

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 12th September, 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 11 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. 500 WHITE HART LANE, LONDON N17 7NA (PAGES 1 - 68)

Outline Application with matters of layout, scale, appearance and landscaping reserved for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development

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

7. RAILWAY APPROACH HAMPDEN ROAD N8 0HG (PAGES 69 - 254)

Demolition of the existing buildings and redevelopment of the site to provide two buildings of between 4 and 14 storeys in height comprising 174 residential units (Use Class C3) and 294 sqm flexible B1 floorspace, including the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development

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

8. 11 CONWAY ROAD, SOUTH TOTTENHAM, LONDON, N15 3BB (PAGES 255 - 268)

To confirm the Tree Preservation Order (TPO) for a tree in the rear garden of No 11 Conway Road.

RECOMMENDATION: to approve the confirmation of the TPO

9. PRE-APPLICATION BRIEFING

The following item is a pre-application presentations to the Planning Sub-Committee and discussion of proposals.

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

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

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

10. KESTON CENTRE, KESTON ROAD, TOTTENHAM N17 6PW (PAGES 269 - 276)

11. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

12. DATE OF NEXT MEETING

10 October.

Maria Fletcher, Principal Committee Co-ordinator

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Bernie Ryan

Assistant Director – Corporate Governance and Monitoring Officer

River Park House, 225 High Road, Wood Green, N22 8HQ

Friday, 02 September 2016

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Planning Sub Committee 11th July 2016

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2016/0828	Ward:
Address: 500 White Hart Lane, London N17 7NA	
<p>Proposal: Outline Application with matters of layout, scale, appearance and landscaping reserved for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development</p> <p>Applicant: Tottenham Hotspur Football & Athletic Company Co Ltd</p> <p>Ownership: Tottenham Hotspur Football & Athletic Company Co Ltd</p> <p>Case Officer Contact: Malachy McGovern</p>	
Date received: 10/03/2016	
Last amended date: June 2016	
<p>Drawing number of plans: 15/0809/SK04, 15/0809/SK08, 90-101 (PL1), 90-102 (PL1), A1-90-103 (PL2) (Building Plot Parameters), A3-90-103 (PL2) (Heights Parameter), 90-104(PL1), 90-105(PL2), 90-106(PL1)</p>	
1.1	The proposal is a major application and is therefore presented to Committee for consideration.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential-led change of use of the industrial site to mixed residential and retail/ employment use is considered to be acceptable.
- The impact of the development on neighbouring residential amenity is acceptable;
- The design and appearance of the proposal is acceptable;
- There would be no significant impact on parking with improved access to the site;
- The proposal meets the minimum standards outlined in the London Plan SPG Housing;
- The 144 new residential units would support strategic housing delivery
- The indicative mix of residential units is considered to be acceptable and would bolster housing stocks within the borough;
- The commercial/ employment floor space and retail floor space would complement the proposed residential accommodation and wider area
- The s106 financial obligations for affordable housing, skills and training, highways/transportation, are considered to be appropriate in mitigating any affect on local infrastructure;

2. RECOMMENDATION

(1) That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated the authority to issue the planning permission and impose conditions and informatives subject to any direction from The Mayor

of London and the signing of a section 106 Legal Agreement.

(2) That the section 106 legal agreement referred to in resolution above is to be completed no later than 12 December 2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and

(3) That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions all conditions imposed on application ref: HGY/2016/0828

(4) That delegated authority be granted to the Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

1.2.1 Conditions

- 1) Time Limit
- 2) Time limit for final submission of reserved matters
- 3) Compliance with approved plans
- 4) Maximum number of residential units and maximum and minimum levels of floorspace
- 5) Details of car parking provision on site
- 6) Details cycle parking
- 7) 10% all homes wheelchair accessible
- 8) Construction Management Plan & Logistics Management Plan
- 9) Surface Drainage
- 10) Land Contamination Study
- 11) Hard and Soft Landscaping
- 12) Design Framework / Code including materials
- 13) Drainage Strategy
- 14) Thames Water
- 15) Piling Method Statement
- 16) Energy Strategy
- 17) Sustainability – Overheating & Cooling
- 18) Retail and Employment floorspace to be BREEAM very good
- 19) 35% carbon reduction under building regulations 2013 for residential units
- 20) Details of play space
- 21) Details of Access
- 22) Biodiversity & Green Spaces
- 23) Air Quality & Dust Control

1.2.2 Informatives

- 1) Positive Statement
- 2) CIL Liability
- 3) Highways x 3
- 4) Naming and Numbering
- 5) Demolition and Asbestos
- 6) Thames Water

1.2.3 Legal Agreement – Heads of Terms:

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

- Contribution to TfL for bus improvements (the final figure to be reported to committee)
- 29 affordable housing units
- Contribution towards consultation on and potential implementation of parking control measures
- £15,000 to improve the facilities for footpath users, including the footpath surfacing and lighting
- Travel Plan for residential and workplace
- Construction phase and occupation stage employment and skills strategy
- Payment of carbon reduction tariff if there is a carbon reduction shortfall.
- Prevention of the occupation of more than 25 % of market housing units until the Affordable Housing Units have been built and transferred to the Council [subject to a 'sunset' clause that if the Council does not accept the transfer of the units within a set period the Developer may transfer to another affordable housing provider).
- The provision of a Business relocation strategy

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

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

1. In the absence of the provision of residential and work place travel plans, a travel plan co-ordinator, a financial contribution towards the monitoring of the Travel Plan, the scheme being car capped, and contributions towards CPZ review, cycling and walking improvements, improvements to footpath facilities including resurfacing and lighting, traffic management studies, a contribution towards TFL bus improvements, a contribution towards parking control measures, and 'Legible London Signage', and a site management parking plan, the proposal would have an unacceptable impact on local traffic movement and surrounding road network and would be contrary to Local Plan policy SP7, Unitary Development Plan Policies M8 and M10 and London Plan Policies 6.11, 6.12 and 6.13.
2. In the absence of the provision of on site affordable housing, the proposal would fail to contribute to the identified need for affordable housing in the area and would be contrary to Local Plan policy SP2 and London Plan policy 3.12
3. In the absence of a considerate constructors agreement, the proposal would have an unacceptable impact on the amenities of surrounding neighbours and would be contrary to UDP 2006 Policy UD3 and concurrent London Plan 2011 Policy 7.6.
4. In the absence of the provision of a construction and occupation employment and skills strategy would have an unacceptable impact on the community and would be contrary to Local Plan policy SP8 and London Plan Policy 4.1.
5. In the absence of a payment of the carbon reduction tariff if there is a carbon reduction shortfall as per London Plan policy 5.2 the development would have an unacceptable impact on the environment and would be contrary to London Plan policy 5.2.

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1 Outline Application with matters of layout, scale, appearance and landscaping reserved for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development.

3.1.2 Article 2 of the Town & Country Planning (Development Management Procedure) (England) Order 2015 sets out the requirements for outline planning applications. The following matters are reserved for approval:

- Layout - The outline planning application seeks approval of the key spaces and routes as set out in the parameter plans. The access to and within the site is not reserved and remains a critical consideration especially in terms of site function and highways/ transport grounds. The outline planning application seeks approval for the principal means of access to the site.
- Scale – The outline planning application seeks approval for the maximum building heights as shown on the approved plans.
- Appearance – The outline planning application seeks approval of a set of Design Codes which establish design principles and guidelines to be established at the reserved matters stage. The reserved matters dealing with building design and appearance must also satisfactorily address sustainability and 35% carbon reduction obligations
- Landscaping – The outline planning application sets out areas for potential landscaping within the parameter plans however landscaping is reserved.

3.2 Site and Surroundings

3.2.1 The application site is rectilinear in shape and measures approximately 140 metres deep by 55 – 85 metres wide giving a site area of approximately 9125 square metres (0.9125 hectares).

3.2.2 The southern part of the site is currently vacant and cleared with one large partially demolished building structure which originally formed part of the previous 500 White Hart Lane building. The northern part of the site comprises a builders yard with various storage structures, areas of open storage and light industrial machinery. These structures take up approximately 346 sqm floor area.

3.2.3 Immediately north and east of the site are inter-war period residential properties on Devonshire Lane and Devonshire Gardens respectively. Immediately south

of the site are a number of residential properties, a petrol filling station and also Haringey Football Club is located to the south west. Immediately west of the site is a large trade and storage warehouse called 'Screwfix'.

- 3.2.4 The original and now partly demolished 500 White Hart Lane building had previously been used for car repairs (light industrial purposes) however has been vacant since 2010. The existing vacant structure has a floor area of approximately 171 sqm. The site is located between an established residential area to the north and east, and an industrial / commercial area to the west giving rise to a mixed character. The site falls within the edge of a Locally Significant Industrial Site (LSIS) as identified in the Haringey Local Plan Proposals Map known as LSIS 17 (White Hart Lane).
- 3.2.5 The topography of the site varies meaning the northern boundary is some 8 metres higher than the southern boundary fronting White Hart Lane. Access is provided via a vehicle access on the southern boundary and a secondary service access road running along the western boundary connected to White Hart Lane. A public footpath connecting White Hart Lane to Devonshire Hill Lane runs along the eastern boundary.
- 3.2.6 The site is located approximately 1.5 km from White Hart Lane train station and is served by the W3 bus which runs between Northumberland Park rail station and Finsbury Park rail and underground station giving a Public Transport Accessibility Level (PTAL) of 2 - 3.
- 3.2.7 The site does not comprise any Listed Buildings and is not located within a Conservation Area.

3.3 Relevant Planning and Enforcement history

- 3.3.1 Planning HGY/1990/1035 REF 20-11-90 500 White Hart Lane London Change of use to open car storage.
- 3.3.2 Planning HGY/2000/0085 GTD 21-03-00 500 White Hart Lane London Erection of a single storey portal framed storage building.
- 3.3.3 Planning HGY/2002/1376 GTD 10-12-02 500 White Hart Lane London Demolition of existing buildings and erection of two temporary storage buildings comprising 4,047 square metres in total
- 3.3.4 Planning HGY/2007/0115 REF 06-03-07 500 White Hart Lane Tottenham London Erection of 2.12m high perimeter fencing.
- 3.3.5 Planning HGY/2008/2057 GTD 09-12-08 Unit A 500 White Hart Lane London Change of use of existing property to vehicle repairs / servicing and retention of extract duct system.
- 3.3.6 Planning HGY/2009/2140 GTD 12-05-10 500 White Hart Lane London Demolition of existing buildings (500 White Hart Lane and Hubert House) and erection of new steel clad light industrial unit.

3.3.7 Planning HGY/2010/1189 GTD 27-07-10 500 White Hart Lane London Non-material amendments following a grant of planning permission HGY/2009/2140 to increase the size of the building by 192 sqm and minor changes to the elevations

3.3.8 Planning HGY/2013/0688 GTD 18-07-13 500 White Hart Lane London Application for a new planning permission to replace an extant planning permission HGY/2009/2140 (and as amended by HGY/2010/1189) in order to extend the time limit for implementation of demolition of existing buildings (500 White hart Lane and Hubert House) and erection of new steel clad light industrial unit.

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- 149 surrounding residents consulted;
- 5 x site notices erected;
- Ward Councillors;
- LBH Tottenham Team
- LBH Carbon Management;
- LBH Housing Renewal;
- LBH Housing Design
- LBH Arborist;
- LBH EHS Noise
- LBH EHS Air Pollution
- LBH Flood 7 Surface Water
- LBH Economic Regeneration
- LBH Cleansing
- LBH Nature Conservation
- LBH Parks
- LBH Emergency Planning & Business Continuity
- LBH Building Control
- LBH Transportation
- London Fire Brigade;
- Designing Out Crime;
- Arriva London;
- Transportation for London;
- The Gardens Resident Association;
- Environment Agency
- Greater London Authority;
- Thames Water;
- Devonshire Hill Residents Association

5. LOCAL REPRESENTATIONS

- 5.1 238 responses have been received. Matters raised by objectors are summarised below and further expanded within the body of the report and within Appendix 1.
- 5.2 Building Control: No objection to the proposal;
- LBH Environmental Health: No objection to the proposal. Conditions recommended regarding air quality, dust control, boiler emissions, contaminated land and remediation (if required).
- 5.3 LBH Arborist: No objection to the proposal. Replanting to ensure no loss of overall tree cover is paramount. Supports the retention of healthy mature specimens on site.
- 5.4 LBH Transportation: No objection to the proposal, subject to conditions, s106 contributions and a s278 highways agreement being signed to mitigate any affect the proposal may have on the highway network.
- 5.5 Devonshire Hill Residents Association: Objection on the following grounds: excessive density and height, out of character with suburban setting, parking/transport, overshadowing
- 5.6 Transport for London: No objection to the proposal. Contributions towards legible London facilities would be sought as a s106 legal agreement. Car and cycle parking must accord with TfL standards.
- 5.7 Thames Water: No objection to the proposal, however, there are concerns about the capacity with regards to water supply and waste water. Conditions have been recommended should the application be approved requiring further studies to ensure infrastructure in the area can cope with the uplift in housing/hospital uses on the site.
- 5.8 London Fire Brigade: The proposal is considered to be satisfactory with regard to Fire Brigade access.
- 5.9 Designing out Crime – No objection raised. The scheme could achieve a Secured by Design Award if the developer sought it.
- 5.10 230 letters of objection have been received. Matters raised in the objections being (and responded to within the body of the report and under Appendix 1):
- Inadequate consultation;
 - Density is excessive/ stress on local infrastructure
 - Development would 'double the local population overnight'
 - Scale and massing is overbearing
 - Building height is excessive - should be 3-4 storeys not 6-7
 - Traffic congestion/ Highways parking – 75 parking spaces for 144 dwellings/
 - Only one bus serves site (W3) which is over capacity
 - 350-400 additional residents – stress on amenity

- Lack of schools, NHS and community facilities
- Additional noise nuisance
- Existing community uses would be overburdened
- Overlooking to north
- Overshadowing of gardens to the north
- Loss of light
- Loss of views towards the green
- Would impact on neighbouring estate in Enfield
- Estate layout would create anti- social behaviour
- Problems exacerbated by match/ market days/ car boot sales
- Inappropriate development on LSIS
- Loss of employment land/ loss of 40 jobs form builders merchants
- Insufficient shops to sustain community needs
- A supermarket/ cafe / shop / community use would be more appropriate
- Tall buildings not appropriate
- Inadequate play space
- Sewerage & env impact
- Increased waste and pollution
- Proposals are unsustainable
- Proposed changes in June do not overcome objections i.e. height & density is still excessive
- Danger and traffic problems at nearby road junctions require attention
- High density development is likely to contribute towards ghettoisation and postcode wars
- High density coupled with lack of infrastructure and community activities would create anti-social behaviour and crime
- Lack of nearby parks or playgrounds

5.11 An objection was also received from Cllr Adje, Cllr Bull, and Cllr Stennet on the following grounds:

- Proposal is in conflict with Development Plan – defined employment area
- Council is committed to safeguarding LSIS. Small (office) building in corner would undermine plans
- High density housing would set a dangerous precedent and destroy character of area
- Site is not suitable for tall buildings. Surrounding buildings are 2 storey. 5-7 storeys is clearly not acceptable
- Parking and traffic congestion are serious problems. The proposals would exacerbate this.
- Area is already saturated with buildings – plans for Fenton Lodge etc
- Revised scheme does not overcome these concerns
- Loss of valuable employment land
- Additional pressure on already constrained local transport network
- Excessive density and height given the lack of amenities

5.12 Development Management Forum: The proposal was presented at DM Forum on 6th June 2016. Matters raised in the forum by attendees reflect those

raised by the objectors. Therefore, this has not been repeated given they are clearly outlined above.

5.13 Quality Review Panel: Initially presented on 16 September 2015 and was then presented again on 20 January 2016 after the scheme was revised (removing the supermarket)

5.13.1 A summary of the comments raised by the Quality Review Panel when the scheme was first presented is set out below:

The Quality Review Panel feels that the site has tremendous intrinsic potential as an enabling development, and could be an attractive residential site in view of its south facing slope and location close to an existing established community. However due to the requirements of the existing brief (to provide a 22,000 sqft supermarket alongside 118 residential units and 8 employment units) the panel have fundamental concerns about the proposed development. The panel feels that the introduction of a large retail unit to the site (with its associated servicing, access and parking requirements) alongside proposed residential and employment uses represents over-development. It places too much pressure on the residential and employment accommodation, resulting in a hostile and unsafe environment for both the neighbouring community, and the occupants of the proposed residential and employment units. More detailed comments are provided below on the site layout, massing and location and nature of uses.

5.13.2 A summary of the comments that were raised by the Quality Review Panel at the second review are set out below:

The Panel welcomed the clear presentation, and offers broad support for the proposals. It is a dense scheme, but has the potential to work well. The panel felt that with careful detailed design, the development could potentially have a beneficial wider impact on the local area, through enhancing the quality and surveillance / safety of the existing pedestrian route adjacent to the site. The panel would recommend further refinements to circulation, parking and landscaping to make better use of and increase the amenity of the public realm within the site. The panel would support flexibility in the parameters of the outline application, to allow for improvements to routes and spaces at a detailed design stage.

Quality Review Comment	Response
Further consideration of pedestrian circulation and landscaping to rationalise parking and	Further consideration of pedestrian routes is necessary at detailed design stage however provision of amenity space has been

improve amenity	<p>increased and opportunities to provide 5 new pedestrian access points at the eastern access road have been explored improving access and natural surveillance.</p> <p>Further opportunities to include pedestrian routes through green spaces should be developed at detailed design stage</p>
Scale and provision of amenity space is inadequate considering the relative density. 'Left-over' landscaped areas should be made more useful	A 1,800 square metre communal garden has been included and areas rationalised to improve use-ability. A full landscaping scheme will be required at detailed design stage and at least 360 sq metres of play space will be required
Further use of contours and changes of level to enable a stepped approach would be encouraged. This would enable cycle stores and additional storage areas to be located underneath buildings	<p>The building massing staggers from 6 storeys at the west to 3 storeys to the east allows a more sympathetic relationship with the neighbouring residential. The 7th storey has also been removed.</p> <p>Further opportunities to include cycle storage and storage provision taking advantage of site level changes should be explored at detailed design stage</p>
Below ground car parking would maximise open space for residents	The applicant has advised that undercroft parking is not appropriate and would compromise viability and affordable housing provision
Opportunities to improve safety and security especially along the north – south pedestrian route on the eastern boundary of the site should be explored.	The applicant has proposed 5 new pedestrian routes across the site from west to east which would activate the pedestrian route and improve security and natural surveillance
Careful consideration at detailed design stage should ensure that residential outlook over the warehousing should be avoided.	The residential accommodation would overlook the residential developments to the north with some views to the west over the industrial and warehousing land. This requires further work at detailed design stage however some views of the neighbouring warehousing will be inevitable
Provision of parking should not compromise the provision of open green space on site	The parking provision has been limited to that which is considered the minimum necessary. Opportunities to ensure this does not compromise the available green space must be developed further at detailed design stage
Cycle parking works best when smaller cycle storage is dispersed throughout the site and situated close to the housing it serves	This has been explored and a full details of cycle parking are required at detailed design stage
Further exploration of the residential cores within the residential blocks would be	Detailed floor plans have not been submitted however arrangements that would maximise southerly aspect will be encouraged at

welcome so that entrances would maximise the southern aspect of the accommodation within the blocks.	detailed design stage. These should also ensure a positive relationship with the public realm.
The Panel recognises that affordable housing is significant priority however advises that community and retail uses are also necessary and should not be precluded. This would enhance the 'liveability' of the development	The scheme retails 300 sqm of retail floor space which is considered necessary to serve the existing 144 units of residential accommodation
The panel would encourage further discussion between the applicants and Haringey Council to agree improvements to the existing footpath as part of this development	The footpath improvements have been developed as above with lighting and 5 new pedestrian routes and junctions running across the site to the existing north south footpath.

6 MATERIAL PLANNING CONSIDERATIONS

6.1 Article 2 of the Town & Country Planning (Development Management Procedure) (England) Order 2015 states that "outline planning permission" means a planning permission for the erection of a building, which is granted subject to a condition requiring the subsequent approval of the local planning authority with respect to one or more reserved matters;

6.2 The main planning issues raised by the proposed development therefore are:

- Land use and principle of development;
- Density, Massing and Layout;
- Design;
- Neighbouring amenity;
- Residential Mix and quality of accommodation;
- Affordable Housing;
- Open Space/Play Space;
- Trees and Biodiversity;
- Transportation;
- Energy and Sustainability;
- Flood Risk and Drainage;
- Land contamination;
- Waste;
- Accessibility;
- S106 Contributions;
- CIL;

Given the outline nature of the application the main planning principles will be considered below. Further design details would be required at reserved matters stage.

6.3 Land Use and principle of the development

Loss of Employment Land

- 6.3.1 The application site has two clearly distinguishable parts. The southern part of the site has been cleared and vacant for over 3 years and the northern part of the site is in use as a storage yard for a builder's merchants. The site falls within, and on the edge of the Locally Significant Industrial Site (LSIS) 17. The site forms around 10% of this Locally Significant Industrial Site. The applicant sets out that in 2—8 the frontage to White Hart Lane showed uses as a tile supplier and vehicle repair centre, in a low bay industrial building that has since been demolished. Since at least 2012 this part of the site has been cleared and has been vacant except for one small warehouse building on the east of the site which has fallen into disrepair and is unsuitable for occupation in its current state. The applicant suggests that around 10 full time equivalent jobs are provided on the north of the site. The applicant suggests that the strongest remaining demand for employment sites such as this is for distribution space for which it considers that this site is too small and does not have the appropriate HGV access. In addition it sets out that the site's proximity to residential uses also limits the range of uses to which it can be put. The applicant sets out that the 10 existing jobs on site will be replaced as part of the redevelopment in the proposed 500 Sq.m. of employment floorspace and that the proposed 300 sq.m. of retail floorspace will provide around 14 additional jobs.
- 6.3.2 NPPF paragraph 22 states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose and also, that land allocations should be regularly reviewed. The Framework states that where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.
- 6.3.3 Paragraph 51 of the NPPF states that Local planning authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate. Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development.

