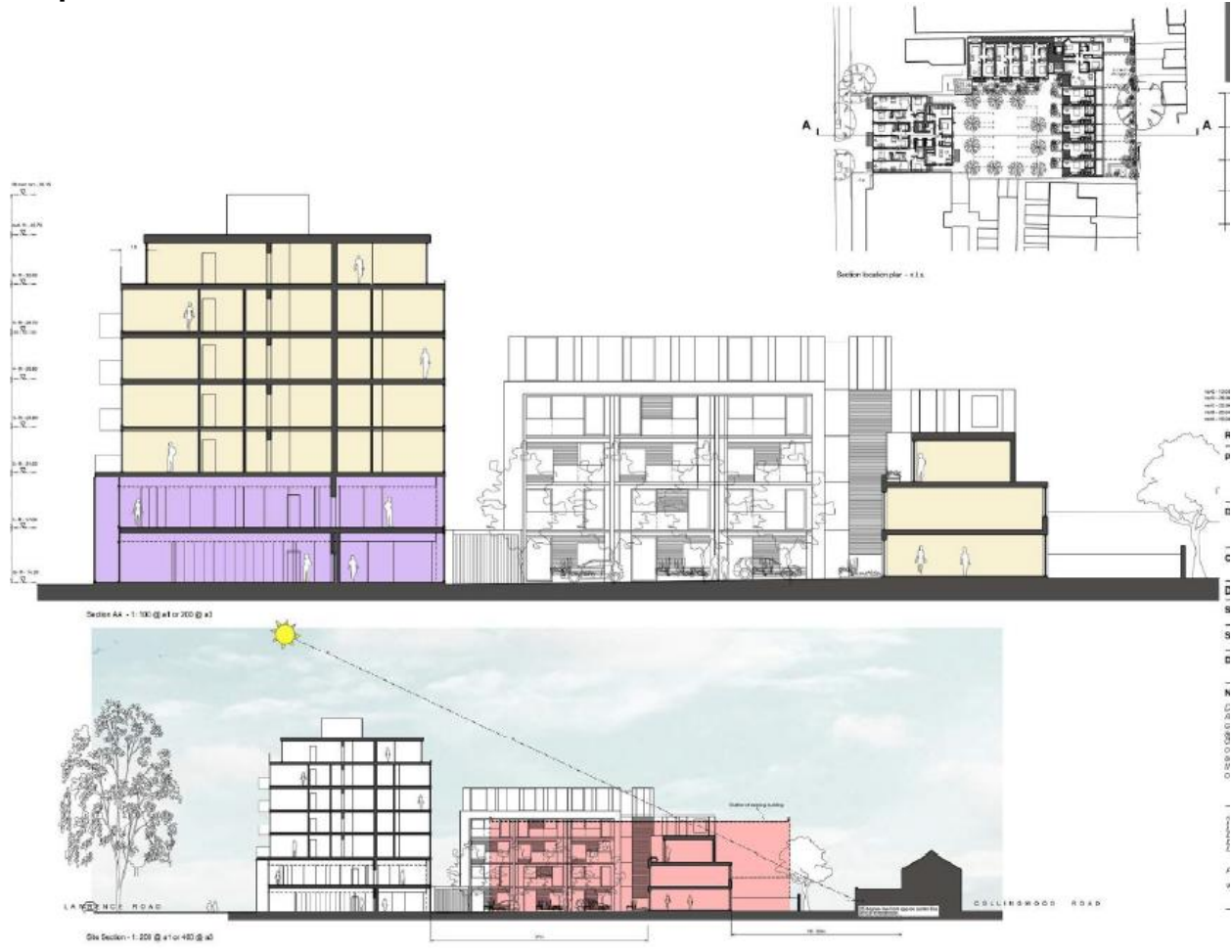




Proposed second floor plan



# Proposed Section



**Proposed Visuals**

Looking North



View into the site



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**Pre-application briefing to Committee** Item No.

## 1. DETAILS OF THE DEVELOPMENT

**Reference No:** PPA/2016/0010

**Ward:** Tottenham Hale

**Address:** Station Square West, Station Road, Tottenham Hale N17 9JZ

**Proposal:** A tall building of up to 17 storeys comprising of non-residential floor space on the ground floor and approximately 136 new homes.

**Applicant:** Berkeley Square Developments Limited

**Agent** Sophie Hitchins – Nathaniel Lichfield & Partners & John McAslan & Partners

**Ownership:** Private and Council

**Case Officer Contact:** Robbie McNaugher

## 2. BACKGROUND

2.1 The proposed development is being reported to Planning Sub Committee to enable members to view the proposal at an early stage. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination. Pre-application discussions have only recently commenced however the application is on an accelerated programme to avoid the uncertainty around 'Starter Homes' which may come into force in September. It is anticipated that an application will be submitted in September and the proposal will be presented to the Planning Committee early 2017.

## 3.0 SITE AND SURROUNDS

3.1 The site comprises the 0.094 hectares of commercial land at the junction of Station Road and Watermead Way. The site contains a car park and advertisement hoardings. The adjacent site to the west contains a 9 storey Premier Inn Hotel which is close to completion and will open later this year.

3.2 The site is in Flood Zone 2, an Area of Archaeological Importance, Tottenham Hale local Employment Area within the current Local Plan and Saved Policies and a growth area and the Town Centre within the emerging Local Plan Policies.

3.3 The site is part of a larger 2.7 Ha site allocation in the draft Tottenham AAP; TH4; Station Square West for the whole 'island' surrounded by Watermead Way, Hale Road and Ferry Lane. The site is also part of the District Centre Framework Masterplan and the Housing Zone.

#### **4. PROPOSED DEVELOPMENT**

4.1 The proposal is for a tall building of around 17 storeys for a mixed use development with ground floor retail and residential above. The scheme will provide in the order of 136 residential units, with a predominate mix of 1 and 2 bedroom units, and some 3 bedroom units. The scheme may be up to 100% Shared Ownership. The ground floor will provide retail space (in the region of 3,000sqft). The site will offer amenity spaces on the roof terraces, alongside private amenity space.

#### **5. PLANNING HISTORY**

5.1 There is relevant planning history for the site, the adjoining hotel was approved under reference:

5.2 HGY/2014/0498 07-04-14 Image House, Station Road London A 96 bed hotel (Class C1) including a 146sqm restaurant/bar, 3 disabled car parking spaces and 6 dedicated cycle spaces

#### **6 CONSULTATION**

##### **6.1 Internal/external consultation:**

6.2 This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. There has been no external consultation as yet as the planning application has not yet been submitted.

6.3 The applicant has been advised that the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI) (2011), which sets out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council. The parameters for development on the site have been consulted on as part of the District Centre Framework for Tottenham Hale and site specific engagement and formal exhibitions will take place shortly.

##### **6.3 Development Management Forum**

6.4 The proposal is to be presented to a Development Management Forum in the near future. Feedback from the Forum will be included within the written report to a forthcoming planning sub-committee.

##### **6.5 Quality Review Panel**

6.7 The proposal will be presented to a Quality Review Panel on 22<sup>nd</sup> June 2016.

## 7 MATERIAL PLANNING CONSIDERATIONS

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

### 1. *Principle of the development* –

The principle of the redevelopment of the site for residential purposes with ground floor commercial is broadly acceptable and is in accordance with the emerging Tottenham Area Action Plan allocation (TH4).

### 2. *Design, density and appearance* –

The applicant will present the proposal to QRP on the 22<sup>nd</sup> June and feedback will be provided to members prior at the meeting.

The District Centre Framework recognises the unique location and visual prominence of the site at the nexus of the area's emerging developments, both in terms of proximity to the Station, and its ability to provide context for the wider District Centre aspirations. The DCF states that: "Opportunities for taller buildings as envisaged can help to provide a strong and well defined built form to help aid local navigation and legibility".

The emerging Tottenham Area Action Plan provides a number of design guidelines notably

- The Victoria Line runs in a shallow tunnel beneath part of this site.
- Development must result in comfortable, attractive and safe/overlooked street environments.
- Station Road, and potentially the extended Ashley Road will provide service access for the buildings on this site.
- Care will be required on south facing frontages to limit heights to avoid overshadowing of block courtyards.
- This site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning permission.
- Each development will be expected to contribute to the aims of a comprehensive public realm strategy.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

London Plan Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location taking account of the guidance set out in the Density Matrix of the London Plan. The site is considered to be Urban with a PTAL of 4 to 6 so the recommended density is 70–260 units per hectare the proposed density would be outside this range at 1446 u/ha (136 units/0.094 Ha) and therefore exceptional design quality should be provided.

3. *Affordable housing –*

Local Plan Policy SP2 requires developments of more than 10 units to contribute to the Borough's target of 50% (40% in the published draft revised Local Plan) of affordable housing contributions to the Borough's affordable housing stock. However, subject to viability any proposed scheme providing less than 50% affordable housing must submit a viability report for assessment. The applicant has not presented a formal proposal for the level of affordable housing as yet.

4. *Quality of accommodation –*

London Plan policy 3.5 and Local Plan policy SP2 require high quality development to meet the standards of the Mayor's Housing SPG. The site presents challenges for providing good quality amenity spaces due to traffic noise from the surrounding roads. The applicant has not yet finalised how they will deal with this in their proposal.

5. *Housing mix –*

The proposed mix of units is largely 1 and 2 bed units this mix has not yet been discussed with the Council's Housing Team but this not considered to be a site suitable for family sized housing. This is acknowledged within the DCF.

6. *Impact on residential amenity*

The overshadowing effect of the proposal on the properties on Hale Road will be an important consideration.

7. *Parking and highway safety*

The site is located in an area with a high public transport accessibility level where development plan policies support developments with low levels of car parking provision. The parking provision has not yet been discussed with Transportation Officers.

The proposed development will have to be supported by a transport assessment (TA).

8. *Accessibility –*

All units would comply with the relevant standards and 10% of the number of residential units would be wheelchair accessible.

9. *Sustainability –*

The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations. The Council will expect the proposed scheme to facilitate a connection to future decentralised energy networks in the area. This would be expected to be outlined in an Energy Strategy to be submitted with any application.

10. *Flooding and drainage*

The site lies within the Flood Zone 2 (medium probability) and any forthcoming application will require a site-specific flood risk assessment.

It is expected that developments utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

It is also required that drainage be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation.

7.2 These matters are to be assessed prior to the application being considered at Committee.

**PLANS AND IMAGES**

Site location plan (site shown in red)



Proposed visualisation (looking east from Tottenham Hale Station forecourt)



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