- 6.3.4 The London Plan sets out in Policy 4.4 that there is the potential for surplus industrial land to help meet strategic and local requirements for a mix of other uses such as housing.
- 6.3.5 Local Plan Core Strategy Policy (SP8 Employment) states that The Council will safeguard sites as Locally Significant Industrial Sites (LSIS) for a range of industrial uses (B1 (b), (c), B2 and B8) where they continue to meet demand and the needs of modern industry and business. The draft submission version of the Strategic Policies which is currently at EiP retains this policy and proposes no changes in this regard. The applicant makes a case that this site no longer meets the needs of modern industry and business and this is agreed by the Council.
- 6.3.6 Saved UDP Policy EMP4 (the existing adopted planning policy) 'Non-Employment Uses' sets out that planning permission will be granted to redevelop or change the use of land and buildings in employment generating uses provided that the land is no longer suitable for business or industrial use on environmental, amenity and transport grounds in the short, medium and long term and there is a well documented evidence of an unsuccessful marketing campaign or 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.
- 6.3.7 The draft submission version of the Development Management DPD which is currently at EiP does not give flexibility for the release of designated employment land however a number of representations to this policy have been received and amendments to this policy to reintroduce flexibility and bring it in line with SP8 have been suggested by the Inspector and will be consulted on in due course.
- 6.3.8 The 500 White Hart Lane site is critical for unlocking the High Road West Regeneration Scheme. The site is only 1 mile from the High Road West site and offers the opportunity to expedite delivery of High Road West by providing much needed relocation space for the industrial units in the Carbury Industrial site and providing replacement housing for residents living on the Love Lane Estate. A business relocation strategy including a scheme to offer current businesses on the Carbury Estate or in the wider High Road West area the employment space at market rent for at least a period of 9 months as well as offering a package of measures to assist in relocation.

The High Road West Regeneration Scheme

- 6.3.9 The High Road West Regeneration Scheme seeks to deliver a minimum of 1400 new homes and 1000 jobs and create a new residential neighbourhood and new leisure destination for North London.
- 6.3.10 The High Road West regeneration area spans 11 hectares. The south of the site is currently occupied by the Love Lane housing Estate and the north of the site is currently occupied by the Peacock, Nesta and Carberry Industrial

Estates. To facilitate the delivery of the scheme, the 297 residents on the Love Lane Estate will need to be rehoused so that the Estate can be demolished and the 45 industrial businesses (B1/B2) located on the Industrial Estates will need to be relocated.

6.3.11 The Council has secured Housing Zone funding to support the delivery of the scheme. This funding will be contingent on the Council delivering housing and new commercial space within specific timescales. At present, the Greater London Authority (“GLA”) is expecting the first new homes to be delivered by 2019. In order to deliver these homes, the Council needs to secure vacant possession of land within the High Road West Scheme. Vacant possession will be achieved by relocating the businesses and rehousing Love Lane residents.

Relocating Love Lane residents

6.3.12 The Love Lane Estate sits between White Hart Lane Station and the THFC stadium. The agreed High Road West Masterplan envisages that the estate would be developed in an early phase of the scheme, to allow for the new public square and link between the station and the stadium to be developed, thus providing the necessary place shaping development required to raise values in the area. Early delivery of the link between the station and the stadium will also provide for the safe crowd movement when the THFC stadium is in use.

6.3.13 The Council has successfully rehoused 57 council tenants and acquired 3 leasehold properties, leaving 128 council tenants and 46 resident leaseholders remaining on the Love Lane Estate.

The Council has made the following assurances:

Secure Council Tenants will be:

- Offered a new home in the redevelopment area;
- Continue to pay a social affordable rent;
- Offered a new home to meet their housing need- to tackle overcrowding and under-occupancy;
- Able to move to a council tenancy elsewhere in the Borough if they wish;
- Given £5,300 in Home Loss compensation and have the costs of the move paid;
- Under-occupying tenants can continue to under-occupy by one bedroom.

Resident leaseholders will be:

- Offered market value for their home;
- Offered 10% of the market value as home loss compensation;
- Offered the opportunity to purchase an affordable home in the new redevelopment;
- Compensated for legal, valuation and reasonable costs.

6.3.14 The Council has also assured secure tenants and leaseholders that the Council will seek to maximise their rehousing choices and will strive to ensure that residents have one move only. The Council will be able to offer residents a new

home in the area with one move only, by providing new housing in the west and north of the development area. Whilst this is achievable, possession of the land north of White Hart Lane will take time.

6.3.15 The Council can expedite securing the rehousing of Love Lane residents and meet the assurance to maximise housing choice by building replacement homes outside of the High Road West regeneration area.

6.3.16 In developing the proposals for 500 White Hart Lane, THFC undertook a consultation with the Love Lane Residents Association (“RA”). The RA committee and attending residents were supportive of the site providing new homes for Love Lane residents and were pleased with the design proposals. Residents requested that the site be developed as quickly as possible to ensure that residents are able to move

Acquisition of the affordable homes

6.3.17 THFC are proposing that 20% of the homes are affordable (29 units).

6.3.18 The Tottenham Regeneration Team are seeking to acquire these 29 units to;

- Support the rehousing of Love Lane residents and expedite the High Road West Scheme;
- Meet residents’ desire to have an opportunity to move to this site, and;
- Ensure that the Council remains the land lord of these replacement homes

6.3.19 The Tottenham Regeneration Team and THFC are in the process of agreeing the terms of this purchase.

Tenure

6.3.20 THFC are proposing that 18 of the 29 properties will be social rented properties, which will be used to facilitate the rehousing of secure Council tenants on the Love Lane Estate. The housing product for the remaining 11 affordable properties will be decided by the Council, and will be either affordable rented or intermediate properties.

6.3.21 Ideally, the 11 properties will be shared equity and or shared ownership properties and will be utilised to rehouse the resident leaseholders on the Love Lane Estate. However, whilst this site is popular with resident leaseholders, at this stage there is no certainty regarding how many resident leaseholders would move to this site, as the Council still needs to develop its shared equity and shared ownership products. These will be developed over the next 6-12 months. Therefore, having flexibility of the tenure of these 11 properties allows the Council to determine how best to utilise the properties to facilitate regeneration, once further information has been collected on the number of tenants and resident leaseholders who would wish to move to this site.

6.3.22 The Section 106 agreement will secure that a minimum of 18 and a maximum of 23 units are provided as social rented units and that the tenure of the remainder

will be decided at Reserved Matters stage. The section 106 agreement will also include an obligation that will prevent the occupation of more than a fixed percentage of market housing units until the Affordable Housing Units have been built and transferred to the Council [subject to a 'sunset' clause that if the Council does not accept the transfer of the units within set period the Developer may transfer to a Club).

6.3.23 This will provide the Council with complete control over the units in order to provide for the decant of residents from High Road West.

Conclusion

6.3.24 Whilst the proposal would involve a net loss of employment generating land on site, it would provide some 500 sqm of employment floor space and 300 sqm retail floor space. The site has been largely vacant for some time and its location and condition are not considered to lend itself to redevelopment for purely employment use. As such in line with policy EMP4 the site is not considered to be suitable for continued employment use and the proposed use delivers an increased number of jobs to the current situation and provides regeneration benefits for this site and the High Road West area. The proposal would deliver high quality housing and would facilitate the decant of both residents and businesses from High Road West in order to support the Council's wider regeneration plans. It is considered that the benefits of delivering these strategic objectives in the long term would outweigh the net loss of employment land in the short term and would satisfy the objectives of saved UDP policy EMP4, SP8 and the NPPF.

New Housing

6.3.25 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. Haringey's annual housing target, set out in table 3.1 in the London Plan, was initially 820 units however this target has increased to 1,502 per annum for the period 2015 – 2025 in the Further Alteration to the London Plan 2014.

6.3.26 The proposed alterations to the supporting text of SP2 of the LBH strategic policies document refers to windfall sites which contribute towards meeting the housing need in Haringey. The Council's emerging Development Management Development Plan Document (DPD) also sets out the importance of windfall sites in helping deliver the Borough's strategic housing target. This proposal would provide 144 units of accommodation which go some way to supporting the Council's housing delivery obligations as per policy SP2, emerging Development Management DPD policy DM10 and would be consistent with paragraph 47 of the NPPF and is therefore welcomed.

6.4 Affordable housing

- 6.4.1 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.
- 6.4.2 6.4.2 Saved Policy HSG 4 of the UDP 2006 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 50%. This target is reiterated in Policy SP2 of the Local Plan. The Draft alterations to Strategic Policies submission version that is currently at EiP proposes to reduce this target to 40%.
- 6.4.3 The applicant proposes to provide 29 affordable housing units which represents 20% affordable housing by unit. The applicant submitted a viability assessment with the application and this has been independently verified by consultants appointed by the Council which confirms that the maximum reasonable amount of affordable housing has been provided.
- 6.4.4 The Section 106 agreement will secure that a minimum of 18 and a maximum of 23 units are provided as social rented units and that the tenure of the remainder will be decided at Reserved Matters stage. The section 106 agreement will also include an obligation that will prevent the occupation of more than a fixed percentage of market housing units until the Affordable Housing Units have been built and transferred to the Council [subject to a 'sunset' clause that if the Council does not accept the transfer of the units within set period the Developer may transfer to a Club). The rent of the social rented units and the price of the units to the Council will also be secured in the section 106 agreement.
- 6.4.5 The above approach and affordable housing provision is considered to be acceptable and ensures the maximum reasonable amount of affordable housing is provided for in accordance with London Plan Policy 3.12, Local Plan Policy SP2, and saved UPD Policy HSG4 and also facilitates the regeneration plans of the Council.

Retail

- 6.4.6 The provision of 300 sqm of retail floor space within the scheme is considered appropriate to serve the needs of the proposed residential accommodation. It is not considered that the introduction of a new retail element would undermine the retail function of the nearby town centres. The retail provision would therefore support the proposal and would comply with UDP policy TCR2 'Out of Town Centre Development' and Core Strategy Local Plan policy SP10 Town Centres.

6.5 Density and layout

- 6.5.1 London Plan Policy 3.4 seeks to optimise the housing potential of sites. As the proposal is residential led, the density matrix (see table 3.2) in the London Plan provides a useful guide to gauge whether the scale of the development is broadly appropriate or not.

- 6.5.2 The site is considered to be somewhere between suburban and urban in character with a PTAL of 3 which represents a medium public transport accessibility. Table 3.2 of the London Plan indicates that a density of 150-250 habitable rooms per hectare or 35-95 units per hectare is appropriate for a suburban location, and a density of 200-450 habitable rooms per hectare or 45-170 units per hectare is appropriate for an urban location.
- 6.5.3 The proposal seeks permission for 144 residential units on a site measuring 0.9125 which equates to a density of 158 units per hectare. This exceeds the maximum density for a suburban location however is within the appropriate density range for an urban location.
- 6.5.4 It is necessary to caveat the above by noting that the density matrix is intended as a guide only, and should not be applied mechanistically. Any assessment should therefore take account of other matters including dwelling mix, environmental, social infrastructure, local character and improvements to public transport. Given the broader regeneration benefits of the proposal involving improvements to local infrastructure and amenities, and in consideration of the Council's objectives to deliver high quality housing in the Tottenham area, the proposed density is considered acceptable in its context subject to satisfying other objectives of the development plan.
- 6.5.5 The submitted parameter plans ref. A1-90-103 (Rev PL2) and A1-90-105 (Rev PL2) present the development as four linear building blocks running from the west to the east of the site rising from 3 to a maximum of 6 storeys in height (the proposed height has been revised down from the original submission which proposed a maximum height of 7 storeys). A 3-storey employment block is situated in the north western corner of the site and a retail community element is located within the southern-most residential block fronting White Hart Lane.
- 6.5.6 The primary access point to the site is directly from White Hart Lane at the south eastern corner and this would serve the 4 main residential blocks. The employment block would be accessed either via the primary access point or via a secondary service access road which is outside the site boundary and which runs the entire depth of the western boundary of the site from White Hart Lane. Whilst this layout is acceptable in principle, further design details of routes through the site are essential in order to demonstrate that conflict between the employment use and the residential use would be avoided. Further details would also be necessary to demonstrate that there would be no unacceptable degree of conflict between cycle, pedestrian and vehicular routes through the site at reserved matter stage.
- 6.5.7 Overall the proposal is considered to be consistent with the density guidance set out in the London Plan for the location. The site layout is broadly acceptable subject to further detailed design of pedestrian and vehicle circulation through the site which are reserved matters.

6.6 Design and appearance

- 6.6.1 It is important to note that the illustrative scheme as set out in the applicant's design and access statement shows one way in which the development could be built in accordance with the submitted parameter plans however it is not submitted for approval. The parameter plans and design codes are intended to provide flexibility in the final design of the scheme which would be submitted as a reserved matters application at the detailed design stage.
- 6.6.2 The principles of the layout and siting of buildings on the plot are set out in the parameter plans and design codes in order to establish a layout for residential/ retail/ community and employment space uses on site. As stated above, these plans propose 4 linear building blocks running from the west to the east of the site rising from 3 to a maximum of 6 storeys. The spaces between the blocks provide routes for vehicular access and permeability across the site, in particular towards the pedestrian footpath on the eastern boundary where 5 new access points could be created.
- 6.6.3 The design approach is accepted by the Quality Review Panel (QRP). The panel have advised that whilst the scheme is notably dense for a suburban location, it has the capacity to work well. The scheme sits comfortably within density ranges for a more urban location and the design aims to create a more urbanised townscape which in turn creates visual interest and activates what is currently an area of dead space with poor visual amenity. The proposed building form and typology would provide a transition from the existing small footprints of 2 storey residential terraced properties to the north and east and the large footprints of the industrial warehousing to the west. The urban texture to the site is considered to contribute to the wider townscape and reflects the direction of travel for higher density, residential led development in the area.
- 6.6.4 Given the outline nature of the application, the scheme will require further work and development through reserved matters, particularly with regards to design and appearance. The submitted parameter plans and design code outline the scale and layout that is likely to be adhered to however, providing some comfort as to the direction of the design. To ensure quality with regards to urban design and appearance, the proposed Design Code will be secured by condition. The Design Code will make certain that the residential development will be developed in a manner that will reflect the design aspirations of the Borough and create a development that will enhance the surrounding townscape and create a community that will integrate successfully into the immediate area.
- 6.6.5 The residential blocks proposed on site will create notably taller, modern buildings which are considered to create a sense of place and identify the site as part of the broader residential community. Whilst it is acknowledged that the surrounding two storey residential terraces on Devonshire Hill have a more modest scale and form, the proposed building height and massing would be stepped from 3 storeys with a flat roof to a maximum of 6 storeys which is considered acceptable. The orientation and layout would also provide welcome opportunities to improve quality of surveillance / safety of the existing pedestrian route along the eastern boundary of the site.

- 6.6.6 Given the outline format, the QRP advised that pedestrian circulation and landscaping within the site, rationalisation of parking, and improved amenity and landscape quality across the site is necessary. It is considered that this requires further development at detailed design/ reserved matter stage. The QRP also found that despite large areas of residual open space, the scale and amenity of green space currently shown is inadequate, considering the proposed residential density. The scheme has since been revised to improve capacity for amenity space provision however this requires further work at the detailed design stage.
- 6.6.7 Overall, Officers consider that the design of the proposed buildings would be an acceptable and high quality approach. The variations in building massing and height, and use of quality materials would provide visual interest, and create a new townscape that is considered to be of sufficient design quality to catalyse regeneration of the area, and complementary to the immediately surrounding environment. The proposal is therefore in general accordance with policies Policy 7.6 and 7.8 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

6.7 Impact on the amenity of adjoining occupiers

- 6.7.1 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, or overlooking. Similarly London Plan Policy 7.6 requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.
- 6.7.2 The submitted scheme proposes 4 linear blocks which 'step down' in height from the western boundary with the industrial land, to the eastern boundary with residential properties on Devonshire Hill, The Green and Devonshire Gardens to the east. The two linear blocks on the top half of the site would have the greatest impact on neighbouring amenity given their relative proximity and scale.

Overbearing / Daylight & Sunlight

- 6.7.3 The submitted drawings indicate that the northern-most block would step down from a maximum of 5 storeys on the western side to 3 storeys on the eastern side of the site. The parameter plans submitted indicate that the three storey element in the north eastern corner would be some 7.5 metres from the nearest residential property to the north (no. 179a Devonshire Hill Lane) and would be approximately 7 metres from the building line of the nearest property to the north east (no. 197 Devonshire Hill Lane).
- 6.7.4 The neighbouring properties on Devonshire Hill Lane are inter-war period two storey semi-detached and terraced houses with pitched roofs which would have a roof ridge height similar to the three storey flat roof element proposed. The proposed buildings would be significantly bulkier and more appreciable in scale

when compared to the existing storage structures used by the builder's merchants and would be bulkier than the existing terraced dwellings. Given the similarity in height and the 7 – 7.5 metre separation distance at the closest point from the nearest wall of the neighbouring dwellings however, it is not considered that the physical impact of the proposal would be so harmful so as to warrant refusal. It should also be noted that there are no windows to these flank walls of the nearest properties. It is considered that the maximum height as stipulated on the parameter plans is acceptable subject to further details at detailed design stage. Whilst the massing and bulk would be appreciable, it would not cause an unacceptable reduction in light to habitable windows of the properties either at 197a Devonshire Hill Lane or on The Green given their east - west aspect. The submitted daylight and sunlight assessment concludes that the scheme represents very high consistency with BRE guidelines and that neighbouring gardens would receive a minimum of 2 hours sunlight as per BRE standards.

- 6.7.5 The proposed northern-most linear block would increase in height to 4 storeys along the central massing however would remain some 14.5 metres from the nearest neighbouring property on The Green immediately north. Given the separation distance proposed and the 13-14 metres height, it is not considered that the proposal would have an unacceptable overbearing physical impact. As above, whilst the 4 storey massing and bulk would be appreciable, it would not cause an unacceptable reduction in light to the habitable windows closest properties on The Green given their east - west aspect.
- 6.7.6 The proposed central linear block just below the northern most block would also have an appreciable impact on neighbouring amenity given its location immediately west of, and general proximity to the neighbouring dwellings on Devonshire Gardens, in particular no's 7 – 10. The submitted parameter plans indicate that the proposed 5 storey element would be some 16 metres from the rear building line of no. 9 Devonshire Gardens. Whilst this would be appreciable, it is considered that the 16.5 metre height of the proposed residential block and 16 metres separation distance would represent an acceptable distance and would not be overbearing to a harmful degree. The submitted daylight/ sunlight assessment indicates that the gardens of affected properties on Devonshire Gardens would receive a minimum of 2 hours sunlight as per the BRE guidelines.
- 6.7.7 The proposed parameter plans indicate that the two southern most linear blocks would have a notably greater separation distance from the nearest residential properties on Devonshire Gardens. The proposed 6 storey element of the block second from the front facing White Hart Lane would be some 30 metres from the rear building line of the dwellings on Devonshire Gardens and 18 metres from the garden boundary which is considered acceptable. Similarly, the southern-most block facing White Hart Lane would be some 20 metres from the flank building line of the residential dwelling at no. 498 White Hart Lane.

Privacy / Overlooking

- 6.7.8 Given the outline nature of the application, the submitted parameter plans are limited to building scale, height and footprint and do not include floor plan layouts for individual flats. Notwithstanding, a reasonable assessment can be made with regard to the likely composition and orientation of units within the proposal, and as such the likely impact the buildings would have on the privacy enjoyed by existing neighbouring properties.
- 6.7.9 The submitted parameter plans indicate that the most affected properties would be the residential dwellings to the north east of the site i.e. The dwellings 165 – 167 Devonshire Hill Lane and no.s 167a and 167b Devonshire Hill Lane. Whilst some overlooking into these gardens is likely to reduce privacy from existing levels, it is considered that this could be mitigated at detailed design stage through detailed design solutions such as placing habitable rooms to the other side of the block and the use of oriel windows for example.
- 6.7.10 Whilst the parameter plans indicate that overlooking and loss of privacy to the gardens of 165, 167, 167a and 167b could be significant. It is considered that the north east aspect of the proposed 3 storey element would better serve as amenities and kitchen space for the internal flats. On this basis, the appropriate configuration of flats and internal layout would limit the number of habitable rooms facing the gardens of the affected dwellings in question and as such would diminish the degree of overlooking to within an acceptable degree.
- 6.7.11 In conclusion, whilst some degree of light loss and overlooking is likely to be appreciable, it is not considered to be unacceptable. The outline scheme requires further development though out the detailed design stage to ensure negative impacts on neighbouring dwellings is mitigated sufficiently. The proposal would therefore accord with saved UDP policy UD3 'general Principles' and London Plan policy 7.6 'Architecture'.

6.8 Residential mix and quality of accommodation

- 6.8.1 London Plan Policy 3.5 and accompanying London Housing SPG 2015 set out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered for future occupiers.
- 6.8.2 The proposed 144 units have not been detailed and would be considered as a reserved matter. However, the indicative parameter plans and illustrative scheme (the latter is not submitted for approval) indicate that the proposed housing typologies would achieve compliance with the above standards and would be assessed as under any subsequent reserved matters application. Compliance with the London Plan and London Housing Design Guide in this regard will be conditioned.
- 6.8.3 The indicative housing mix shows an acceptable percentage of family accommodation (24% 3 and 4 bed accommodation), 48% 2 bedroom and 28% 1 bedroom flats. London Plan Policy 3.8 encourages a choice of housing based on local needs and the proposed dwelling mix has been revised since the original submission and following consultation with the Council's Housing &

Regeneration Teams. Therefore, the proposed housing mix is considered to be acceptable.

6.9 Open space/play space

Open space

- 6.9.1 Policy 3.6 of the London Plan 2013 seeks to ensure that development proposals that include housing include adequate provision of play and informal recreation space, based on the expected child population generated by the scheme and an assessment of future needs.
- 6.9.2 Policy SP13 of the Council's adopted Local Plan (2013) and Open Space and Recreation Standards SPD 2008 requires development sites that are located within areas that are identified as having open space deficiency to contribute to the provision or improvement of open spaces. The development should provide a minimum of 3 m² per child (with an aspirational target of 10 m²).
- 6.9.3 Using the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation' and the methodology contained within this document, it is anticipated that the outline application for 144 units would yield 120 children. for the provision of play space for under 5's on-site of 360sqm as the illustrative scheme submitted indicates that this can be achieved.
- 6.9.4 Therefore, the proposal has capacity to provide an area of open space in accordance with Policy SP13 of the Council's adopted Local Plan (2013) and Open Space and Recreation Standards SPD 2008 and Policy of the London Plan 2013.

6.10 Trees and biodiversity

- 6.10.1 London Plan 2013 Policy 7.21 and Saved Policy OS17 of the Unitary Development Plan 2006 seeks to protect and improve the contribution of trees, tree masses and spines to local landscape character.
- 6.10.2 The submitted tree survey is limited given the outline nature of the proposal and the fact that tree cover is very limited on the industrial site. The report however recommends no action to numerous trees on the site perimeter and the felling of one Adler on the northern boundary.
- 6.10.3 The Council's Arborist has not raised any objection to the proposal however it is considered that a more comprehensive analysis would be required for reserved matters during the detailed design stage.
- 6.10.4 The Council's Carbon/ Energy Officer has advised that the reserved matters or design stage must demonstrate that opportunities can be designed in (such as living roofs and soft landscaping) and negative impacts designed out (such as

over lighting and glazing). The applicant must submit details of how sustainability and biodiversity initiatives will reduce the development's effect on the biodiversity and increase access to the local environment at reserved matters stage.

6.11 Transportation

- 6.11.1 The outline development proposes to incorporate up to 144 residential units, 550 square metres of employment floor space and 300 square metres of flexible A1/A3/D1 uses. It is suggested that car and cycle parking for all uses will be determined at the reserved matters stage, but would be provided in accordance with adopted standards. The indicative Masterplan indicates 71 parking spaces for 144 units, which is car parking provision of 0.49 spaces per unit.
- 6.11.2 The main transportation considerations with this application are the access arrangements given this is an outline application. However other aspects as detailed in the application have been reviewed and are commented on below. Some issues were raised requiring further information from the applicant and this information has now been provided.

Access Arrangements and highway changes

- 6.11.3 The access proposals for this site include a new vehicle access at the south eastern corner of the site, which will in effect form a crossroads junction arrangement with Fenton Road. In addition to this, the applicant is proposing to change the kerb line alignment for the Devonshire Gardens junction, to provide a more traditional 90 degree type junction. By doing so this will reduce the width of the junction and provide a better arrangement for pedestrians as the crossing width will reduce. The applicant has also proposed to relocate the bus stop located along the site frontage west along White Hart Lane, However, TfL have yet to fully consider this proposal in detail so that process will need to come to a conclusion to confirm arrangements prior to reserved matters stage. There is also a proposal to provide tactile paving at the pedestrian island crossing located approximately 30 metres west of the site along White Hart Lane. This will be an improvement compared to present as although a dropped kerb is in place to facilitate crossing there is no tactile paving in place.
- 6.11.4 The existing access road to the west of the site that services the builder's merchants falls outside of the redline boundary for the site, but as part of the highway improvements along the site frontage, it is proposed to provide a formalised junction and crossing facilities which will again be an improvement for pedestrians compared to the current arrangements.
- 6.11.5 It would be acceptable for the development to be serviced by the main site access only. The intended route for refuse vehicles is through the site, so those and visiting service vehicles associated with the commercial and residential

elements of the development will have no issues accessing the whole site as the internal access road is sufficiently wide.

- 6.11.6 An independent Stage 1 safety Audit was carried out for the works in the highway and the site access and this has made some suggestions towards aspects of the design, including leaving the Bus Stop in the existing location whilst relocating the bus shelter, plus suggestions in relation to waiting and loading restrictions at the Devonshire Gardens junction. These details can be worked through as the detailed design is progressed as part of the Section 278 Agreement process.
- 6.11.7 All external Highways works will need to be covered by the Section 278 agreement and the preliminary design has been forwarded to Haringey's Highways Engineers for initial review and provision of an estimate. From the Transportation perspective there are no issues with the proposal in principle however the detailed design checks will need to be made over time to refine the design to the approval of the Highway Authority. This will take place before or at Reserved Matters stage.

Pedestrian Access

- 6.11.8 There will be pedestrian access at the main site access and it is also intended to connect to the formal right of way (Footpath) to the eastern side of the site, in 5 places to provide permeability for pedestrians. The footpath connects to White Hart Lane to the south and to Devonshire Hill Lane to the North, which connects to playing fields and sport facilities. It is suggested that a S106 contribution of £15,000 be forthcoming to improve the facilities for footpath users, including the footpath surfacing and lighting. The exact amount for this contribution can be clarified in due course.

Car Parking

- 6.11.9 The most recent technical note provided by the applicant quotes residential parking provision of 0.49 spaces per unit, which would require 71 spaces. For reference TfL has indicated they consider a provision of 0.4 spaces per unit to be appropriate. The full details of the parking arrangement will need to be clarified in the Reserved Matters application. The TA also refers to 4 spaces for the employment floor space. Census figures from 2011 detail average car ownership per household in this postcode of 0.91 cars, and the wider ward figure averages out at 0.62 cars per residential unit. Adjacent postcodes close by have levels of car ownership closer to the ward average of 0.62 vehicles per household.
- 6.11.10 There is a potential for additional parking stress arising from this development proposal, however there are a number of factors that are likely to mitigate this and reduce the likelihood. There will be a formal Travel Plan for the site which

will develop and promote sustainable transport measures at the development, there will also be high quality cycle parking provision to full London Plan standards, and the car club provision for the development will also help reduce both car use and car ownership, TfL and car club operators do detail that a single car club bay can take the equivalent of 6 to 10 cars or more off the road as a proportion of residents will choose to use the car club vehicles and not their own or choose to not own a car.

6.11.11 In addition to the Travel Plan, cycling and car club measures, the applicant will be required to make a contribution of to the Highway Authority towards consultation on the implementation of Parking Control measures in the locality. Given local resident and member concerns about parking stress, The Highway Authority has carried out consultation in the Tottenham area, to review the operation of the existing CPZ's and ascertain the appetite for bringing in new formal parking controls. If a CPZ is agreed through this consultation the applicant will be required to make a further contribution to its implementation. Assuming that formal controlled parking measures are implemented and this development is within a CPZ, it will be appropriate for the site to be a car free/permit free site where residents will not be entitled to CPZ permits. Therefore this parking contribution will both assist in implementing formal parking controls in the area, and by preventing issue of permits to residents in this development, that will act as a deterrent towards car ownership.

Trip generation

6.11.12 Taking the residential and employment car trip generation, considering it against the previously consented (2009) application and the existing builder's merchant use, there is a net increase of 25 car trips in the AM peak (as would be expected from the residential element of the proposal), and a corresponding decrease in the PM peak of 7 vehicle trips.

6.11.13 Considering the A10/White Hart Lane Junction, the applicant has carried out a turning count survey and LINSIG analysis of the existing operation of the junction, which has concluded that the A10/White Hart Lane junction currently operates close to capacity on the White Hart Lane (east) arm during both peak hours, with this arm exceeding its theoretical capacity in the weekday evening peak hour. The White Hart Lane (west) arm of the junction has an existing (2015) Degree of Saturation (DoS) of 57% in the AM peak, and the north arm (i.e. southbound A10) has a DoS of 92% in the AM peak and 80% in the PM peak. The south (Northbound A10) arm has existing DoS of 57 in the AM and 76% in the PM.

6.11.14 The development will add movements to this junction, predominantly in the AM peak to the White Hart Lane (west) arm, with 18 vehicles added. This raises

the DoS from 66% to 71% however this is below the critical level of 0.85 which is the level that congestion is considered to be occurring.

6.11.15 It is noted that the TA makes the assumption that the retail floor space will be a 'local' walk up attractor – as referred to in the car parking section of this response it is considered that there will be a number of pass by trips that will plan to stop or will stop opportunistically at the retail facility and the Technical Note has proposed 15 pass by trips could be attracted in the AM peak hour, and 36 in the PM peak hour. The parking stress surveys carried out for these periods reported 85 parking spaces available within the survey area so this would indicate there is sufficient residual capacity to accommodate pass by trips to the retail element.

Public Transport capacity

6.11.16 Although the TA does not comment on public transport (bus) capacities specifically, 32 bus trips are predicted to be generated in the AM peak hour and 23 in the PM peak hour. TfL has set out that the modelling demonstrates that an additional single journey is required on route W3 in the AM peak towards Finsbury Park and the applicant will be required to pay a contribution towards this. The precise amount of this sum is under discussion and will be reported to committee. This sum will be secured through the Section 106 agreement.

Deliveries, servicing and refuse

6.11.17A Delivery and Servicing Plan will need to be worked up which will detail the numbers (and types) of vehicles visiting the site for delivery and servicing trips, along with commentary on where they will stop to make the deliveries/collections and for refuse and recycling collections. The TA does make reference to use of the potential secondary access, however swept paths have been provided for refuse vehicles entering and leaving the site from White Hart Lane. The layout and access should therefore only be the White Hart Lane access into the site will be able to physically accommodate service and refuse/recycling vehicles.

Construction Logistics Plan

6.11.18 A worked up draft of the CLP will be needed with the full application, to provide an understanding in relation to the contract duration, numbers and types of vehicles visiting the site during the construction period, any temporary proposals for the highway, and the measures the developer will take to minimise impacts on the operational highway particularly at peak times.

Green Travel initiatives

6.11.19 A draft Travel Plan was included with this application however requires further work at detailed design stage. It is imperative the Travel Plan is of the highest

quality to ensure effectiveness particular with regards to reducing potential car usage/ownership and increasing the use of sustainable modes including car club provision.

Conclusion

6.11.20 Although the site access is the only reserved matters for the outline application, Transportation has commented on the documents submitted and for at Reserved Matters stage these need to be amended and updated as detailed in this response.

6.11.21 The vehicle access proposals are for an access off White Hart Lane, opposite Fenton Road, and associated highways changes. The associated changes close to the site are welcomed as they will improve crossing facilities for pedestrians. This highway access will be able to service the whole development, however there is a possibility that a secondary access may be brought into use off the service access to the west side of the site. This is acceptable in principle. Finally Haringey's formal footpath No. 68/69 runs to the east of the site and it is proposed for 5 connections from the development to this. A S106 contribution of £15,000 is required to contribute towards the costs of improving the environment for footpath users which should increase the walking mode share and contribute towards reducing the use of private motor cars.

6.11.22 Regarding the other Transportation aspects of this outline development, the parking provision is proposed to be 0.49 spaces per unit. Whilst lower than the 2011 levels of car ownership in the locality, it is considered that the combined effect of high quality cycle parking, an effective travel plan, and car club provision could go a long way to mitigating the impacts of any shortfall in the locality. The section 106 contribution towards consultation and potential implementation of formal local parking controls and associated designation as a car/permit free site will further mitigate and manage any impacts.

6.11.23 In terms of Transport impacts, the TA has considered those on the Highway Network and public transport services, there should be no adverse highway capacity implications from the development and a contribution to increased capacity on the W3 will be secured in the section 106 agreement. All other Transportation aspects of the development can be further considered in the TA for the full application.

6.11.24 Overall, the proposal is considered to be acceptable from a highways and transportation perspective and in accordance with the NPPF, Local Plan Policy SP1 SP4 and SP7 and UDP Policies M10 and UD3.

6.13 Designing out crime

- 6.13.1 The NPPF, London Plan Policies 7.1, 7.3, 7.4 and saved UDP Policy UD3. seek to ensure that policies and decisions should aim to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and create safe and accessible developments, containing clear and legible pedestrian routes and high quality public space, which encourages the active and continual use of public areas.
- 6.13.2 The eastern pedestrian pathway link as currently shown does lack constant surveillance. One of the strengths of the scheme lies in the improvement to and incorporation of this footpath into the residential development which would improve permeability through the site and natural surveillance. Details of these aspects of the proposal require development at detailed design stage and must ensure the pedestrian and cycle access points as safe and as visually legible as possible.
- 6.13.3 Overall, it is considered that through appropriate design of pedestrian accesses, amenity areas and car parking the scheme can be developed to ensure that it incorporates designing out crime principles and is in accordance with the aspirations of the NPPF and London Plan Policy 7.1, 7.3, 7.4 and saved UDP Policy UD3.

6.14 Energy and Sustainability

- 6.14.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change.
- 6.14.2 The NPPF emphasises the planning system's key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy which prioritises in descending order: reducing demand for energy, supplying energy efficiently and generating renewable energy.
- 6.14.3 Policy 5.2 of the London Plan requires major developments to achieve at least a 35% reduction in CO2 emissions over the Building Regulations 2013 Part L standard. The details that have been submitted at outline do not go into detail about how to specific policy requirements will be met on site (Community Heating Networks, Overheating Risk, Renewable Technologies). Given the limited level of design detail with an outline application it would be unreasonable for the Council to determine if maximum opportunities have been taken (for example renewable technologies designed into roof plans) or if all design measures have been implemented (for example design measures to reduce overheating risk). Therefore energy and carbon reduction can only be reasonably assessed as detailed submission stage.

- 6.14.4 At detailed submission the applicant must demonstrate how the scheme's design will deliver the approved energy standards as set out in the London Plan (2011) Policy 5.2. (the 'reserved matters'). The carbon reduction standard and target that shall be applied on the scheme will be the target required at the date of detailed submission.
- 6.14.5 The submitted Energy Strategy should also address the Overheating Risk to the units on the scheme in accordance with the guidance and data sets in the CIBSE Guide TM49. The final design should pass all three modelled weather patterns.
- 6.14.6 Similarly to Energy the outline scheme provides few details on the Sustainability Aspects that have been designed in to the scheme. The detailed submission should address issues such as construction materials, surface water management, pollution control etc. At detailed design stage opportunities should be designed in and contracted (such as living roofs and soft landscaping, responsible contractors etc).
- 6.14.7 At Reserved Matters stage the applicant must apply to the Local Planning Authority for approval of an independent review (such as BREEAM or Home Quality Mark) of the environmental sustainability features (environmentally friendly features) of the development at detailed (full) application stage. This review must show that you have achieved highest possible standard on site in line with policy requires that are adopted at that time. If the policy requirement is not met then the applicant will be required to pay the carbon off-setting tariff and this will be secured in the section 106 agreement.

Flood risk and drainage

- 6.15.1 The Mayor's Sustainable Design and Construction SPG states that the majority of applications referred to the Mayor have been able to achieve at least 50% attenuation on the site (prior to development) surface water runoff at peak times. This is the minimum expectation from the development.
- 6.15.2 London Plan Policy 5.13 expects developments to achieve green field run off rates with Local Plan Policy SP5 promoting sustainable drainage systems to improve the water environment.
- 6.15.3 These measures and conditions ensure that flood risk is minimised and water drainage systems, quality and environment are improved in accordance with London Plan Policies 5.13, 5.14, 5.15, Local Plan Policy SP5.
- 6.15.4 The application includes a Flood Risk Assessment, in line with London Plan Policy. The FRA sets out that as the site is in an area where the risk of flooding from surface water flooding is very low. The provision of further drainage information at reserved matters stage is conditioned and this information should

address water run-off through the use of water storage tanks, rainwater harvesting, and green roofs.

6.16 Land contamination

- 6.16.1 Given the outline nature of the application, there has been little investigation below ground on site. Therefore, it is uncertain as to whether there is potential contamination on site.
- 6.16.2 The proposal has been viewed by the Council's Pollution Officer who raises no objection to the scheme, however, given the above, conditions are recommended with regards to site investigation and/or remediation should it be required.
- 6.16.3 Therefore, the proposal, subject to a thorough site investigate and appropriate remediation, where required, is considered to be acceptable and appropriate for a mixed use development and is in general accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

6.17 Waste

- 6.17.1 UDP Policy UD7 requires development proposal make adequate provision for waste and recycling storage.
- 6.17.2 The LBH Waste Management Team has not objected to the proposed development and considers, based on the current information, further design detail is likely to conform the Council's expectations with regards to residential waste storage and collection points. A condition has been included requiring the submission of an appropriate waste strategy which encompasses not only the proposed residential but also the proposed commercial units on site.

6.18 Accessibility

- 6.18.1 Policy HSG1 of the UDP and Policy 3.6 of the London Plan require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. All flats should be designed to meet Lifetime Homes standard and 10% of the proposed residential units must be wheelchair accessible. A condition is recommended requiring details of 14 residential units within the outline application to be submitted depicting which flats are accessible.

6.19 Planning obligations

- 6.19.1 Under Section 106 of the Town and Country Planning Act, the Community Infrastructure Levy Regulations 2010 (as amended), the NPPF and PPG, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The

Negotiation, management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions as follows and as set out above.

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

- Contribution to TfL for bus improvements (to be agreed and reported to committee)
- 29 affordable housing units (a minimum of 17 units will be provided as social rented, the remaining 12 will be provide at either social rented or intermediate tenure subject to the Councils aspirations) A transfer price for the affordable units will be specified.
- Contribution towards CPZ consultation and potential implementation
- £15,000 to improve the facilities for footpath users, including the footpath surfacing and lighting
- Travel Plan
- Construction and occupation employment strategy
- Payment of carbon reduction tariff if there is a carbon reduction shortfall.
- Prevention of the occupation of more than 25 % of market housing units until the Affordable Housing Units have been built and transferred to the Council [subject to a 'sunset' clause that if the Council does not accept the transfer of the units within set period the Developer may transfer to another affordable housing provider).

8.0 CIL APPLICABLE

8.1 The application is outline and as such exact CIL floorspace has not been calculated.

8.2 Based on the information given on the parameter plans, the Mayor's CIL charge will be £494,655 (14,133 sqm of residential floor space and office/ retail floor space floorspace x £35) and the Haringey CIL charge will be £207,000 (13,800 sqm of residential floorspace x £15). This would be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

8.3 An informative will be attached advising the applicant of this charge.

9.0 CONCLUSION

9.1 The proposal seeks outline planning permission with matters of layout, scale, appearance and landscaping reserved for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development

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

- The principle of the residential-led change of use of the industrial site to mixed residential and retail/ employment use is considered to be acceptable given the location and condition of the site, the jobs provided in the proposal and the regeneration benefits of the proposal to the High Road West regeneration scheme;
- The impact of the development on neighbouring residential amenity is acceptable;
- The design and appearance of the proposal is acceptable;
- There would be no significant impact on parking with improved access to both the residential and retail/ office elements
- The proposal meets the minimum standards outlined in the London Plan SPG Housing;
- The 144 new residential units would support strategic housing delivery
- The indicative mix of residential units is considered to be acceptable and would bolster housing stocks within the borough;
- The commercial/ employment floorspace and retail floorspace would complement the proposed residential accommodation and wider area
- The s106 financial obligations for affordable housing, skills and training, highways/transportation, are considered to be appropriate in mitigating any effect on local infrastructure;

9.3 This planning application is recommended for APPROVAL subject to any direction from the Mayor of London, the signing of a s106 legal agreement and conditions and informatives. All other relevant policies and considerations, including equalities, have been taken into account.

10.0 RECOMMENDATIONS

10.1 Resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning is delegated the authority to issue the planning permission and impose conditions and informatives subject to any direction from The Mayor of London and the signing of a section 106 Legal Agreement.

10.2 That the section 106 legal agreement referred to in resolution above is to be completed no later than 12th December 2016 or within such extended time as the Head of Development Management shall in her sole discretion allow; and

10.3 That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions imposed on application ref: HGY/2016/0828, those conditions being:

- 10.4 That delegated authority be granted to the Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

CONDITIONS AND REASONS

1. All applications for the approval of Reserved Matters within the OUTLINE permission hereby approved, as depicted on the approved plans shall be made to the Local Planning Authority no later than the expiration of 3 years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:

a) The expiration of three years from the date of this permission.

or

b) The expiration of two years from the final date of approval of any of the reserved matters.

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

2. This permission is granted in OUTLINE, in accordance with the provisions of Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters, namely:

i) (a) appearance; (b) landscaping; (c) layout; (d) scale;

Full particulars of these reserved matters, including plans, sections and elevations and all to an appropriate scale, and any other supporting documents indicating details of

B1) the materials to be used on all external surfaces

B2) details of boundary walls, fencing and other means of enclosure

B3) the provision for parking, loading and turning of vehicles within the site

shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.

Reason: In order to comply with Article 2 of the Town and Country Planning (Applications) Regulations 1988 (as amended) which requires the submission to, and approval by, the Local Planning Authority of reserved matters.

3. The OUTLINE development hereby authorised shall be carried out in accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority. Those being:

15/0809/SK08 Rev A - Proposed Site Access Junction Arrangement with Visibility Splays

90 – 101 Rev PL-1 - Site Location Plan

90 – 102 Rev PL-1 - Site Demolition and Existing Levels Plan

90 – 103 Rev PL-2 - Building Plot Plan

90 – 104 Rev PL-1 - Public Realm Plan

90 – 105 Rev PL-2 - Building Use Plan

90 – 106 Rev PL-1 - Site Access Plan

Development Specification and Framework – June 2016

Design Codes – June 2016

Reason: For the avoidance of doubt and in the interests of proper planning and to ensure the Development keeps within the parameters assessed pursuant to the Environmental Impact Assessment for the Development.

4. The number of dwellings to be developed on the application site shall not exceed 144. A minimum of 500 sqm of employment floorspace and a minimum of 300 sqm of retail floorspace shall be provided.

Reason: To ensure the Development is carried out in accordance with the plans and other submitted details and to ensure the Development keeps within the parameters assessed.

5. The development shall not be occupied until details of car parking and/or loading and unloading facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and thereafter retained. The car parking and/ or loading and unloading facilities shall not be used for any other purpose.

Reason: In order to ensure that the proposed development does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of general safety of the highway consistent with Policy 6.13 of the London Plan 2011 and Saved Policies UD3 and M10 of the Haringey Unitary Development Plan 2006.

6. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority.

Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2011 and Policy SP7 of the Haringey Local Plan 2013.

7. At least 10% of all dwellings within each tenure type shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Haringey Local Plan 2013 Policy SP2 and the London Plan Policy 3.8.

8. No development (save for demolition above ground level and those temporary and/or advanced infrastructure and enabling works previously agreed in writing by the Local Planning Authority) shall take place until a Construction Environmental Management Plan (incorporating a Site Waste Management Plan and Construction Logistics Plan) has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety and to preserve the amenities of the area generally, in accordance with London Plan Policy 7.6, Local Plan Policies SP1 SP4 and SP7, and Saved UDP Policy UD3.

9. No development (save for demolition above ground level and those temporary and/or advanced infrastructure and enabling works previously agreed in writing by the Local Planning Authority) shall take place until a detailed surface water drainage scheme for the site, has been submitted to, and approved in writing, by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA and should evidence how the development will achieve green-field run-off rates or explain why it cannot achieve these levels. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity, in accordance with London Plan Policies 5.13, 5.14, 5.15, Local Plan Policy SP5.

10. No development (save for demolition above ground level) shall take place until such time as:

- a) A desktop study has been carried out, details of which shall include the identification of previous uses, potential contaminants that might be expected given those uses, and other relevant 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, and approved in writing, by the Local Planning Authority. Only if the desktop study and Conceptual Model indicate no risk of harm may the development commence, upon the receipt of written approval from 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. 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.

- b) If the risk assessment and refined Conceptual Model indicate any risk or 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.

Reasons: 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.

11. No development shall take place (including demolition) until an impact study of the existing water supply infrastructure has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. The study should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Should additional capacity be required, the impact study should include ways in which this capacity will be accommodated. The development within each phase will then be implemented

in accordance with the recommendations of this impact study and retained in perpetuity thereafter.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the addition demand created by the development.

12. No impact piling within each phase shall take place on site until a piling method statement (detailing 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 and water 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 within each phase 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 and water infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

13. Prior to the submission of the Reserved Matters application, details of the proposed detailed energy strategy should be submitted to and approved in writing by the Local Planning Authority. This strategy should comply with the London Plan energy hierarchy and the London Plan carbon reduction target.

Reason: to ensure compliance with London Plan policy 5.2.

14. Prior to the submission of the Reserved Matters applications, details shall be submitted to, and approved by the Local Planning Authority in writing, that both domestic and non-domestic buildings within the Development are designed to reduce potential overheating and reliance on air conditioning systems and demonstrate general accordance with the cooling hierarchy as outline in London Plan Policy 5.9 and that all domestic dwellings are designed without the need for active cooling. The development shall be implemented in accordance with these details and retained in perpetuity thereafter.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3, 5.15, and 5.9 of the London Plan and Policies SP0 and SP4 the Haringey Local Plan.

15. The hereby approved retail and office (A1 & B1a Use Class) floorspace shall not be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating Very Good has been achieved for the hereby approved retail and office floorspace,

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

16. The dwellings hereby approved shall achieve a carbon reduction in CO2 emissions of at least 35% under Part L of the Building Regulations 2013 standard.

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

18. At detailed submission stage details of how the applicant will reduce the development's effect on the biodiversity and increase access to the local environment must be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP05 and SP13.

19. 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.

Informatives

INFORMATIVE: In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

INFORMATIVE : Community Infrastructure Levy. The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the parameter plans, the Mayor's CIL charge will be

£494,655 (14,133 sqm of residential floor space and office/ retail floor space floorspace x £35) and the Haringey CIL charge will be £207,000 (13,800 sqm of residential floorspace x £15). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Details of Highway Agreement - Section 278. The applicant is advised that an agreement under Section 278 of the Highways Acts 1980 is required.

INFORMATIVE: All works on or associated with the public highway be carried out by Council's Transportation Group at the full expense of the developer. Before the Council undertakes any works or incurs any financial liability the developer will be required to make a deposit equal to the full estimated cost of the works.

INFORMATIVE: Prior to commencing any work on the highway official notification under The New Roads & Street Works Act shall be given to the Council. Notifications are to be sent to The Highways and Street Numbering (tel. 020 8489 1000).

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

INFORMATIVE: The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement and other water supply and drainage issues required by condition.

APPENDIX 1 - Consultation responses

No	Stakeholder	Questions/Comments	Outcomes
1	Building Control	No objection	
2	LBH Environmental Health	No objection.	Conditions recommended: air quality, dust control, boiler emissions, contamination
3	LBH Arborist	No objection.	Replanting to be secured by condition to ensure no loss of tree cover.
5	LBH Transportation	No objection. FURTHER COMMENTS: See 6.16 above.	S106 and S278 contributions to highways improvements including Travel Plans (residential and commercial). Conditions recommended with regards to parking and cycle parking.
8	Environment Agency	No objection to the proposal. Expects the development to achieve green field run off rates.	Conditions recommended with regards to run off rates and a detailed surface water drainage scheme.
13	Transport for London	No objection. Contributions towards legible London would be expected.	S106 contribution recommended.
14	Tottenham CAAC		Conditions recommended. Design Code being paramount to securing good design throughout

			the site.
15	Thames Water	No objection.	Conditions recommended.
16	Neighbouring Properties	<ul style="list-style-type: none"> • Inadequate consultation; • Density is excessive/ stress on local infrastructure • Development would 'double the local population overnight' • Scale and massing is overbearing • Building height is excessive - should be 3-4 storeys not 6-7 • Traffic congestion/ Highways parking – 75 parking spaces for 144 dwellings/ 	<p>5 x site notices were displayed and letters sent to neighbours on the 18/03/2016. A further consultation period was set on the 13/06/2016</p> <p>Density is considered to be at the top of the range suitable for an urban location</p> <p>Increase in population is intended</p> <p>Building scale and massing has been refined – lowered from 7 to 6 storeys. Accepted that the neighbouring properties are 2 storeys with pitched roof. Proposal would stagger from 3 storeys up to 6</p> <p>Parking stress surveys have been undertaken. Considered that the highways network can absorb the additional demand</p>

		<ul style="list-style-type: none"> • Only one bus serves site (W3) which is over capacity • 350-400 additional residents – stress on amenity • Insufficient shops to sustain community needs • Lack of schools, NHS and community facilities • Existing community uses would be overburdened • Additional noise nuisance • Overlooking to north • Overshadowing of gardens to the north • Loss of light • Loss of views towards the green 	<p>Accepted that only one bus route serves the site. TFL have no objection</p> <p>Additional demands for services are accepted however it is considered that these could be absorbed and that they will encourage delivery of new services</p> <p>Accepted however this is not considered to be significantly harmful</p> <p>Scheme is outline with no details of window / terrace positioning. This can be designed out during detail stage.</p> <p>Some light loss and overshadowing is likely however is in line with BRE standards and not considered to be harmful</p> <p>Loss/ change of views are inevitable given the</p>
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		<ul style="list-style-type: none"> • Would impact on neighbouring estate in Enfield • Estate layout would create anti- social behaviour • Problems exacerbated by match/ market days/ car boot sales • Inappropriate development on LSIS • Loss of employment land/ loss of 40 jobs form builders merchants • A supermarket/ cafe / shop / community use would be more appropriate 	<p>existing sight is vacant. No significant loss of outlook however.</p> <p>Enfield have been consulted and have not raised any objections.</p> <p>Accessibility throughout the site has been improved with potential for 5 new access points along the eastern pedestrian footpath.</p> <p>Concerns about parking and highways issues noted – improvements to the junction and financial contributions are proposed</p> <p>The proposal would result in the net loss of employment however the regeneration and housing benefits are considered to outweigh this</p> <p>Some retail is proposed however large scale retail is not appropriate out of town centres</p>
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		<ul style="list-style-type: none"> • Tall buildings not appropriate • Inadequate play space • Sewerage & env impact • Increased waste and pollution • Proposed changes in June do not overcome objections i.e. height & density is still excessive • Danger and traffic problems 	<p>The proposal is for 3 – 6 storeys which is significantly higher than surrounding terraced housing however is intended to be so. The area has a very varied character and the proposal is intended to provide high quality housing at a higher density.</p> <p>Play space provision can be accommodated and should be formalised at detailed design stage</p> <p>Waste can be accommodated and managed</p> <p>It is accepted that concerns remain regard height and density however these are not considered to be significantly harmful. On balance the provision of high quality housing would outweigh the concerns identified.</p> <p>These concerns are acknowledged and significant work and contributions</p>
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		<p>at nearby road junctions require attention</p> <ul style="list-style-type: none"> • High density development is likely to contribute towards 'ghettoisation' and postcode wars • High density coupled with lack of infrastructure and community activities would create anti-social behaviour and crime • Lack of nearby parks or playgrounds 	<p>towards highway improvements are proposed and can be secured by S106 legal agreement</p> <p>The proposal would involve and would support mixed and balanced communities and does not cater specifically for one demographic.</p> <p>Significant areas of open green space is located north of Devonshire Hill Gardens within 10 minutes walking distance of the site.</p>
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APPENDIX 2 – Quality Review Panel Comments

3. Planning authority's views

The site is now mostly vacant but once comprised two large industrial buildings housing a timber and builders merchant. The site was originally acquired by Tottenham Hotspur Football Club, in order to facilitate relocation of existing industrial uses from the site of the proposed new stadium. However, the site was not subsequently required for that purpose. The Club engaged in pre-application discussions with the Council in 2013 for a residential scheme; however, that proposal did not progress. More recently, a mixed use scheme for the site was considered by the Quality Review Panel on 16 September 2015. This previous proposal included a large retail store, which has subsequently been removed from the proposal.

The site is designated as a Locally Significant Industrial Site, and although a protected employment site, the Council would support a mixed residential and commercial (B1 light industrial, B8) scheme that facilitates the decant of residents from the Council's Love Lane Estate and of businesses from the Peacock Industrial Estate (key sites within the Council's High Road West Regeneration Masterplan Area). Officers consider that this would meet the requirements of the regeneration exception in Policy EMP4. Officers are keen for development to occur, as the site has been vacant for a long time.

4. Quality Review Panel's views

Summary

The Quality Review Panel welcomed the clear presentation, and offers broad support for the proposals. It is a dense scheme, but has the potential to work well. The panel felt that with careful detailed design, the development could potentially have a beneficial wider impact on the local area, through enhancing the quality and surveillance / safety of the existing pedestrian route adjacent to the site. The panel would recommend further refinements to circulation, parking and landscaping to make better use of and increase the amenity of the public realm within the site. The panel would support flexibility in the parameters of the outline application, to allow for improvements to routes and spaces at a detailed design stage.

The panel would also encourage provision of a community function or small local shop to the south of the site on the White Hart Lane frontage - either initially or in the future. These comments are expanded below.

Massing and development density

- The panel accepts the rationale of placing linear blocks along the contours running east-west from White Hart Lane uphill to the north.
- It is a dense scheme, but has the potential to work well.

Place-making, character and quality

- The panel recommends some further consideration of pedestrian circulation and landscaping within the site, to rationalise access and parking, and to improve amenity and landscape quality across the site.
- Despite large areas of residual open space, the scale and amenity of green space currently shown is inadequate, considering the proposed residential density.
- The parameters plans should be tightened up to avoid 'left-over' landscaped spaces and to maximise the usefulness and amenity value of the shared landscape spaces..

Relationship to surroundings: access and integration

- The panel would encourage further use of the contours and changes in level on site to enable a 'stepped' approach to the development.
- In this way, elements of parking or other ancillary uses (e.g. cycle stores etc) could be located underneath buildings or landscape where possible.
- Placing car parking below ground would have the advantage of maximising open space to be enjoyed by residents.
- The panel felt that within the development proposals, the opportunity should be taken to improve the safety, security and attractiveness of the existing north-south pedestrian route along the eastern boundary of the site.
- Improvements to this footpath should be planned in consultation with Haringey Council and the local community, and should ensure that the existing route is well integrated with the new development at the eastern boundary of the site.

Scheme layout

- Whilst the panel accepts the rationale of linear blocks set along the contours, it would support further exploration of the scheme layout to support improved pedestrian circulation through the site.
- The panel would also encourage careful consideration of the detailed design of the blocks, site levels and landscaping to the west of the site to avoid the residential accommodation overlooking the existing warehouses beyond the site.
- The panel felt that there might be merit in further consideration of the location of parking across the site, with regard to whether a more distributed provision of parking may be more appropriate.
- However, any refinements to the provision, access and location of the parking should not compromise the provision of high quality amenity space on site.
- Using the change in site levels (as mentioned above) could help to conceal or mitigate the impact of the parking provision, whilst serving to maximise public realm provision.
- The panel identified that cycle parking works best when smaller cycle stores are dispersed throughout the site and situated close to the housing that it serves.
- The panel suggests further exploration of the location of the cores (and entrances to cores) within the residential blocks.
- For example, the potential to locate all the entrances to cores on the northern faces of the blocks may help to maximise the southerly aspect of the accommodation within the blocks.
- The entrances to the blocks will also need to relate in a coherent way to the public realm, and to parking courts.

Inclusive and sustainable design

- The panel acknowledges that a priority for the applicant is to provide a significant level of affordable housing.
- However, it feels that where possible, future provision of community uses/local retail should not be precluded within the scheme parameters or within the design of the blocks adjacent to White Hart Lane.
- This would help to enhance the future 'liveability' of the development, especially given the high residential density proposed on site.

Next Steps

- The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.
- In addition, the panel would encourage further discussion between the applicants and Haringey Council to agree improvements to the existing footpath as part of this development.

APPENDIX 3 – Minutes from DM Forum Thursday 9th June 2016

Following a 1 and a half hour long presentation by the planning consultant and architect, a question and answer session was held. At the beginning of the Q&A the secretary of the Devonshire Hill RA delivered a short presentation raising a number of concerns including:

1. Excessive Density/ height for a suburban neighbourhood. Scheme would be better suited to an urban location “next to a train station”
2. Parking provision is insufficient
3. Impact on amenity of neighbouring houses is unacceptable
4. Impact on character of area – 2 storey neighbourhood would be highly urbanised
5. Insufficient amenities – shops, schools, NHS facilities etc for existing residents. 144 units of housing would exacerbate this further

Q1. A resident asked whether alternative options such as a supermarket had been considered

- A. The agent stated that a supermarket scheme had been considered however during the design process it was established that the sloping topography of the land made it “too difficult to create a level floor plate necessary for shopping trolleys” etc. Suggested that the creation of a large retail outlet would be contrary to planning policies which requires retail to be kept within town centres

Q2. A resident asked why the proposal was so high and dense. Asked if a 2 – 3 storey proposal had been considered. Asked if this was “just motivated by profit”

- A. The agent stated that financial considerations were of course important but expressed the need for housing in London. The agent advised that the Football Club has invested heavily in Tottenham and is interested in ensuring the scheme is a success

Q3. A resident expressed concerns about the quantum of residential units proposed and asked why community uses were not proposed. The resident advised that meeting should have been held at a community centre closer to the site however the Council has sold the community centre so they have “had to walk over a mile to gather for the meeting”. The resident advised that the proposal would place a greater stress on existing amenities which are already insufficient. A resident then asked about parking provision and the CPZ – stated that they had received a letter about parking changes

- A. The agent advised that community uses were proposed by the scheme and that he was unaware about the CPZ extension. Suggested that the letter received by a resident may relate to CPZ extension or a match day consultation

Q4. A resident stressed concerns about the number of accidents at the junction opposite the proposed entrance, the fact that “you have to wait 5 minutes to cross the road” and asked if anything was being done to consider this given this would be likely to increase if the development were built

- A. The agent advised that a transport assessment had been undertaken and that they would look further at the junction. He advised that the entrance had been changed

following objections and comments as part of the consultation process and that overall the permeability throughout the site would be improved (5 new pedestrian junctions on the eastern access. Advised that antisocial behaviour would be likely to reduce given the path would be used more and would benefit from natural surveillance

Q5. A resident stressed concerns about the lack of pre-application consultation. Stressed that “if this was Crouch End it wouldn’t have even got this far”. A number of residents expressed concern about the consultation and the fact it seemed to be taking place at a very late stage. A resident then asked if the scheme “had already been agreed with the Council” and stressed concerns about “Spurs relationship with the Council” and “deals being done to ensure Spurs stays in Haringey”.

A. The agent responded saying that the club has done a lot of work preparing the scheme and that it is not their job to consult residents. He advised that the application had followed the correct consultation process and he advised that some changes had been made in response to these objections. The agent dismissed claims that the scheme had already been agreed or that something “underhand had gone on”. He advised that they had organised the meeting and that the purpose of the meeting this evening is for discussions to taking place.

The Council representative Emma Williamson advised that following the revised plans, a further 14 day consultation period would be offered starting next Monday

Q6. A resident asked about the changes that had been made to the scheme and if they could be explained.

A. The agent advised that a summary of changes is included in the pamphlet. Advised that the 7th storey has now been removed and not just “a few inches as suggested”. Advised that the impact on the properties to the north had now been rectified and that the scheme would bring benefits to the community, more than the mere replacement of a bus shelter.

Q7. A resident expressed concerns about the impact on the properties to the north. Explained that the proposal would be too overbearing and asked what being done to protect their light and views.

A. The agent advised that a daylight/ sunlight study had been undertaken and the scheme is considered to be acceptable and would not contravene the BRE standards. The agent stated that ‘residents’ views’ are not protected by planning policy

Q8. A resident asked if the scheme would now be changed following the objections from everyone in the room. The resident asked if a scheme for “2-3 storeys” would be prepared. A show of hands was called for by the RA secretary for those in favour and those objecting. No hands were raised in favour of the proposal.

A. The agent stated “in short, No”. The scheme would not now be changed

The Council's representative stated that she was aware of all the concerns and that the scheme would be considered by the Council and further, she would need to take a view based on the schemes acceptability

Q9. A resident stated that the site would be much better used for community uses – a school, an NHS surgery, a “Lidl”. A number of residents questions “what are the benefits for the existing residents”. What are the community benefits? Will the CIL go directly towards to schools and Doctors surgery?

A. The agent advised that CIL legislation had been introduced by the government and that this ensured that contributions from the developer were spent locally. He advised that improvements to the local townscape & road network etc would be likely, contributions to transport infrastructure would be made by the Mayor etc. He advised that the developer would have to pay CIL and that this would be funnelled directly into the community.

The Councils representative from Regeneration Lisa Griffin advised that the scheme would also re-house some Love Lane residents and would provide affordable housing for the community. Advised that 3 locations were being considered for a larger centralised Health Centre but advised that this would take some time.

Q9. A resident asked what time of affordable housing would be provided

A. The agent advised that 20% affordable housing was offered and that the scheme had been revised to include more smaller apartments in line with regeneration requests and that intermediate/ shared ownership provision was preferred.

Q10. A resident asked how much profit the scheme would generate. Was it “40 million or 20 quid?” residents suggested figures of 10 million / 20 million

A. The agent advised that it was not 10 million and not 20 million. Advised that the scheme and viability had been assessed independently by Carter Jonas consultants and that the proposal was reasonable.

Q11. A resident asked who was benefitting from the scheme? The resident advised that the architect is just doing his job as a professional however the football club has a duty to its supporters and local residents. The residents asked the architect if he would be “more moral” when revising the scheme.

A. No response from agent or architect.

APPENDIX 4 – Plans & Images

Site Location Plan



Site Aerial Photograph



Proposed Building Plot Parameter Plan 1



Proposed Building Use Plan



Proposed Building Heights Plan





Site Access:



The following images are for illustrative purposes only and do not form part of the planning application

Proposed Illustrative Aerial Views





Illustrative scheme employment unit South elevation



Illustrative Street Views (Potential Elevations)



Illustrative Block A South / White Hart Lane elevation 02
note: red out line shows the extent of maximum parameter envelope.



Illustrative Block B South elevation 03
note: red out line shows the extent of maximum parameter envelope.



Illustrative View Showing Site Levels / Topography



Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/1573

Ward: Harringay

Address: Railway Approach Hampden Road N8 0HG

Proposal: Demolition of the existing buildings and redevelopment of the site to provide two buildings of between 4 and 14 storeys in height comprising 174 residential units (Use Class C3) and 294 sqm flexible B1 floorspace, including the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development

Applicant: Mr Luke Cadman Fairview New Homes (Developments) Limited

Ownership: Private

Case Officer Contact: Valerie Okeiyi

Site Visit Date: 07/06/2016

Date received: 16/05/2016 **Last amended date:** 23/08/2016

Drawing number of plans: 6538-D1000, 6538-D1100, 6538-D1101, 6538-D1102, 6538-D1700, 6538-D1701, 6538-D1702, 6538-D9200, 6538-D9201, 6538-D9202, 6538-D9203, 6538-D9204, 6538-D9205, 6538-D9206, 6538-D9207, 6538-D9208, 6538-D9209, 6538-D9210, 6538-D9211, 6538-D9212, 6538-D9213, 6538-D9214, 6538-D9214, 6538-D9800, 6538-D9801, 6538-D9802, 6538-D9803, 6538-D9707, 6538-D9708, 6538-D9720, 6538-D9500, 6538-D9501, 6538-D9502

- Air Quality Assessment prepared by MLM Environmental dated April 2016
- Arboricultural Method Statement prepared by Ian Keen Limited
- Archeological Desk-Based Assessment prepared by CgMs Consulting
- Geoenvironmental interpretative report prepared by CGL Providing Ground Solutions
- Cover letter prepared by Fairview New Homes Ltd dated April 2016
- Crime Impact Statement prepared by Formation Architects dated April 2016
- Daylight and Sunlight Report prepared by CHP Surveyors Ltd dated April 2016
- Design and Access Statement prepared by Formation Architects dated April 2016
- Addendum to the Design and Access Statement dated August 2016
- Surface Water/SUDs Strategy prepared by Infrastructure Design Limited

- Ecology Assessment prepared by Ecology Solutions dated April 2016
- Employment Land report prepared by JLL dated April 2016
- Energy Statement prepared by Low Energy Consultancy Ltd dated May 2016
- Foul Sewerage and Utilities Assessment dated April 2016
- Heritage, Townscape and Visual Impact Appraisal prepared by NLP dated April 2016
- Noise Impact Assessment prepared by Grant Acoustics dated May 2016
- Planning Statement prepared by JLL dated April 2016
- Statement of Community Involvement prepared by Curtain & Co dated April 2016
- Sustainable Design and Construction Statement prepared by Low Energy C Ltd dated May 2016
- Transport Assessment prepared by AECOM consultancy dated April 2016
- Residential Travel Plan prepared by AECOM dated April 2016
- Aboricultural Report prepared by Ian Keen Ltd
- Waste Management Statement dated April 2016

1.1 This application is being reported to Planning Committee as it is a major planning application and is required to be reported to committee under the constitution.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development optimises the potential of the site for a high quality mixed use development taking account of the character of the surrounding area, providing significant regeneration benefits.
- The loss of the existing Steel Stockholders land and Wilmott House will be replaced by good quality residential accommodation, whilst contributing to the Borough's housing targets. The flexible B1 commercial floorspace would add to the vitality and vibrancy of this section of Hampden Road.
- The employment opportunities are considered to support the objectives within the Corporate Plan and Local Plan and will have a positive economic impact in the locality. Local labour and training obligations will contribute positively to the regeneration objectives for the area.
- The visual and townscape assessments accompanying the application demonstrate that the overall bulk and massing of the tallest element of the development, which is most likely to be visible in the views, is animated to a

degree so as to add interest to it. As such the less than substantial harm would be outweighed by public benefit associated by the development.

- The design is considered to be high quality which justifies a higher density than recommended in the London Plan guidance.
- There would be 37.6% affordable units based on habitable rooms which an independent viability assessment has shown to be maximum level of affordable housing that the site can viably support. This will be subject to a review mechanism, for re-appraisal to maximum cap of the policy requirement (40%)
- The proposed mix of units is considered appropriate for a high density scheme at an accessible location with a larger number of smaller units but also some larger family units.
- The proposed residential accommodation would be high quality and meet all the required London Plan Standards and meet the requirements for child playspace.
- 10% of the residential units will be fully wheelchair accessible.
- In terms of impact on the residential amenity of neighbouring properties the proposal would not cause unacceptable overlooking or loss of privacy or sense of enclosure or affect daylight/ sunlight.
- The scheme subject to appropriate mitigation for the development proposal will have no adverse impact on the surrounding highway network or on car parking conditions in the area.
- The level of carbon reduction proposed is considered acceptable in this instance and carbon offsetting is required through the S106 to reach the London Plan target. The building has been designed such that demand for cooling will be minimised. The proposal will provide sustainable drainage and will not increase flood risk and as such is considered to be a sustainable design.

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 subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31/10/2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his 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 below.
- 2.4 That delegated authority be granted to the Assistant Director / Director or the Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Precise details of materials
- 4) Boundary treatment
- 5) Details of levels
- 6) Landscape details and implementation
- 7) BREEAM UK New Construction 2014
- 8) Sustainability
- 9) Energy
- 10) Living roof/green roof
- 11) Air Quality Assessment
- 12) Combustion and Energy Plant
- 13) Contaminated Land
- 14) Management and Control of Dust
- 15) A pre-commencement site meeting
- 16) Robust protective fencing / ground protection
- 17) Tree protective measures
- 18) Construction works within root protection areas
- 19) Drainage maintenance and management
- 20) Drainage compliance

- 21) Contamination
- 22) Verification report demonstrating completion of works set out in the approved remediation strategy
- 23) Surface water drainage
- 24) Piling impact method statement
- 25) Underground storage tanks
- 26) Water supply infrastructure
- 27) Groundwater
- 28) Details of cycle parking and streetscape arrangements to Hampden Road
- 29) Delivery and Servicing Plan
- 30) Construction Logistics Plan
- 31) Excavations/Earthworks
- 32) Vibro-impact Machinery
- 33) Lighting
- 34) Boundary fencing
- 35) Method Statements/Fail Safe/Possessions
- 36) OPE
- 37) Noise/Soundproofing
- 38) Detailed playspace design
- 39) Secured by design
- 40) Communal aerial
- 41) Building lighting

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Surface water drainage
- 8) Water pressure
- 9) Asbestos survey
- 10) Former BR Land Smaller Land Issues
- 11) Fail Safe Use of Crane and Plant
- 12) Security of Mutual Boundary
- 13) Fencing
- 14) Demolition
- 15) Vibro-impact Machinery
- 16) Scaffolding
- 17) Abnormal Loads

- 18) Cranes
- 19) Encroachment
- 20) Trees, shrubs and landscaping
- 21) Access to railway

Section 106 Heads of Terms:

- 1) Affordable Housing 37.6% (32 x Affordable Rented units and 23 x Shared Ownership units)
- 2) Improving the pedestrian routes to and from the site £20,000
- 3) £9,000 to investigate potential measures to mitigate issues with parking stress arising from the development.
- 4) The site is to be permit/car free with respect to CPZ permits.
- 5) Monitoring per travel plan contribution of £3000
- 6) Car Club membership (two years membership and £50 credit)
- 7) Carbon off set contribution if required
- 8) Contribution towards improving the highway environment and conditions for pedestrians, cyclists and motorists as there will be an uplift in car/vehicle movements generated from the site, as well as pedestrians and cyclists £30,000
- 9) Local labour and training during construction

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

2.5 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) The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing would have a detrimental impact on the provision of much required affordable housing stock within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to policy SP2 'Housing' of the Council's Local Plan March 2013 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.
- (ii) In the absence of an agreement to work with the Haringey Employment Delivery Partnership the proposal would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population contrary to Local Plan Policies SP8 and SP9.

- (iii) In the absence of planning obligations to secure a permit/car free with respect to CPZ permits, financial contribution towards highways works, mitigation of highway environment and conditions for pedestrians, cyclists and motorist impacts, travel plan monitoring 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.

- (iv) In the absence of the provision of a financial contribution towards carbon offsetting the proposal would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to London Plan Policy 5.2. and Local Plan Policy SP4.

2.6 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 Assistant Director 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.

CONTENTS

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

APPENDICES:

- Appendix 1: Consultation Responses
- Appendix 2: Plans and images
- Appendix 3: Quality Review Panel Notes
- Appendix 4: DM Forum Notes

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 3.1 This is an application for demolition of the existing buildings on land between the New River and Hampden Road (Steel Stockholders Yard and Wilmot House) and redevelopment of the site to provide two parallel buildings ranging in height between 4 and 14 storeys comprising 174 residential units and commercial floorspace on the ground floor.
- 3.2 The tallest building of 14 storeys fronting Hampden Road is on the western side facing the railway and the lower building of 11 storeys fronting Hampden Road is on the eastern side. Both buildings have a stepping form from south to north towards to the New River and includes slight variations in articulation along the full length of the blocks. Each building fronting Hampden Road will have a two storey base at ground and first floor level and three storey base at the top floors. The primary material proposed throughout the development is brick using three different shades, where the stair cores would use a contrasting brick and the base would be treated differently. The brick facade is to be articulated with the addition of panelled elements and balconies that would be either recessed or projecting with steel balustrades. The windows are to be constructed using grey UPVC and the doors are to be in steel.
- 3.3 The proposal also includes the CHP at basement level and 294 sqm of commercial floorspace at ground floor level for both buildings fronting Hampden Road. 52 car parking spaces as well as 287 cycle parking spaces are proposed either within the central courtyard or located in the undercroft of both buildings. The commercial units have their own separate entrance and refuse stores. The western block has three residential cores where two of the residential flats are at ground floor level with private courtyards and the eastern block has two residential cores where two of the residential flats are at ground floor level with private courtyards. Each core other than core A & B would have their own separate refuse store. The proposal would also comprise of hard and soft landscaping surrounding the site and would include a child play space located at the east of the site, which is connected to the central courtyard and a pocket park is proposed towards the southern boundary located in front of the commercial unit, as well as other associated works.
- 3.4 The application has been amended since initially submitted and includes the following changes:
 - Additional commercial unit on ground floor of western block;
 - New basement to accommodate CHP;
 - Slight amendment of parking layout (no change in number of spaces);
 - Update to refuse store layouts to show compliant number of bins;

- Elevations amended to include additional windows to cores, extension of rustication to parts of the first floor, different treatment of top floors, articulation of taller facades.

Site and Surroundings

- 3.8 The site location is in the centre of the borough, to the south of Wood Green, east of Hornsey and west of Green Lanes. It is part of the Wood Green and Haringey Heartlands designated Growth Area, in the London Plan (2015) and Haringey's adopted (2013) and emerging revised (pre-submission 2016) Local Plan Strategic Policies. It is also a designated site in the council's emerging Site Allocations DPD (pre-submission 2016), as SA17.
- 3.9 The site is a triangular plot, with its street frontage to its south onto Station Approach, the continuation of Hampden Road; this road is one of the series of distinctive streets of the "Haringey Ladder; pleasant east-west residential streets generally lined with consistent 2 or 3 storey Edwardian terraced houses between Green Lanes and Wightman Road, the North-South streets that form the eastern and western "uprights" of the "ladder". Hampden Road almost uniquely in 'The Ladder' continues west of Wightman Road, where it changes in character to a more commercial and institutional street from the mosque and shop on the corner, before crossing the 'New River' and becoming 'Station Approach'. This is where the railway becomes the dominant presence, with vehicle and workers' entrances to the two depots to the south and west as well as the stairs to the pedestrian footbridge that closes the western dead end. It provides access to Hornsey station and over to the streets of the western side of the railway.
- 3.10 On the other sides of the site, the western boundary is onto the railway; and the access road to the Coronation Sidings depot before the tracks proper, and is about half a level above ground level. The longest boundary though is the hypotenuse of the triangle, to the north-east; onto the 'New River'; this originally 17th century aqueduct is now a tree lined water channel with grass banks to both sides. It does not currently form a right of way at this point but there are ambitions to make a public footpath alongside, it does currently form a wildlife corridor. The other side of the 'New River' is a housing estate, Denmark Road, of 20-30 year old 3 storey houses and 4 storey blocks. The 'New River' is about half a level below the site, with the estate beyond another half a level below. A short distance to the north of Turnpike Lane is the Haringey Heartlands Area of Regeneration, which is subject to the Haringey Heartlands Regeneration Framework SPD.
- 3.11 As well as the Growth Area and Site Allocation, it forms part of or is close enough to be affected by other policy designations:

- a) It is beside the East Coast Main Line railway and forms part of the designated Ecological Corridor covering the tracks, sidings, cuttings, embankments and other associated land, although it is not currently in railway related use.
- b) However, it is not a designated Employment Site, although it is currently in employment use; about three quarters of the site is currently in use as a steel stockholders site, "Stewarts Steelyards", a storage use designated B8, the other quarter is an office, B1.
- c) The neighbouring New River aqueduct is designated a Proposed Green Chain and part of the Blue Ribbon Network.
- d) A short distance to the North West is the Hornsey High Street Conservation Area.
- e) The development is potentially visible from this and a number of other Conservation Areas as well as from close to Listed and Locally Listed Buildings, various parks particularly the viewing terrace in front of Alexandra Palace and various public footpaths and pedestrian friendly streets nearby; however it is not affected by any designated Strategic View Corridors and just misses the corridors of a couple of emerging Locally Significant Views (in the pre-submission draft Development Management DPD).
- f) The nearest designated retail use is the Local Shopping Centre on Turnpike Lane a short distance to its north, with the Metropolitan Town Centre of Wood Green a fairly short distance further north.

Relevant Planning and Enforcement history

- 3.12 Planning permission was GRANTED under planning reference HGY/2007/0089 on 06 March 2007 for Change of use from storage (B8) to practical training centre (D1) and alterations to the front elevation of the building – Wilmot House.
- 3.13 Planning permission was GRANTED under planning reference HGY/2010/1561 on 29 October 2010 for Change of use of existing property from B1 to D1 - Wilmott House.
- 3.14 Planning permission was REFUSED under planning reference HGY/2013/0470 on 17 May 2013 for change of use from steel yard to residential and construction of a new building to create 80 new private and affordable apartments and two commercial units.
- 3.15 An Environmental Impact Assessment Screening Opinion has been provided under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 reference HGY/2016/1085 – The result from the screening is that the proposed development is not likely to have a significant effect on the environment and that an Environmental Impact Assessment is not required.

- 3.2 This application is subject to a Planning Performance Agreement (PPA) and a number of pre-application meetings have been held.
- 3.3 This planning application was submitted following a previous planning application that was refused planning permission in 2013 under planning reference HGY/2013/0470 for the change of use from steel yard to residential and construction of a new building to create 80 new private and affordable apartments and two commercial units.
- 3.3.1 Planning application reference HGY/2013/0470 was refused for the following reasons;
- 1. The proposed development, by reason of its inadequate parking provision, is contrary to Saved UDP Policies UD3 'General Principles', M10 'Parking, Local Plan Policy SP7 'Transport' and Policy 6.13'Parking' of the London Plan would result in an unacceptable increase in on street parking and prejudice the free-flow of traffic along the adjoining highways network.*
 - 2. The proposed layout of the development and its ability to provide safe access and egress for pedestrians, cyclist and facilitate servicing by large vehicles in particular refuse and large rigid vehicles would be adversely affected contrary to Policies Saved UDP Policy UD3'General Principles' and Local Plan Policy SP7 'Transport'*
 - 3. The proposal constitutes a development of 760 habitable room per hectare resulting in a density of accommodation which is excessive for the site and locality, contrary to Policy SP2 'Housing' of the Haringey Local Plan (2013) the Housing SPD and Policy 3.5 'Quality and Design of Housing Developments' of The London Plan.*
 - 4. The proposed development does not meet the standards set out in the London Housing Design Guide and will therefore provide substandard residential accommodation by virtue of overshadowing to the communal area, inadequate unit sizes and insufficient playspace provision contrary to Policy 3.5 'Quality and design of housing developments' of the London Plan 2011.*
 - 5. The site of the proposed development lies within an area designated as an Ecological Corridor' The benefits of the proposal would fail to outweigh the nature conservation value of the site and is therefore contrary to Local Plan Policy SP13 'Open Space and Biodiversity' and London Plan Policy 7.19 Biodiversity and Access to Nature and Policy 2.18 Green Infrastructure: The Network of Open and Green Spaces*

6. *The proposed development, due to its bulk, massing, detailing and materials, would be overbearing and out of keeping with the scale, form and character of the area contrary to London Plan Policies 3.5 'Quality and Design of Housing Developments', 3.8 'Housing Choice', 7.4 'Local Character' and 7.6 'Architecture' as well as Haringey Local Plan Policy 7.6.*

3.3.2 This current planning application - reference (HGY/2016/1573) seeks to redevelop the site at the Steel Yard and the adjacent Wilmott House comprehensively. The previous planning application (HGY/2013/0470) was to development the Steel Stockholders Yard site only. This application also seeks to address the above reasons for refusal for the previous planning application (HGY/2013/0470).

3.7 The proposal, the subject of this planning application has made the following revisions in order to address each reason for refusal as follows:

- *Off-street parking provision has been provided by creating 52 car parking spaces, which addresses reason for refusal number 1*
- *The proposed layout of the development and its ability to provide safe access and egress for pedestrians, cyclist and facilitate servicing by large vehicles is now acceptable, which addresses reason for refusal no. 2*
- *The proposal constitutes a development of 238 units per hectare and 715 habitable room per hectare. This is lower than the previous density and marginally exceeds the guidance in the London Plan density matrix which is 200-700 hr/ha. Given the sites location close to public transport and the town centre a higher density could be considered subject to a high quality design, which addresses reason for refusal 3*
- *The proposal provides good quality accommodation where the level of sunlight to the communal area is well in excess of that recommended within the BRE Guidelines, all the unit sizes meet the mayors standards as set out in policy 3.5 of the London Plan (2015) and the playspace provision is adequate, which addresses reason for refusal 4.*
- *The benefits of the proposal would outweigh the nature conservation value of the site, which addresses reason for refusal 5.*

- *The bulk, massing, detailing and materials as amended creates a form that would add visual interest to the area and at the same relates positively to the surrounding area, which addresses reason for refusal 6.*

4. CONSULTATION RESPONSE

4.1 Haringey Quality Review Panel has considered the proposal on 16th March and 17th August 2016.

4.1.1 The minutes of the meeting dated 16th March 2016 are set out in appendix 3 and summarised as follows:

- *The Quality Review Panel broadly supports the proposals, and acknowledges that whilst the scheme is high density, it has a good public transport accessibility level (PTAL), and represents a terrific opportunity for development. However, the panel feels that if such density is to be permitted, further refinements are required. There is scope to improve the architectural expression in addition to the massing of the development to the north of the site. The panel suggested additional local view studies to help shape the refinements to the design, and improve the visual impact upon neighbouring communities. Cross-sections through the development would help to test how the development should step down, and in relation to surrounding buildings and topography. Scope also remains to significantly improve the elegance of the 12-storey block. At a detailed level, the panel would encourage further consideration of the landscape design, with particular reference to the interface with the New River. More detailed comments are provided below:-*

4.1.2 The minutes of the meeting dated 17th August 2016 are set out in appendix 3 and summarised as follows:

- *The Quality Review Panel warmly welcomes the way that the design of the development has responded to the feedback from the previous QRP meeting in March, and expresses support for the scheme. They identified three main design interventions that have significantly improved the scheme. Adjustments in storey heights of the development, now ranging from 4 storeys to 14 storeys, achieve a more neighbourly relationship with properties to the north of the site. The elevational treatment of the tallest elements of the scheme, creates a 'break' in the parapet at roof level, and visually increases the slenderness of the tower. In addition, the façade design to create a distinct 'base' to the buildings is also welcomed. The panel notes that whilst they welcome the additional route to the*

play area through the undercroft car park, it will need to be very carefully designed and managed. They welcome the additional commercial unit at ground floor level.

4.2 Planning Committee Pre-application: the proposal was presented to the 16 March 2016 pre-application briefing meeting of the planning committee. The following issues were discussed;

- *Loss of employment*
- *Noise from the railway line to the west facing block. What type of glazing in terms of acoustic situations is proposed*
- *Car parking*
- *Query raised on design as well as step down*
- *Query on the step down design*
- *Views assessment due to the height*
- *Height*
- *Public consultation*
- *Is the natural surveillance adequate*
- *Interaction with the new depot site to the south*

4.3 Haringey Development Management Forum was held on 10 March 2016 the comments raised were as follows;

- It is important the development is comprehensive*
- Querying whether there has been consultation with the Green Lane Partnership*

4.4 The following were consulted regarding the application:

Internal

- 1) LBH Head Of Carbon Management
- 2) LBH Design Officer
- 3) LBH Planning Enforcement
- 4) LBH Housing Design & Major Projects
- 5) LBH Arboricultural Officer
- 6) LBH EHS - Noise Derek Pearce
- 7) LBH Flood and Surface Water
- 8) LBH Economic Regeneration
- 9) LBH Cleansing
- 10) LBH Nature Conservation
- 11) LBH Parks
- 12) LBH Conservation Officer
- 13) LBH Homes For Haringey

- 14) LBH Emergency Planning and Business Continuity
- 15) LBH Building Control
- 16) LBH EHS - Pollution Air Quality Contaminated Land
- 17) LBH Transportation Team

External

- 18) Greater London Authority
- 19) London Fire Brigade
- 20) Catherine West MP
- 21) The Inland Waterways Association
- 22) Designing Out Crime Officer
- 23) The Hornsey Society (The Secretary)
- 24) Arriva London
- 25) Alexandra Park & Palace Statutory Advisory Comm.
- 26) National Rivers Authority

The responses are set out in full in Appendix One and are summarised as follows:

Internal:

- 1) Pollution: Officers raise no objection and recommends the following conditions/informative;
 - Air Quality Assessment
 - Combustion and Energy Plant
 - Contaminated Land
 - Management and Control of Dust
 - Informative regarding asbestos

- 2) The Carbon Management Team following the updated energy statement, sustainable design and construction statement and overheating assessment would not object to this application subject to the imposition of the following conditions;
 - BREEAM UK New Construction 2014
 - Sustainability Measures
 - Energy Measures
 - Living roof/green roof

- 3) The House Enabling Officer Housing Commissioning, Investment and Sites team

has made the following comments;

- The SP2, local plan (due for adoption) London plan Policy.11A requires sites yielding 10 units and above to provide to meet the affordable housing target of 40% the London Plan stipulates that the provision on sites need to be maximised in order meet the target. The tenure split required as per policy is 60 :40 in favour of affordable rent tenure and remainder will provide intermediate tenure;
- 10% of the units will need to be fully wheel chair adapted with nearby parking space;
- The dwelling mix will need to be in accordance with planning policy DM 11 A-C and DM13. This development has pre dominance of 1 and 2 bed units and an under supply of 3 bed plus family sized units. In the west of the borough there is a shortage of family size units relative to supply;
- The bedroom mix needs to be reviewed in accordance with the Housing Strategy requirements;
- Careful consideration should be given to the layout and pepper potting of the tenures to avoid where possible mono tenure blocks/areas, but to achieve integration tenure blind objectives. Due to the size of the development it is advised some attention to given towards management scheme being put in place for the benefit of the residents.

4) The Tree/Nature Conservation Officer raises no objection to this application subject to the following conditions;

- A pre-commencement site meeting
- Robust protective fencing / ground protection
- Tree protective measures
- Construction works within root protection areas

5) Flood and Surface Water: Agreed in principle to the concept proposed and required conditions for further details

6) Economic Regeneration: Officers raise the following comments from an economic development perspective;

- The Council places great importance on retention/creation of workspace provision;
- Officers acknowledge that the site has outdated commercial buildings and would require significant investment to bring them to modern standards;
- Officers welcome the fact that the developers have increased the commercial floorspace provision to 294 sqm from the original 160 sqm but note that the Pre-

Submission Version of the Site Allocations DPD (SA: 17) proposes an Indicative Development Employment Capacity of 980sqm;

- Officers endorse the target market for this floorspace (identified in the JLL's Employment Land Report) anticipated to be a combination of local start-up businesses, co-working operators and TMT (Technology, Media & Telecommunications) companies re-locating from more Central areas.

7) Transportation team: Officers raise no objection and have made the following comments;

- Overall, the proposal is well placed for access to public transport services, and is located in areas of formal parking control. However a number of potential impacts can arise and suitable mitigation will be necessary to manage these to make the development acceptable in Transportation terms.

- The highway and transportation authority would not object to this application subject to the imposition of the following;

S.106 towards investigating potential measures to mitigate parking stress in the locality of the site, to improve pedestrian routes to and from the site, site to be permit free/car free with respect to CPZ permits, Travel Plan monitoring, operation of car club scheme and mitigation of highway environment and conditions for pedestrians, cyclists and motorist impacts

- Planning conditions for details of cycle parking and streetscape arrangements to Hampden Road, Delivery and Servicing Plan, Construction Logistics Plan.

8) Waste Management Team: No objection to the revised waste strategy

9) Design Officer: Officers raise no objection and has made the following comments;

- The necessary design quality has been achieved to permit the exceptional height and visibility in this sensitive location. The quality of residential accommodation will be high, and that the relationship of the proposed development to the street and context will be positive

10) Conservation Officer: The Officer raises no objection and has made the following comments;

- The site lies outside the Hornsey village conservation area. Given the height of the proposal, the development would be visible from various view points within and outside of the conservation area. Additionally the site would also be visible in long distance views from Alexandra Palace (Grade II listed), Alexandra Palace

Park Conservation area and Registered Historic Park and Hillfield Conservation Area. As such its impact would be on the townscape and setting of the heritage assets and given the limited visibility of the site, would be considered as less than substantial harm.

As part of the pre-application discussion, various views were suggested and the applicant has demonstrated these to a satisfactory detail. Discussions have also been undertaken to ensure that the overall bulk and massing of the tallest element of the development, which is most likely to be visible in the views, is animated to a degree so as to add interest to it. This has been achieved to a high enough quality so that the views to and from the heritage assets and their setting are enhanced. As such the 'less than substantial harm' would be outweighed by the enhancement to the heritage assets and their setting. The development is therefore acceptable from a conservation point of view. All materials should be conditioned.

External:

- 11) Natural England raise no comments
- 12) Crime Prevention Officer – No objection
- 13) Network Rail raise no objection and recommends the following conditions/informative;
 - Excavations/Earthworks
 - Vibro-impact Machinery
 - Lighting
 - boundary fencing
 - Method Statements/Fail Safe/Possessions
 - OPE
 - Noise/Soundproofing
 - Informative regarding Former BR Land Smaller Land Issues
 - Informative regarding Fail Safe Use of Crane and Plant
 - Informative regarding Security of Mutual Boundary
 - Informative regarding fencing
 - Informative regarding demolition
 - Informative regarding Vibro-impact Machinery
 - Informative regarding Scaffolding
 - Informative regarding Abnormal Loads
 - Informative regarding Cranes
 - Informative regarding encroachment
 - Informative regarding trees, shrubs and landscaping
 - Informative regarding access to railway

14) The Environment Agency raises no objection to this application subject to the following conditions;

- Contamination
- Verification report demonstrating completion of works set out in the approved remediation strategy
- Surface water drainage
- Piling
- Underground storage tanks
- Informative regarding water course

15) Thames Water - No objection and has made the following comments

- With regards to surface water drainage where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required;
- With regards to sewerage infrastructure Thames Water has no objection;
- Thames Water would not object to this application subject to the imposition of the following condition/informative:
 - Piling
 - Water supply infrastructure
 - Groundwater
 - Informative regarding groundwater risk management
 - Informative regarding foundation design
- GLA (Stage 1 response)

On balance, the application does not yet comply with the London Plan and further information should be provided with regard to housing, affordable housing, urban design, inclusive access, flood risk and climate change to address these deficiencies. Changes have been made to scheme in response to these comments together with justifications where changes have not been made. These are dealt with in the body of the report below.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

2,019 Neighbouring properties

8 Residents Associations

7 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: 96

Objecting: 70 (including a petition with 32 pages of signatures)

Supporting: 23

Others: 2

5.3 The following local groups/societies made representations:

- Friends of the Earth
- Alexandra Park & Palace CAAC
- Ladder Community Safety Partnership

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

- Objections to the design and appearance
 - Inappropriate scale, height and massing
 - Impact on the skyline and townscape
 - Out of keeping with the area
 - Impact on the conservation area
 - Impact on Alexandra Palace and Alexandra Park
 - The scheme should be re-designed
 - The public realm should be given attention on this part of Hampden Road
 - Previously a 9 storey development was rejected and therefore this development should not be supported
 - The design should include PV and living roofs combined across all roofs
 - Poor architecture
 - Too many materials used for the development
 - Too many dead frontages on the ground floor resulting in the potential for anti-social behaviour
 - There is no precedent for a 14 storey development in the location
 - The site is too small to accommodate the development
 - Grim environment
 - The scheme would create a concrete jungle
- Concerns with the quality of the development
 - Poor outlook to the west and over the railway depot and tracks
 - Noise and vibration disturbance to residents facing west
 - Overshadowing to the communal areas of the development
 - Inadequate unit sizes
 - Insufficient play space provision
- Density too high above the mayors standards
- Visual intrusion
- Impact on biodiversity

- Over-intensification
- The site lies within an Ecological Corridor and environmental and ecological importance has not been taken into account
- Housing mix should include more family units as 1-2 beds increase a transient population that would diminish the local community
- Proportion of affordable housing too low
- Landscape design is poor
- The scheme will dwarf the railway line and aspect from the train
- The scheme fails to create sense of community
- Too many residential units proposed
- Lack of employment floorspace
- Loss of employment
- Concerns local businesses will benefit significantly from increased footfall
- The site was originally a commercial area
- Waste Pollution
- Lack of green space
- The proposal does not make the best use of a brownfield site
- The area is already quite busy as there is the Mosque, a Church, a community centre and the Greek Church all operating in the area and whose community congregate on different days which makes the area quite busy
- Excavation will result in further damage to nearby homes
- Concerns around regeneration and impact on the area

- Impact on neighbours and the surrounding area
 - Loss of privacy
 - Overshadowing and loss of light
 - No evidence of a wind study
 - Noise and disturbance during construction
 - Noise pollution
 - Overbearing
 - Over dominant

- Impact on local services and the community

- Transportation concerns,
 - increased parking
 - Increased traffic levels
 - Pedestrian conflicts
 - Road safety
 - Parking provision is too high
 - Impact on Hornsey Rail Station
 - The scheme should be car free
 - Ownership and maintenance of access road
 - Additional services in an already over congested traffic hub

- Parking provision is insufficient
 - There are heavy good vehicles using this road at all times. In addition Wightman Road is a very busy road with cars travelling at great speed
-
- Support for more housing
 - Support as the location is sustainable with good transport links
 - Support for reasonable priced accommodation
 - Support of the height
 - Support as the proposal will help local businesses
 - Support as the scheme would result in efficient use of the site
 - The current use on site at the steel yard proposes to move to a more suitable location where there is a higher demand for customers

5.5 The following issues raised are not material planning considerations:

- Loss of a private view (Officer Comment: This is a private matter and therefore not a material planning consideration)
- Impact on property values (Officer Comment: (This is a private matter and therefore not a material planning consideration)

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of demolition
2. Principle of the development
3. Impact on the Ecological Corridor
4. Density
5. Design
6. Impact on the Character and Appearance of the adjoining Conservation Area
7. Affordable Housing, Mix, Quality, layout and Child playspace
8. Inclusive Access
9. Transport
10. Daylight, Sunlight/Impact on neighbouring amenity
11. Trees
12. Flooding and drainage
13. Energy/Sustainability
14. Waste storage
15. Contaminated land and air quality
16. Conclusion

Principle of demolition

- 6.1.1 The scheme proposes the redevelopment of the site, including the demolition of the existing buildings. The existing buildings that occupy the site have no architectural merit and detract from the appearance of the area. This can be supported by Policy (SA 17) within the draft site allocations DPD Pre-Submission Version January 2016 where no building is sought to be retained.
- 6.1.2 As such the principle of demolition is considered to be acceptable subject to an appropriate replacement scheme.

Principle of the development

Residential Use

- 6.1.3 The proposal provides 174 residential units. The principle of housing is supported by the National Planning Policy Framework (NPPF) 2012 chapter 6 Delivering a wide choice of quality homes, London Plan 2015 Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey Local Plan Policy SP2 'Housing'. The Haringey Local Plan 2013 sets out a target of 8,200 dwellings between 2011 and 2021 (820 per year). Under the new draft plan figure alterations to the London plan (FALP), the 2015 target is increased to 15,019 (1,502 per year). The site is identified as (SA 17) within the draft site allocations DPD Pre-Submission Version January 2016 which supports residential development. In addition the site is surrounded by residential uses and is within a broader residential context.
- 6.1.4 The proposed number of residential units on the site would therefore contribute to providing housing to assist in meeting this housing target.

Loss of Steel Stockholders land/Wilmott House

- 6.1.5 The loss of the existing *B Class uses* floorspace 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 draft DPD Policy DM40 (B) states that the Council will only consider the loss of employment land or floorspace is acceptable, subject to the new development proposal providing the maximum amount of replacement employment floorspace possible, as determined having regard to viability. Although only limited weight can be afforded to draft DPD DM policies given its current status which is early in the adoption process.

- 6.1.6 The site is identified as (SA 17) within the draft site allocations DPD Pre-Submission Version January 2016 which states that new employment space should be provided. This should be the maximum quantity of new flexible workspace feasible on this site. This draft document makes reference to an indicative development capacity of 930 sqm of new employment floorspace. This document has not yet been formally adopted and therefore has limited weight but is still a materially relevant document in assessing such a scheme.
- 6.1.7 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.
- 6.1.8 The site is formed from two land parcels. The Steel Stockholders land parcel to the west extends to approximately 0.4 ha (1 acre) and comprises a steel yard with hardstanding open storage (Use Class B2). There are four separate single storey buildings on site and these provide a total floorspace of approximately 490 sqm (5,350 sq ft). The Wilmott House land parcel to the east extends to approximately 0.3ha (0.7 acres) and comprises two buildings and an open yard area that are understood to have previously been in Class B use. These buildings provide a total floorspace of approximately 2,020 sqm (21,800 sq ft).
- 6.1.9 With regards to Saved UDP Policy EMP4, the site benefits from no strategic or local employment designations. The accompanying Employment Land Report dated April 2016 submitted with the planning application confirms that the extensive marketing for Wilmott House since 2008 has not identified any medium or long term interest from commercial occupiers but Wilmott House have been able to secure full occupancy for most of the period during our involvement by short term lettings reflected by discounted rents. With regards to the Steel Yard which currently employs 7 full time staff, LR Stewart and Sons have operated a successful business from Hampden Road site for many years. However due to the changing nature of the steel industry, owing to competing markets and a significant decrease in profitability in recent times, the director has been exploring the possibility of moving the business to a more strategically located site to fit the current demands for its customers. Notwithstanding this, the existing buildings on the site are in a poor condition and the existing occupier of the

bespoke buildings for the Steel Yard considering the site no longer fit for purpose in an industrial use.

- 6.1.10 The site is not a key site for new employment uses. It is a relatively small employment site that is located within a predominately residential area (with residential uses to the north and east beyond the New River to the west beyond the railway) and it is accessed from residential grade roads.
- 6.1.11 The Employment Land Report confirms that there are no reasonable prospects for continued use and operation of the existing buildings beyond a short term future, with retention of the existing facility not pragmatic. The NPPF seeks to avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. The managed release of surplus land that does not meet the anticipated future needs of industrial and related uses is supported at both a national and regional level so that this land can contribute to strategic and local planning objectives, especially those to provide more housing.
- 6.1.12 Notwithstanding the above, Officers are satisfied that the loss of the employment generating floorspace has been robustly justified in land use planning policy terms and is in accordance with the above policies subject to satisfactory employment floorspace re-provision.

Employment Floorspace Re-provision

- 6.1.13 The existing 2,510 sqm of B8/B2 commercial floorspace will be replaced by 294sqm of flexible B1 commercial floorspace, Officers endorse the target market for this floorspace (identified in the JLL's Employment Land Report) anticipated to be a combination of local start-up businesses, co-working operators and TMT (Technology, Media & Telecommunications) companies re-locating from more Central areas, whilst this would be a significant net loss of 2,216 sqm of commercial floorspace, the proposal would provide significant regeneration benefits and is supported by the emerging draft site allocations DPD (SA21) which does not require re-provision of the existing employment floorspace, given also the proposed development would provide an increased employment opportunity for new, high quality jobs through the provision of 294sqm flexible commercial B1 floorspace. This has been calculated that based upon general office employment densities this would provide up to 24 (24.5) full time equivalent (FTE) jobs.

6.1.14 Therefore, in consideration of the above, and supported by the conclusions within the submitted Employment Land Report, the loss of the existing employment floorspace is considered acceptable in this instance as the replacement floorspace will provide a valuable contribution to the employment floorspace stock in the borough, where there is identifiable demand from smaller B1 users for this type of space proposed in this location in accordance with Local Plan Policy SP8. The reduction in employment floorspace afforded to the existing B2/B8 uses to facilitate a new flexible commercial B1 floor space would therefore be supported by Officers as it is considered a better quality of employment space which at the same time provides an active frontage at ground floor level fronting Hampden Road. A financial contribution for the loss of the existing employment floorspace is not considered necessary given the site allocation and the level of affordable housing provided, however a contribution towards local labour and training would be secured.

6.1.15 Therefore the principle of development is considered to be acceptable, subject to other detailed considerations.

Impact on the Ecological Corridor

6.1.16 In terms of land designation the site in question is designated as an Ecological Corridor within the Local Plan Proposal Map (2013). London Plan Policy 7.19 seeks to ensure that development proposals make a positive contribution to the protection, enhancement, creation and management of biodiversity. The site is identified as (SA 17) within the draft site allocations DPD Pre-Submission Version January 2016 which seeks to ensure that developments enhance the currently poor quality ecological corridor on this site.

6.1.17 Local Plan Policy SP13 seeks to protect and improve the boroughs open spaces of nature conservation value.

6.1.18 Furthermore, Draft DPD Policy DM19 notes that development proposals on sites which are, or are adjacent to, internationally designated sites, Sites of Special Scientific Interest, Local Nature Reserves, Sites of Importance for Nature Conservation or Ecological Corridors, should protect and enhance the nature conservation value of the site. Development that has a direct or indirect adverse impact upon important ecological assets, either individually or in combination with other development, will only be permitted where:

a The harm cannot be reasonably avoided; and

b It has been suitably demonstrated that appropriate mitigation can address the harm caused.

6.1.19 Objections have been received from local residents that the proposed development has not taken into account the environmental and ecological importance of the site. In this instance, a report prepared by Ecological Solutions undertook surveys of the existing site and buildings. The surveys were commissioned to assess any potential ecological constraints to the proposed works at the site and provide recommendations for further survey, avoidance, mitigation and enhancement where appropriate. The surveys have confirmed that there are no significant ecological issues at the site.

6.1.19 Notwithstanding the above, the proposed development is considered acceptable as it would increase biodiversity on the site and would result in a higher ecological value in comparison to the existing land uses. The existing site comprises industrial uses and hardstanding with little or no positive effects on the Ecological Corridor designation of the site. The proposed development would significantly enhance the existing situation with living green roofs, additional planting, bird/bat boxes and significant 'greening' of the site.

6.1.20 Overall, the proposed ecological measures are considered to be a significant improvement over the existing situation to respect the designations of the site, as such, Officers are satisfied that reason 5 of the previously refused planning permission (HGY/2016/0470) has been satisfactorily addressed in that the benefits of the proposal would outweigh the nature conservation value of the site in accordance with London Plan Policy 7.19, Local Plan Policy SP13 and Draft DPD Policy DM19.

Density

6.1.21 Objections have been received from local residents that the proposed development would represent excessive density on the site. The density proposed is 238 units per hectare and 715 habitable rooms per hectare which exceeds the 200–700 hr/ha set out in the London Plan. This marginally exceeds the guidance in the London Plan density matrix, however exceeding the density matrix does not mean that the development is automatically inappropriate for the site. In this instance the proposal is located in a highly accessible location, close to public transport i.e. immediately adjacent to Hornsey Rail Station and close to the town centre. The scheme as amended would result in a high quality design, architecture and approach to the public realm. Therefore, it is considered that the scheme does not constitute an overdevelopment on the site and the quantum of units proposed is acceptable in its local setting, subject to all other material planning considerations being met. Officers are therefore satisfied that reasons 3

of the previously refused planning permission (HGY/2013/0470) has been satisfactorily addressed.

Design

Massing, Form, Development Pattern

- 6.1.21 Policy 3.5 of the London Plan seeks to enhance the quality of local places taking into account local character and density. Local Plan policy SP11 and saved UDP policy UD3 include similar requirements. Policies 7.4 and 7.6 of the London Plan also require that design takes into account context. Local Plan policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. To achieve this development is required to respect its local context and character and historic significance and to contribute to the creation and enhancement of Haringey's sense of place and identity. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and requires development proposals to relate positively to their locality.
- 6.1.22 The proposals are for two blocks, aligned north-south, running across the site, creating two spaces between and to the east of the blocks; the longer block forms a "wall" alongside the boundary of the site with the mainline railway. This means the two blocks present a narrow building frontage to the southern boundary of the site, along the street, and to the north-east to the New River.
- 6.1.23 The two spaces are treated very differently; the space between the blocks is treated, from the southern boundary of the site, as a street; predominantly hard paved, with clear roadway and separate footpaths to either side with parking having the character of on-street parking between, and crucially *all of* the front doors to cores giving access to the flats. Towards the northern end it becomes less a street, more a pair of paths, with a hard paved seating area between, forming a viewing area, and possible future access point onto the New River. The other space, to the east, where the triangle becomes shallower as the New River gets close to the road, is actually between the eastern block and an electricity sub-station at the apex of the triangle. It is treated as a private garden.
- 6.1.24 This plan form could be criticised for failing to give the street sufficient urban enclosure. However Officers consider the details of the proposal give some urban enclosure and notwithstanding this, are consistent with the very different urban character of this stretch of Hampden Road / Station Approach. A sense of enclosure is created as the blocks are high; of which more below, and active frontage is created by housing commercial units in the ground floor ends of both blocks, accessed from the street. The spaces between the blocks provide a

varied silhouette to the street edge elevation, views through from the hard paved street to the green New River corridor and allow great day and sunlight penetration of the landscaped spaces. The form of block ends between spaces directly mirrors that of the 1st block on the south side of Hampden Road/Station Approach west of Wightman Road, where a 4 storey mansion block aligns with Wightman, with just a narrow edge containing a corner shop, facing Hampden, with then the wall to its back yard then the narrow end of a mews style 2 storey block parallel to it behind. Other sites on this short stretch of road are also not fully built up, particularly the depot to the south, which is largely open but with high walls either side of its gate. However, the site and its immediate neighbours feel distinctly separate from the general surroundings and the proposal maintains that separation.

6.1.25 Both blocks step dramatically in height from a low northern end of 4 storeys to 11 and 14 storeys, in a series of steps mirrored in the plan form and elevational treatment in a series of clearly differentiated apparently separated blocks, with some slight and some greater steps in plan. Officers consider that although the blocks do not match the triangular shape of the site, it however creates further triangular landscaped areas between the block ends and the New River, connecting together the landscaped spaces with a continuous landscaped edge to the New River boundary. The only non-rectilinear elements of the design are the canted southern ends of the block plans, canted to better align with the street frontage. Hence the blocks sit in a landscaped setting, but with an urban street edge to their south.

6.1.26 Objections have been received on the issue of design, siting, context and the proposal being out of keeping with the character of the area. In this instance the proposed development is acceptable for the above reasons.

Height, Suitability of the Site for a Tall Building

6.1.27 London Plan Policy 7.7 (Location and Design Tall and Large Buildings) seeks to ensure that tall or large buildings should “relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level”.

6.1.28 Draft DM Policy 6: Building heights seeks to ensure that proposals for taller buildings are justified in urban design terms, protect local and strategic views and at least conserve the significance of heritage assets.

- 6.1.29 The site as identified as (SA 17) within the draft site allocations DPD Pre-Submission Version January 2016 seeks to ensure that the height of development should be at its maximum adjacent to the rail line and Hampden Road and buildings along Hampden Road should create an appropriate street frontage, providing passive surveillance for users of Hornsey station.
- 6.1.30 Objections have been received on the issue of height, Officers consider that the height of the proposal is justified for a number of reasons. Firstly, the site is just within the Haringey Heartland Growth Area, which is acknowledged as an area of significant intensification and potential suitability for tall buildings; it marks the southernmost point of this. The whole growth area is partly so designated by virtue of having good access to public transport and local facilities; this site has particularly excellent access to public transport, being adjacent to Hornsey Station.
- 6.1.31 The wide expanse of the main line railway to its west and depot to its south means that there will be little immediate impact on neighbours of a tall building on this site; indeed the only potential impacts would be on the housing to the northeast of the New River, resolved by the block form stepping down to a matching 4 storeys at its northern end (ground level changes notwithstanding).
- 6.1.32 The proposed tall buildings would inevitably be visible from a wider area. This can be justified in part as providing a marker of the station; a significant local transport node and service, but arguably somewhat tucked away, embedded within the much greater expanse of railway tracks, not right on a road junction and particularly set away from more important streets to its east and north.
- 6.1.33 The site is not crossed by the view corridors of any Strategic Views (the only one in the borough is well away) or by Locally Significant Views as proposed in emerging policy (prepared as part of the Urban Characterisation Study, and proposed to be adopted in the emerging Development Management DPD). However a view corridor crosses just to the south west and others cross many other parts of the Growth Area; this site is one of the few developable sites in the Growth Area unaffected by Local Views.
- 6.1.34 Its visibility has been assessed in a number of Accurate Visual Assessments of Representative Views including views from within Conservation Areas and in proximity to heritage assets, within open spaces and where it will appear in street views. These demonstrate that it will be seen, including from parts of the Hornsey High Street and Hillfield Conservation Areas (including the High Street

itself and Hornsey Churchyard) and from Ducketts Common. However, the size of the visible towers will not be great and subject to the design being of sufficiently good quality it can be seen as a visible landmark.

Elevational Treatment & Fenestration

- 6.1.35 As stated above, the exceptional height of the proposal could be acceptable subject to the quality of the elevational treatment. Elevational treatment can help to mitigate height by giving human scale, pleasing proportions and identity to the overall block appearance, as well as the crucial distinctiveness to the highest points so that they are seen as worthy and interesting landmarks. It is therefore understandable that this element of the proposals has been subject of significant discussion between the Council and refinement of the architects' designs.
- 6.1.36 One of the most important ways in which the composition has been made more pleasing and the impact of the height of the proposals mitigated is by breaking the elevations into distinct elements at the steps, the height and between those, and then to emphasise the slenderness of the component steps. As well as distinguishing between each step as a visually distinct block, stair towers have been pulled out and given a distinctive elevational and material treatment, and wider blocks split with a slot designed in and variations in parapet height. Officers consider that this is particularly successful in making long views of the wide elevations of the blocks elegant and well proportioned, such that they appear as a crowd of separate slender blocks, cheek-by-jowl; best demonstrated in the view from the west, from the Hornsey Station footbridge.
- 6.1.37 In addition to slender vertical elements, it became clear that to achieve elegant elevations, pleasing proportions and a human scale, especially to the tallest elements, a vertical gradation was required. Treatment of a distinct, different "base", for the ground floor of the whole of both blocks, and for the lowest two floors of the highest elements, lifts and visually lightens the blocks, provides a contrasting human-scaled base where the human is in closest proximity. The base is cleverly distinguished in materials not by use of an additional different material but by "rusticating" the standard brick used elsewhere; that is projecting alternate courses to create shadows and therefore a darker appearance; this follows in a long tradition of rustication of bases to give them a more "earthy" appearance. Similarly, for the tallest elements, it has been found to be necessary to distinguish a "top" over 3 floors of the highest elements only.
- 6.1.38 Providing special elevational treatment of the tops of the highest parts of the proposal is also important in their landmark function and to make the elements seen from the longest distance away appear light, sparkling and distinctive.

Therefore the “tops” contain larger areas of glazing, stone details at the parapet and a clear visual break below them.

6.1.39 Over the height of the taller blocks, windows in the “middle”, between the separately expressed base and top, have been grouped over 3 floors, to give those elevations a sense of proportioning commensurate with their height.

6.1.40 Where the stair towers, otherwise distinguished as very slender, darker and plain blocks, emerge above the stepping down blocks, the applicants initially presented large unrelieved blank facades which looked less appealing in long views, especially from the west including in views from the nearby conservation areas. Adding a large picture window, actually proposed to be in glass planks, provides visual interest, variety, a subtle but enticing glow at night and better proportions to those north facing, stepping facades.

Materials and details

6.1.41 The materials palette is predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. A limited palette of just 3 different bricks has been skilfully handled to provide sufficient variety, with bricks to compliment the predominant local weathered, highly brindle, red bricks found most typically in the area. The two main bricks are a lighter and darker red. A pale reconstituted stone will also be used to pick out the parapets to the highest elements.

6.1.42 The most sharply contrasting elements are designed to be the stair towers, and it is proposed that these will be in a grey brick, the 3rd proposed colour. I consider this will be an appropriate contrast; referencing different local contexts, particularly in the railway buildings, and providing a strong contrast that is distinctive but complimentary.

6.1.43 Windows, panelling and balustrades will be in matching metallic paint finish to be decided. Significant areas of panelling are used to group windows to create better proportions, to mark recessed slots between windows. Panelling to the top floors of the tallest blocks will be in painted glass, to give the impression of greater fenestration.

6.1.44 Conditions will be required to secure quality materials and that their detailing is robust, particularly of parapets, window reveals and around recessed balconies, including their soffits.

Quality Review Panel

6.1.45 Haringey's Quality Review Panel (QRP) has considered the development proposals on 16th March 2016 and 17th August 2016. The panel's comments are reproduced in full in the appendices; the panels are nevertheless also set out and addressed below;

QRP Comments	Response
<p>Massing and development density</p> <p>At the previous review, the panel expressed concerns that the development to the northern end should be lower to better relate to the properties across the New River.</p> <p>A cross section illustrating the relationship between the development and existing housing to the north.</p> <p>At the previous review, the panel emphasised that the taller block on Hampden Road would benefit from refinements to the massing and articulation, to increase its elegance.</p> <p>Place-making, character and relationship to surroundings</p> <p>Additional local views should be provided from a number of key points around the site.</p>	<p>Following QRP comments the applicants have reduced the northern ends of both blocks by two storeys, down to 4 storeys. The panel are now satisfied that this element of the scheme creates a more neighbourly interface with the neighbouring residential properties to the north, and helps give taller elements to the south a more slender appearance.</p> <p>Following QRP's comments, the applicant has provided a cross section which demonstrates how the reduced massing better integrates with the surroundings.</p> <p>Following QRP's comments, the slenderness of the 12-storey block has been enhanced by increasing the height to 14 towards to the south. The panel are satisfied that the adjustments in storey heights of the development now ranging from 4 storeys to 14 storeys, achieves a more neighbourly relationship with properties to the north of the site</p> <p>Key viewpoints have been identified and additional local views were produced. The Conservation and design officer are satisfied that the development would not adversely impact on strategic views.</p>

Architectural expression

The north and south terminations of the building could present a slightly different architectural treatment

The western facade was felt to be a bit too monolithic when viewed from the footbridge and/ or the railway.

A number of suggestions were made concerning the detail architectural expression of the façades: grouping some of the windows vertically, extending the rustication of the ground floor to the first level and enhancing the articulation of the elevations.

Following the 2nd QRP, the panel recommends a simpler approach to articulation of the top of the buildings, but acknowledges that this may be a subjective view.

Scheme layout

The panel welcomes the provision of multiple cores within the development, and the avoidance of long corridors

Following QRP's comments, the articulation of the elevation has been modified to feature a number of subtle variations along the full length of the blocks.

Following QRP's comments, the stair cores have been given a contrasting colour to help break down the appearance of the block and enhance its verticality.

The panel welcomes the move to create a more visually distinct 'base' to the development, through extending the ground floor elevational treatment up to include the first floor. The introduction of a slot within the elevations of the tower element help to increase the perception of slenderness, whilst adding a break into the roof-line parapet enables a more elegant solution.

Following a series of meetings with the Council, Officers are satisfied that the top floors feature a more significantly different treatment from the rest of the blocks. A series of studies have been produced to this effect, investigating the use of different architectural elements to emphasise the top floors. The final solutions adopts a series of glass spandrel panels, pre-cast concrete elements and soldier course parapets to emphasise the top three floors of the taller block.

Noted

The panel welcomes the provision of an additional access to the play area. However, it will require very careful design, lighting and management due to the route of the link through the undercroft car park.	Noted

6.1.46 Overall the proposed development is acceptable due to its high quality design which has been achieved to permit the exceptional height and visibility in this sensitive location and the relationship of the proposed development to the street and context is considered positive. Officers are also satisfied that reasons 6 of the previously refused planning permission (HGY/2013/0470) has been satisfactorily addressed.

Impact on the Character and Appearance of the adjoining Conservation Area

6.1.47 The Legal Position on impacts on heritage assets is as follows, and Section 66 and 72 of the [Planning \(Listed Buildings and Conservation Areas\) Act 1990](#), are of relevance.

The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."

The Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area

gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

- 6.1.48 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.1.49 Policy 7.8 of the London Plan (LP) (2015) requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Haringey Local Plan (HLP) (2013) requires the conservation of the historic significance of Haringey's heritage assets. Saved policy CSV5 of the Haringey Unitary Development Plan (UDP) (2006) requires that alterations or extensions preserve or enhance the character of the Conservation Area. Draft DM Policy DM9 continues this approach.
- 6.1.50 The policy tests above concerns development within a conservation area but also covers development that affects the setting of a conservation area, including significant views into or out of the area.
- 6.1.51 The site lies outside the Hornsey village conservation area. Given the height of the proposal, the development would be visible from various view points within and outside of the conservation area. Additionally the site would also be visible in long distance views from Alexandra Palace (Grade II listed), Alexandra Palace Park Conservation area and Registered Historic Park and Hillfield Conservation Area. As such its impact would be on the townscape and setting of the heritage assets and given the limited visibility of the site, would be considered as 'less than substantial harm'.
- 6.1.52 The accompanying Heritage, Townscape and Visual Impact Appraisal dated April 2016 submitted with the planning application produced a number of views Officers considered satisfactory. The proposed development as amended would ensure that the overall bulk and massing of the tallest element of the development, which is most likely to be visible in the views, is animated to a degree so as to add interest to it. This has been achieved to a high enough quality so that the views to and from the heritage assets and their setting are

enhanced. As such the less than substantial harm would be outweighed by the heritage benefits of the scheme. In addition there are additional public benefits associated with the development such as affordable housing, regeneration and the creation of public space on site. The development is therefore acceptable from a conservation point of view.

Affordable housing, mix, quality, layout and child playspace

Affordable Housing

6.1.53 The London Plan through Policy 3.11 seeks to maximise affordable housing provision across London and seeks to provide an average of 17,000 more affordable homes per year up to 2031 and requires 60% of affordable housing to be for social and affordable rent and 40% for intermediate rent or sale.

6.1.54 London Plan Policy 3.12 notes that in negotiating affordable housing on individual private housing and mixed use schemes Local Planning Authorities “should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation (‘contingent obligations’), and other scheme requirements”.

6.1.55 Haringey Council’s affordable housing policy is contained in Policy SP2 of the adopted strategic policies DPD (2013). This requires that the subject to viability schemes meet the 50% affordable housing borough wide target. The alterations to the Strategic Policies DPD, considered by Full Council in November, propose reducing this requirement to 40%, based upon evidence of development viability. The NPPF re-affirms the government’s commitment to ensure that obligations imposed by the planning process do not threaten the deliverability of sustainable development proposals.

6.1.56 The proposal provides for 55 affordable units consisting of a mix of 1,2 and 3 bedroom flats. The affordable housing mix is as follows;

No. of bedrooms	Affordable rent	Shared Ownership
1 bed units	11	10
2 bed units	11	13
3 bed units	10	0
TOTAL	32 units (124 hab rooms)	23 units (71 hab rooms)

6.1.57 The proposed 60:40 tenure split is considered acceptable as higher levels of affordable rent are proposed with the remainder providing intermediate tenure.

Notwithstanding this, the provision of a significant amount of affordable family accommodation is supported by the above policies.

6.1.58 The number of affordable units provided equates to 37.6% based on habitable rooms. Concerns have been raised that the proportion of affordable housing is too low, Officers consider that although this is below the adopted Local Plan and London Plan target borough wide target of 50% it is close to the 40% target within draft Policy SP2 contained in the proposed Alterations to the Strategic Polices Local Plan. The applicant has accordingly submitted an economic viability assessment to justify the level of on-site affordable units offered. The Council has appointed BNP Paribas to provide expert, independent advice on development viability in this case. They have provided a report to the Council which confirms that the proposed development provides the maximum level of affordable housing that the site can viably support when measured against the benchmark land value. This will be subject to a review mechanism, for re-appraisal to maximum cap of the policy requirement (40%) should the proposal not be implemented within 12 months.

6.1.59 The affordable rent units are proposed on the first, second, third, fourth, fifth, sixth, seventh, eighth, ninth and tenth floor of the eastern block. The shared ownership units are proposed on ground, first, second, third, fourth, fifth and sixth floor of the eastern block. In this instance although all the affordable units are exclusively confined to the eastern block rather than pepper potting the tenures, this is considered acceptable given the size of the development in terms of management.

6.1.60 Officers consider that the level of affordable housing, the overall affordable housing mix and tenure split is considered appropriate in this instance.

Housing Mix

6.1.61 London Plan Policy 3.8 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors, including the private rented sector.

6.1.62 Officers need to be convinced that the private and affordable housing dwelling mix for all residential development proposals in the borough is acceptable in order to achieve mixed, sustainable and cohesive communities. Each individual scheme should be considered in its local context, availability of subsidy and viability.

6.1.63 The proposal is for 174 residential units. The general housing mix is as follows:

No. of bedrooms	No. of units	% of units
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1 bed units	61	35
2 bed units	96	55
3 bed units	17	10
TOTAL	174	100

6.1.64 The proposed dwelling mix is mostly of 1 and 2 bedroom units. Whilst it would be preferable to have a mix containing more 3 and 4 bedroom units in principle and across development across the borough. However it is recognised that developments in highly public transport accessible locations and close to facilities are more suitable for smaller units where car ownership and use is lower and acceptance of noise and “liveliness” is greater, whilst developments in more peaceful and less accessible “hinterland” locations are more suitable for greater family sized (3 and 4 bedroom) units

6.1.65 Although the proposed housing mix has a large number of 1 and 2 bedroom units) and there is a shortage of family size units in comparison to the 1 and 2 bed units, in this instance the overall mix is considered appropriate given the location.

Layout and standard of accommodation

6.1.66 London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality and draft DPD Policy DM12 reinforces this approach. The Mayor’s Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.

6.1.67 All flat layouts meet Mayors Housing SPG space and layout standards. It is particularly notable that care has been taken to ensure larger flats are provided with two separate living rooms; a dining-kitchen separate from the living room in most cases, and beyond the base requirement. The proposed units would be provided with an area of private amenity space which meets the Mayor’s minimum standards.

6.1.68 The larger units in the proposal are located at the ends of the blocks. Where the corners provide them with two of three aspects and the potential for larger private amenity space; ground floor private gardens or larger upper floor roof terraces at the frequent places where the block form steps. Indeed it is also notable that almost all the single aspect units in the proposal are one bedroom units, and that single aspect units are only ever east or west facing, never north or south.

6.1.69 Blocks are laid out with a fairly high number of cores so that with only one small exception there are never more than five units per floor accessed off a single core. This is much better than the Mayors Housing SPG maximum of eight. The height of the blocks mean there are inevitably more than 25 units per core in total for some cores, so video entry phones and/or 24hour concierges will be required.

Approach to the front door(s), Accessibility & Legibility of the street layout

- 6.1.70 As mentioned above, all the flats are accessed off cores with front doors opening off the “internal street” that forms the space between the two blocks. This in turn opens off Hampden Road/Station Approach as a natural extension of the street network. The “internal street” is straight and exceptionally clearly laid out; although it is landscaped it will be clearly visible from south to north, with all front doors to cores accessed directly off the internal street or via a short, straight, perpendicular path, avoiding being ever hidden behind set-backs.
- 6.1.71 Officers consider that whilst an alternative layout that permitted all the cores to be accessed directly off Station Approach/Hampden Road would in principle be preferable, it is unlikely such a layout would be physically possible given the depth of the site at its western end, and much greater benefits accrue from “turning” the blocks to more north-south alignment. Furthermore the architects have managed to achieve an exceptionally clear and equal approach to each and every core off the “internal street” with none in a significantly “worse”, less visible or less attractive location, than any others.
- 6.1.72 It would have been preferable in principle if there were some ground floor flats that had their own front doors. However, due to the inevitably large area of ancillary facilities as well as the commercial units, there are only 4no. ground floor flats; two each at the northern end of each block, generally not with any possibility of having a front door visible from the internal street of Hampden Road.
- 6.1.73 The two commercial units provide a contrasting use at the southern end of each block, animating them during the day and providing an active frontage to the busy end of the internal street and the Station Approach/Hampden Road frontage. Otherwise there are numerous doors to car parks, cycle parks and bin stores off the internal street, whilst the plant room for the district heating is buried in its own small basement. It is also notable that the parking is broken up into a number of small blocks, some as “on street” style parking on the internal street, some as small parking garages, to reduce its impact

Daylight/sunlight

- 6.1.74 A detailed analysis has been undertaken to examine the amount of daylight enjoyed by the habitable rooms of the proposed residential units which shows that overall 88% of the rooms achieve or exceed the recommended BRE average daylight factor (ADF). The rooms that do not achieve the BRE average daylight factor (ADF) levels are secondary bedrooms and others are within apartments where all the other rooms do achieve the numerical values.” The 1 and 2 bed units have large multi-function rooms which contain a kitchen element. The kitchen element within these rooms is, in most cases, located at the rear of the room with the intention of it being artificially lit. BRE guidance accepts this

situation may exist, stating that “If the layout means that a small galley-type kitchen is inevitable, it should be directly linked to a well day lit living room.” The overall level of daylight amenity within the residential elements of the development is, therefore, considered to be good. The detailed daylight/sunlight analysis has demonstrated that the level of sunlight the proposed amenity space will enjoy is well in excess of that recommended within the BRE Guidelines. The daylight/sunlight analysis of the neighbouring properties are discussed further on in the report.

Noise pollution

6.1.75 The noise from the railway line is a significant constraint on this site, and it is noted that units within the western block have been designed with bedroom windows facing the railway. The applicant has submitted a noise assessment report which concludes that appropriate noise mitigation measures (i.e. acoustic glazing and mechanical ventilation) will need to be employed, but with these measures the development would provide a satisfactory noise environment for the affected units, therefore a condition will be imposed seeking a detailed design which incorporates measures to insulate the units against unacceptable noise. Overall the proposal subject to appropriate mitigation provides reasonable living conditions for prospective occupiers in accordance with London Plan Policy 3.5 and Local Plan Policy SP2.

Child Playspace

6.1.76 Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards 2009, where London Plan Policy 3.6 and Local Plan Policy SP13 underline the need to make provision for children’s informal or formal play space. The provision of play space should integrate with the public realm without compromising the amenity needs/enjoyment of other residents and encourage children to play.

6.1.77 The Mayor’s ‘Shaping Neighbourhoods: Play and Informal Recreation’ SPG sets a benchmark of 10 sq.m. of useable children’s playspace to be provided per child, with particular emphasis on playspace for children under five years old to be provided on-site. Based on the proposed tenure mix, a child yield of approximately 39 children could be expected from this development, of which 20 would be under five.

6.1.78 Based on the housing and tenure mix, the provision of play space would meet the London Plan requirements subject to a condition imposed seeking a detailed playspace design which includes suitable landscaping, climbable objects, fixed equipment, facilities for younger and older children and facilities suitable for disabled children and carers.

6.1.79 Overall, the quality of residential accommodation of the new development is considered to be acceptable for prospective occupants in meeting the policy aims and objectives of Local Plan Policies SP2 and SP13, London Plan Policies 3.5 and 3.6 and the Mayor's Housing Supplementary Planning Guidance. Officers are also satisfied that reasons 4 of the previously refused planning permission (HGY/2013/0470) has been satisfactorily addressed.

Inclusive Access

6.1.80 Local Plan Policy SP2 and Policy 3.6 of the London Plan require that all housing units are built to Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users

6.1.81 The proposals provide 10% of the units as wheelchair units (Part M4(3) compliant) as required in planning policy and the typical layout for the M4(3) is considered acceptable. The wheelchair accessible units would be provided at all floor levels and although the wheelchair units only apply to the 2 bed flats and not a variety of unit sizes. Officer consider the 2 bed units adaptable for wheelchair use is acceptable in this instance

Daylight, Sunlight/Impact on the amenity of adjoining occupiers

6.1.82 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. In respect of tall buildings London Plan Policy 7.7 states that tall buildings should not affect their surroundings adversely in terms of overshadowing, noise and/or glare and should not impact on local or strategic views.

6.1.83 The site as identified as (SA 17) within the draft site allocations DPD Pre-Submission Version January 2016 seeks to ensure that the amenity of residential properties on the northern bank are respected.

Daylight/Sunlight

6.1.84 Significant concerns have been raised during the consultation from neighbouring properties in respect of the impact of the proposed development on surrounding daylight and sunlight. The applicant has submitted a Daylight, Sunlight Study in line with Building Research Establishment (BRE) 2011 guidelines, British Standard BS 8206:2008 Lightings for buildings and Planning Practice Guidance (2014) – Design. Daylight is measured by Vertical Sky Component (VSC) whereas the acceptable level of sunlight is calculated by Annual Probable Sunlight Hours (APSH), The BRE Report suggest a VSC of 27% or more should

be achieved if a room is to be adequately day lit. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March. Only the existing habitable rooms of the neighbouring buildings are considered for the purpose of the BRE calculation.

6.1.85 The applicant's daylight and sunlight report provides analysis on the loss of daylight and sunlight to windows of neighbouring residential properties Hollam House, 41-46 Denmark Road and Regis Court which are located north of the site on the other side of New River. The results of the analysis demonstrate that with regard to daylight all 96 windows analysed will achieve the recommended Vertical Sky Component. Within 41-46 Denmark Road, all except two bedrooms, which the BRE Guidelines state are secondary windows will have a significant portion of their area in front of the No Sky Line. All windows will achieve the recommended total APSH. Although they may not achieve the recommended level of sunlight during the winter months, this is not considered inappropriate for such an urban location and taking into account the under developed nature of the site.

6.1.86 In terms of sunlight, the analysis demonstrates that Hollam House and Regis Court will achieve an exceptional level of sunlight. In relation to 41-46 Denmark Road, all windows will achieve the recommended total APSH. Although they may not achieve the recommended level of sunlight during the winter months, this is not considered inappropriate for such an urban location and taking into account the under developed nature of the site.

6.1.87 With regards to the neighbouring amenity space, the analysis has considered the level of direct sunlight this will enjoy. This demonstrates that in all except one instance, where currently very limited direct sunlight is currently enjoyed, at least 50% or 0.8 times the existing area will enjoy at least 2 hours of sunlight on the 21st March.

6.1.88 In conclusion despite the concerns raised by the neighbours, taking account of the room arrangements to these properties existing levels of light to the windows in question it can be demonstrated that the development does not cause any breaches of BRE guidelines.

The proposed development is therefore considered acceptable and within the guidelines of BRE.

Privacy and overlooking

6.1.89 Concerns have been raised that the proposed development would result in loss of privacy/overlooking issues in particularly to the properties to the north of the site and on Wightman Road. Officers consider however that given the 26m distance of the proposed development from the neighbouring existing dwellings of Denmark Road, building angles and the trees in the New River corridor between them mean there would not be any concern from overlooking and loss of privacy to these dwellings. Similarly the distance between the two blocks rules

out any privacy or overlooking concern between the two proposed blocks. The buildings' height means that upper floors of both buildings will inevitably enjoy long views of Alexandra Palace and beyond from the upper floors communal areas. These elevated viewpoints across the Borough from homes exist in a range of locations across London and Haringey and whilst providing potential for overlooking across large areas, have nevertheless become commonplace in both inner and outer London.

Outlook

6.1.90 The proposed development will undoubtedly change the relationship between the buildings on the site and existing surrounding properties, in particular residential properties to the north of the site. The scale and height of the building will have an impact upon outlook from these surrounding homes and will be an obvious change from the existing building on the site. Surrounding residents will accordingly experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account the urban setting of the site and its current condition the proposal is not considered to result in an unacceptable impact on local amenity and as such is considered to satisfy planning policy.

6.1.91 To conclude the proposed development has taken careful consideration of its layout, form and design to ensure that the privacy and amenity of neighbouring occupiers will not be adversely affected. As such the proposal is considered to be in accordance with London Plan 2011 Policy 7.6 and policy UD3 of the UDP and draft DM Policy DM1

Parking and highway safety

6.1.92 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 Draft DM Policies DM31 and DM32.

6.1.93 Parking, highway, pedestrian conflict and increased traffic levels has been cited as a concern from neighbouring properties, the Council's Transportation Team has been consulted and advised that the Transport Assessment and assorted appendices submitted considered the Transportation aspects, impacts and appropriate mitigation for the development proposal.

6.1.94 Officers consider the proposal is well placed for access to public transport services, and is located in areas of formal parking control. However a number of potential impacts can arise and suitable mitigation will be necessary to manage these to make the development acceptable in Transportation terms.

6.1.95 As proposed the application includes 52 parking spaces, including 17 No. blue badge spaces for the 10% of units that will be fully/wheelchair accessible. There may be some issues with parking stress arising from the development. Notwithstanding the above, Officers consider the development is acceptable subject to details of cycle parking and streetscape arrangements to Hampden Road, Delivery and Servicing Plan and Construction Logistics Plan would be conditioned consistent with policy and the developer has agreed to secure £20,000 towards improving the pedestrian routes to and from the site. The developer has agreed to secure £9,000 to investigate potential measures to mitigate issues with parking stress arising from the development. The developer has agreed that the site is to be permit/car free with respect to CPZ permits. The developer has agreed to secure £3000 for travel plan monitoring and offer free car club membership to all residents of the development for a period of the at least the first two years and include £50 car club credit for each unit. This will be secured by a S106 contribution. The developer has also agreed to secure £30,000 towards improving the Highway Environment and conditions for pedestrians, cyclists and motorists.

6.1.96 Notwithstanding the above provision, it is considered that the proposed development would not have any adverse impact on the surrounding highway network or significant increase on car parking demand in this location. Officers are therefore satisfied that reasons 1 of the previously refused planning permission (HGY/2013/0470) has been satisfactorily addressed in that off-street parking provision has been provided by creating 52 car parking spaces.

Trees

6.1.97 UDP (2006) Policy OS17 states that the Council will seek to protect and improve the contribution of trees, tree masses and spines to local landscape character by ensuring that, when unprotected trees are affected by development, a programme of tree replanting and replacement of at least equal amenity and ecological value and extent is approved by the Council.

6.1.98 The applicant has provided an Arboricultural Report which surveyed the trees on site. The report demonstrated that tree cover at this site consists of Lombardy poplars, with a limited life expectancy and self-seeded Sycamores. There are no trees of high quality and value (Category A). The vast majority of existing trees are of low quality and value and are Category C trees, in accordance with BS 5837: 2012 Trees in relation to design, demolition and construction. A small number of trees are proposed for removal to either, facilitate the development or because they are in a poor structural condition. The tree protection plan demonstrates that the existing trees located along the northern boundary, adjacent to the new river are to be retained. The Council Arboricultural Officer has assessed the report submitted and is satisfied that the removal of these trees will not result in a detrimental impact on the site or screening of it off site and the

re-development of the site would have minimal impact on the existing tree cover, if protective measures are installed in accordance with the recommendations of the Arboricultural Method Statement. New tree planting within the development is recommended to improve the sustainability of the site and enhance biodiversity, while also increasing the quality of life for future residents.

6.1.99 Therefore overall it is considered that subject to condition, the proposal would protect and improve the contribution of trees to local landscape character in accordance with above policy. The species and location of the replacement trees will be agreed with the LPA and planted during the next planning season after the completion of the development

Flooding and drainage

6.1.100 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.

6.1.101 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.

6.1.102 The applicant has provided a drainage strategy which states that the proposal will utilise SUDS and conform to the London Plan hierarchy. The Council's SUDS officer is satisfied with the strategy subject to further details of the management and maintenance plan for the lifetime of the development. This will be secured by condition.

6.1.103 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'

Energy/Sustainability

6.1.104 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. 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 is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015).

6.1.105 The applicant has updated the Energy Statement, Sustainable Design and Construction Statement and provided the Overheating Assessment. The Overheating assessment shows that the commercial and the shared spaces over heat. While several of the models residential units come close to overheating. The applicant has stated that the way that they would address this is by installing mechanical cooling. This in turn will increase the energy requirements for the development (as they state by 1.3%). At this late stage a redesign to minimise overheating risk is unlikely to be a viable option. Therefore the only way to mitigate against this is to accept a 1.3% increase in energy demand on the baseline of 187.7 tonnes (which will increase carbon emissions by 2.44 tonnes). Based on this I would expect that this increased carbon emissions that this amount is offset at the cost of £2,700 per tonne and will require a contribution of £6,588 to the Councils Carbon Offsetting Fund.

6.1.106 With regards to sustainability design, the applicant has given the Council a BREEAM pre-assessment on the non-residential units. This shows that a BREEAM "very good" is achievable. Officers considered this satisfactory subject to condition. With regards to Community Energy Connection, the applicant has delivered a route map for connections to community heating. This runs through the car park into the highway. Officers consider this satisfactory subject to condition. The applicant has provided no details on the design of the living roofs this is referenced throughout the ecological assessment and highlights the biodiversity benefits. The floor plans show an area of approx 700m² allocated to living roofs. Officers considered this satisfactory subject to condition.

6.1.107 The proposal is therefore considered to be a sustainable design in accordance with the above policies.

Waste Storage

6.1.108 London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection

6.1.109 The applicant has provided details of the revised waste storage arrangements with 29 x 1100 L Euro bins for refuse, 18 x 1100L Euro bins for recycling, 12 x 140 L Food waste exterior box for the proposed flats. The commercial waste is separate from the residential waste and a total of 4no 1100L Euro bins. These would be spread across the site in 5 stores. Bulk waste containers are located no further than 10 metres from the point of collection. Routes from refuse stores to collection points are as straight as possible, with no kerbs or steps. Gradients are no greater than 1:20 and all surfaces are smooth with dropped kerbs. All doors and pathways are 200mm wider than any bins passing through them. Waste containers are to be lit to ensure safety for residents and collectors. All containers are housed to facilitate once per week collections. Access through security gates and doors for household waste collection, including codes, keys, transponders or any other type of access equipment will be provided to the council. A vehicle tracking plans for the proposed site layout is provided to demonstrate how the refuse vehicle will enter the development to make the collections and how the vehicle will manoeuvre through the area and make exit

6.1.110 As such, 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.

Contaminated land and air quality

6.1.111 Saved Policy ENV1 and draft DM Policy DM32 require development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.

6.1.112 The applicant has assessed the potential for contamination on the site and the impact of such contamination, The Council's Environmental Health Pollution Officer raises no objections subject to conditions

Air Quality

6.1.113 The London Plan, Policy 7.14 states that new development should: 'minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). The policy seeks to ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site.

6.1.114 UDP saved policy UD3 sets out that: "The Council will require development proposals to demonstrate that:

a) there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking, aspect and the avoidance of air, water, light and noise, pollution (including from the contamination of groundwater/water courses or from construction noise) and of fume and smell nuisance;.

6.1.115 An air quality assessment has been submitted to assess the air pollution impact of the proposed developments. The Council Lead Pollution Officer has assessed the report submitted and is not satisfied as the development will result in an increase in the vehicle movements and impact on air quality. Therefore measures such as reduced parking levels; the provision of electric charging facilities; and a travel plan are important to minimise the increases in emissions. The benchmarking comparison is also not appropriate, as the AQ neutral assessment has classified the borough as an 'outer' London borough however the GLA classes Haringey as an inner borough

6.1.116 For the commercial use the emissions benchmark has been based on 219 m² whereas the amount of commercial space is given as 160m². Therefore the benchmark value is overestimated.

6.1.117 It is stated that worst case assumptions have been made however the emission factor selected for the CHP emissions used in the AQ neutral calculation is assumed to be 81.41 mg/kWh. However no information on the proposed technology type or model of CHP that could be employed is provided. Therefore no evidence is provided to show that it is capable of meeting this emission level or that it will meet the emission standards set in the London plan Sustainable Design and Construction SPG for Band B as the data again is not provided in units which are directly comparable to the standard. This should be provided and the reference conditions stated.

6.1.118 Therefore the conclusions of the AQ assessment are not accepted in this instance. Notwithstanding the above, a revised air quality assessment (including the air quality neutral assessment) taken into account the comments raised above shall be submitted, along with the site investigation report, to the Local Planning Authority for approval in the form of a condition.

6.2 Conclusion

6.2.1 The proposed development optimises the potential of the site for a high quality mixed use development taking account of the character of the surrounding area, providing significant regeneration benefits.

6.2.2 The loss of the existing Steel Stockholders land and Wilmott House will be replaced by good quality residential accommodation, whilst contributing to the Borough's housing targets and the flexible B1 commercial floorspace proposed would add to the vitality and vibrancy of this section of Hampden Road.

6.2.3 The employment opportunities are considered to support the objectives within the Corporate Plan and Local Plan and will have a positive economic impact in the locality and planning obligation will secure opportunities to maximise the regeneration benefits of the proposal.

6.2.4 The visual and townscape assessments accompanying the application demonstrate that the overall bulk and massing of the tallest element of the development, which is most likely to be visible in the views, is animated to a degree so as to add interest to it. As such the less than substantial harm would be outweighed by the public benefit created by the development

6.2.5 The design is considered to be high quality which justifies a higher density than recommended in the London Plan guidance.

6.2.6 There would be 37.6% affordable units based on habitable rooms which an independent viability assessment has shown to be maximum level of affordable housing that the site can viably support.

6.2.7 The proposed mix of units is considered appropriate for a high density scheme at an accessible location with a larger number of smaller units but also some larger family units.

- 6.2.8 The proposed residential accommodation would be high quality and meet all the required London Plan Standards and meet the requirements for child playspace.
- 6.2.9 10% of the residential units will be fully wheelchair accessible.
- 6.2.10 In terms of impact on the residential amenity of neighbouring properties the proposal is acceptable and would not cause unacceptable overlooking or loss of privacy or sense of enclosure or affect daylight/ sunlight.
- 6.2.11 The scheme subject to appropriate mitigation for the development proposal will have no adverse impact on the surrounding highway network or on car parking conditions in the area.
- 6.2.12 The level of carbon reduction proposed is considered acceptable in this instance and carbon offsetting is required through the S106 to reach the London Plan target. The building has been designed such that demand for cooling will be minimised. The proposal will provide sustainable drainage and will not increase flood risk and is considered to be a sustainable design.
- 6.2.13 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

6.6 CIL

Based on the information given on the plans, the Mayoral CIL charge will be £357,368.62 (8,308 sqm x £35 x 1.229) and the Haringey CIL charge will be £1,444,844.28 (8,308sqm 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 sec. 106 Legal Agreement

Applicant's drawing No.(s) 6538-D1000, 6538-D1100. 6538-D1101, 6538-D1102 6538-D1700, 6538-D1701, 6538-D1702, 6538-D9200, 6538-D9201, 6538-D9202, 6538-D9203, 6538-D9204, 6538-D9205, 6538-D9206, 6538-D9207, 6538-D9208, 6538-D9209, 6538-D9210, 6538-D9211, 6538-D9212, 6538-D9213, 6538-D9214, 6538-D9214, 6538-D9800, 6538-D9801, 6538-D9802, 6538-D9803, 6538-D9707, 6538-D9708, 6538-D9720, 6538-D9500, 6538-D9501, 6538-D9502.

- Air Quality Assessment prepared by MLM Environmental dated April 2016
- Arboricultural Method Statement prepared by Ian Keen Limited
- Archeological Desk-Based Assessment prepared by CgMs Consulting
- Geoenvironmental interpretative report prepared by CGL Providing Ground Solutions
- Cover letter prepared by Fairview New Homes Ltd dated April 2016
- Crime Impact Statement prepared by Formation Architects dated April 2016
- Daylight and Sunlight Report prepared by CHP Surveyors Ltd dated April 2016
- Design and Access Statement prepared by Formation Architects dated April 2016
- Addendum to the Design and Access Statement dated August 2016
- Surface Water/SUDs Strategy prepared by Infrastructure Design Limited
- Ecology Assessment prepared by Ecology Solutions dated April 2016
- Employment Land report prepared by JLL dated April 2016
- Energy Statement prepared by Low Energy Consultancy Ltd dated May 2016
- Foul Sewerage and Utilities Assessment dated April 2016
- Heritage, Townscape and Visual Impact Appraisal prepared by NLP dated April 2016
- Noise Impact Assessment prepared by Grant Acoustics dated May 2016
- Planning Statement prepared by JLL dated April 2016
- Statement of Community Involvement prepared by Curtain & Co dated April 2016
- Sustainable Design and Construction Statement prepared by Low Energy C Ltd dated May 2016
- Transport Assessment prepared by AECOM consultancy dated April 2016
- Residential Travel Plan prepared by AECOM dated April 2016
- Arboricultural Report prepared by Ian Keen Ltd
- Waste Management Statement dated April 2016

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:

6538-D1000, 6538-D1100. 6538-D1101, 6538-D1102 6538-D1700, 6538-D1701, 6538-D1702, 6538-D9200, 6538-D9201, 6538-D9202, 6538-D9203, 6538-D9204, 6538-D9205, 6538-D9206, 6538-D9207, 6538-D9208, 6538-D9209, 6538-D9210, 6538-D9211, 6538-D9212, 6538-D9213, 6538-D9214, 6538-D9214, 6538-D9800, 6538-D9801, 6538-D9802, 6538-D9803, 6538-D9707, 6538-D9708, 6538-D9720, 6538-D9500, 6538-D9501, 6538-D9502.

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

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

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

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

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

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

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

- 6 No development (excluding demolition) 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:

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, excluding demolition. 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 shall be implemented in accordance with the approved details and 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.

- 7 A post construction certificate confirming that the development undertook a BREEAM UK New Construction 2014, for the office development on this site that will achieve a “very good” outcome (or equivalent) shall be submitted to and approved in writing by the Local Planning Authority at least 6 months of completion on site.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this

rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.

- 8 The sustainability measures as set out in the set of environmental documents submitted as part of the application must be delivered.

Measures that the Council will expect to see delivered on site, and evidenced through the development process include:

- That the scheme has signed up to the Considerate Constructors Scheme and will demonstrate how best practice standards with a score of above 26 (as per the Sustainability Statement);
- That the development will incorporate bat boxes into the trees and other suitable locations along the river edge (as per the Ecological Assessment / Sustainability Assessment)
- That the buildings will integrate bird boxes on the northern flank on the buildings within the building structure (not wooden but integrated bricks) (as per the Ecological Assessment / Sustainability Assessment)
- That the buildings will integrate insect boxes (insect hotels) on the northern flank on the buildings within the building structure (not wooden but integrated bricks) (as per the Ecological Assessment / Sustainability Assessment)
- That an area of approx 350 m² of the total roof area is covered with PV panels (as per the Energy Strategy);
- That an area of approx of 700 m² of the roof space will be a living roof spread out over multiple roofs (as per the floor plan maps);

The applicants will provide evidence that the above have been delivered to the local planning authority at least 6 months of completion on site for approval.

In the event that the development fails to deliver the required measures, a full schedule and costings of remedial works shall be submitted for our written approval. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.

9. The Energy measures as set out in Energy Statement, Railway Approach, Hampden Road, Hornsey. By Low Energy Consultancy Ltd, version 3 and dated 25 July 2016 must be delivered.

The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of a 35.2% carbon reduction beyond building regulations 2013. The equipment and materials shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.

Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04

10. Prior to commencement on site details of the living roofs shall submitted to the local authority for approval. This will include the following:

- A roof(s) plan identifying where the living roofs will be located and total area covered;
- Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s);
- Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- Details on the diversity of substrate types and sizes;
- Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates;
- Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. That the living roofs will not rely on one species of plant life such as Sedum (which are not native);
- Details of the location of log piles / flat stones for invertebrates;

The living roofs will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.

The living roofs shall then be carried out strictly in accordance with the details approved by the Council and shall be maintained as such thereafter.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.

11. A revised air quality assessment (including the air quality neutral assessment) to show that it is capable of meeting this emission level or that it will meet the emission standards set in the London plan Sustainable Design and Construction SPG for Band B as the data again is not provided in units which are directly comparable to the standard shall be submitted, along with the site investigation report, to the Local Planning Authority for approval prior to the commencement of the development.

Reason: To ensure the development meets the emission standards set in the London plan Sustainable Design and Construction SPG for Band B

12. Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards and stack discharge velocity as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form must be submitted to and approved by the LPA.

Prior to installation details of all the chimney heights calculations, diameters and locations, maintenance schedules and confirmed emissions of selected CHP plant (including abatement equipment if relevant), to meet Band B of the GLA SPG Sustainable Design and Construction and shall be submitted to the Local Planning Authority for approval.

Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction, protect local air quality and ensure effective dispersal of emissions.

13. Before development commences other than for investigative work:

a) Using information obtained from the report CGL report dated May, 2016 (ref CG/18644) additional site investigation, sampling and analysis shall be undertaken.

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.

b) 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.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

14. 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.

15. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: To Comply with Policy 7.14 of the London Plan

16. Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.

Reason: To Comply with Policy 7.14 of the London Plan

17. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

18. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on

site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

19. A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees.

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

20. Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural method statement. The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition. The tree protective measures must be periodically checked the Consultant Arboriculturist

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

21. All construction works within root protection areas (RPA) or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

22. The development hereby permitted shall not be begun until details of the design, implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the local planning authority in consultation with the Environment Agency. Those details shall include:

- a) Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;
- b) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- c) Flood water exceedance routes, both on and off site;
- d) A timetable for its implementation, and
- e) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

23. No part of any phase of the development shall begin until details for the disposal of surface water using (Sustainable drainage systems) and sewage has been submitted to and approved in writing by the Local Planning authority. All works that form part of the approved scheme shall be carried out before any part of the development in that phase or sub phase is occupied.

Reason: To prevent the increased risk of flooding and to improve water quality.

24. The drainage system must be maintained by the developer prior to adoption to ensure it functions as designed and in accordance with the approved drainage strategy. The maintenance requirements set out below must be submitted to and approved in writing by the local planning authority.

Reason: To ensure the drainage system functions as designed and approved prior to adoption

25. No development shall take place until a detailed design and associated management and maintenance plan of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design prior to the use of the building commencing.

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

26. 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

27. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To protect groundwater. No site investigation fully characterises a site.

28. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To protect groundwater

29. No drainage systems for the infiltration of surface water drainage into the ground at this site is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason

To protect groundwater. Infiltrations SUDs/ soakaways through contaminated soils are unacceptable as contaminants can remobilise and cause groundwater pollution

30. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason; To protect groundwater

31. The Environment Agency recommends the removal of all underground storage tanks (USTs) that are unlikely to be reused. Once the tanks and associated pipelines have been removed, samples of soil and groundwater should be taken to check for subsurface contamination. If soil or groundwater contamination is found, additional investigations (possibly including a risk assessment) should be carried out to determine the need for remediation

Reason; To protect groundwater

32. The proposed development is located within Source Protection Zone 1 of a groundwater abstraction source. These zones are used for potable water sources for public supply for which Thames Water has a statutory duty to protect. Consequently, development shall not commence until details have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, of how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction.

Reason: To ensure that the water resource is not detrimentally affected by the development.

33. Thames Water requests that further information on foundation design be submitted for detailed consideration. This will include - a. the methods to be used b. the depths of the various structures involved c. the density of piling if used d. details of materials to be removed or imported to site. More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603.

Reason – to better assess the risk to water resources from the construction of the foundations

34. Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies

should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

35. No 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.

36. Full details including scaled drawings and the manufacturer's specification for the proposed cycle parking arrangements will need to be provided, to confirm the arrangements proposed will be adequate in terms of spacing, manoeuvring room and the like to access the parking, and to demonstrate that the manufacturer's specifications for installation will be met. These details to be submitted to and approved in writing by the local planning authority prior to occupation.

Reason: To promote travel by sustainable modes of transport to and from the site in particular by bicycles.

37. A Delivery and Servicing Plan to be submitted and approved in writing by the local planning authority prior to occupation of the development which details the numbers of expected movements, the types of vehicles that will visit the site and the arrangements for making deliveries so that there are no adverse impacts on the highway. It should also contain details of the arrangements for refuse and recycling collections.

Reason: To reduce congestion on the highways network

38. A Construction Logistics Plan to be submitted and approved in writing by the local planning authority prior to commencement of development The site is located in a busy area with existing demands on the Highway Network, and the demolition and build out needs to be carefully planned and managed to minimise construction impacts. The CLP needs to detail the following and can be covered by condition;

□

- Contract Programme/duration
- Numbers and types of construction vehicles attending the site on a daily/weekly basis

- Means of managing/scheduling the construction vehicles attending site to ensure highway impacts are minimised, including avoidance of movements in the AM and PM peak hours
- Details of any temporary Highway measures proposed to facilitate the works
- Arrangements to prevent/minimise travel by car to the site by construction staff and labour.

39. All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.

Reason: To safeguard rail infrastructure

40. Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement

Reason: To safeguard rail infrastructure

41. Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

Reason: To safeguard rail infrastructure

42. Consideration should be given to ensure that the construction and 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 therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision

and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

Reason: To safeguard rail infrastructure

- 43 Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. **Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval**

Reason: To safeguard rail infrastructure

- 44 Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.

Reason: To safeguard rail infrastructure

45. The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.

Reason: To safeguard rail infrastructure

46. Prior to occupation of the development a detailed drawing demonstrating how the playspace design would be laid out shall submitted to the local authority for approval. It should be ensured that the on-site playspace provision includes suitable landscaping, climbable objects, fixed equipment, facilities for younger and older children and facilities suitable for disabled children and carers.

Reason: To ensure an adequate playspace facility

- 47 The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall

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

Reason: In order to protect the visual amenities of the neighbourhood

48. All homes within the Development shall be constructed to 'Lifetime Homes' standards, unless otherwise agreed in writing by the Local Planning Authority. Where compliance cannot be met with regards specifically to units within the hereby approved converted buildings, details as to why and evidence that best endeavours have been undertaken to achieve 'Lifetime Homes' standards shall be submitted to, and approved in writing by the Local Planning Authority, prior to the first occupation of the non-complying unit.

Reason: To ensure the provision of accessible housing in accordance with London Plan Policy 3.8, Saved Policy HSG1 of the UDP.

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 £357,368.62 (8,308 sqm x £35 x 1.166) and the Haringey CIL charge will be £1,444,844.28 (8,308 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 : 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

INFORMATIVE: Former BR Land Smaller Land Issues: It is incumbent upon the applicant to investigate all the covenants and understand any restrictions relating to the site which may take precedence over planning conditions. Please note that the comments contained in this response to the council do not constitute formal agreement of any existing covenants.

INFORMATIVE: Fail Safe Use of Crane and Plant: 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 materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

INFORMATIVE: Security of Mutual Boundary: Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

INFORMATIVE: Fencing: Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.

INFORMATIVE: Demolition: Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Project Manager before the development can commence.

INFORMATIVE: Vibro-impact Machinery: Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

INFORMATIVE: 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.

INFORMATIVE: Abnormal Loads: From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g. bridges, particularly the Hampden Road bridge over the river). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail would request that the applicant contact our Asset Protection Project Manager to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.

INFORMATIVE: Cranes With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

INFORMATIVE: Encroachment: The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (**s55 British Transport Commission Act 1949**). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

INFORMATIVE: Trees/Shrubs/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. 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:

Acceptable:

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

Not Acceptable:

Acer (*Acer pseudoplatanus*), Aspen – Poplar (*Populus*), Small-leaved Lime (*Tilia Cordata*), Sycamore – Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), Ash (*Fraxinus excelsior*), Black poplar (*Populus nigra* var, *betulifolia*), Lombardy Poplar (*Populus nigra* var, *italica*), Large-leaved lime (*Tilia platyphyllos*), Common lime (*Tilia x europea*)

A comprehensive list of permitted tree species is available upon request.

INFORMATIVE: Access to Railway: All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development. In particular, access to the railway bridge and railway access point must be maintained at all times both during and after construction. Network Rail is required to recover all reasonable costs associated with facilitating these works.

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Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>This application is for demolition of the existing buildings on the site, which comprise the Steel Stockholders Yard and Willmott House, and redevelopment to provide two blocks of between 4 and 14 storeys in height comprising 174 residential units (Use Class C3), and 160 sqm flexible B1 floorspace, plus the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development. The residential units break down into the following</p> <p>1 bedroom – 61 No. 2 bedroom – 96 No. 3 bedroom – 17 No.</p> <p>As is standard, 10% of the residential units will be designated as full accessible/wheelchair units and accordingly will be allocated a parking space.</p> <p>The site is located to the north side of Hampden Road, west of the junction with Wightman Road and is accessed via Wightman Road. The site has a location that has detailed by TfL's WEBCAT site as 'good' to 'very good' public transport accessibility level (PTAL 4/5) and is within walking distance of Turnpike Lane underground station, Hornsey Rail station, Green Lanes and Turnpike Lane bus corridors. The section of Hampden Road that the site is accessed from is in private ownership and is part owned by Network Rail and British Waterways, providing access to Hornsey train depot and</p>	<p>Noted/Conditions/informatives/S106 contribution agreed</p>

Stakeholder	Question/Comment	Response
	<p>pedestrian access to the overbridge accessing Hornsey Rail Station. Hampden Road is therefore an important commuter route and east - west pedestrian link.</p> <p>The site is located within the Wood Green Outer Controlled Parking Zone, which has operating hours Monday to Saturday 0800 to 1830. The length of Hampden Road that accesses the site is not physically within the CPZ as it is not Highway but the surrounding area is covered. To the west of the site across the railway, but within walking distance, the immediate locality is within the Hornsey South CPZ, which has operating hours 11.00 – 13.00 Monday to Friday.</p> <p><u>Site Access</u> The applicant is looking to utilise a single point of Highway access to the site. The existing buildings currently have three so this will be an improvement from the pedestrian comfort perspective. Pedestrians and cyclists will utilise this as well. The stretch of Hampden Road west of Wightman Road is not Highway and it privately owned.</p> <p><u>Car Parking</u> 52 parking spaces are proposed in total, which will include a car club bay, and 17 of these will be blue badge bays allocated to the fully accessible/wheelchair units. 2011 Census data for this postcode detailed that average car ownership was 0.31 vehicles per residential unit. Based on this, 174 residential units would generate a parking demand of 54 spaces. Whilst the provision is very close to this (50 to 52 spaces in total), there is still some potential for parking overspill from the site, as a third of the bays available will be earmarked for the wheelchair/fully accessible units, thus potentially leaving a shortfall for non blue badge parking. There is also a single bay initially proposed for a car club vehicle. Therefore there is a likelihood of increasing parking</p>	

Stakeholder	Question/Comment	Response
	<p>stresses in the locality.</p> <p>As discussed at the scoping stage, investigation of additional parking controls in the locality of the site has been considered by the Parking Team at Haringey Council, who have advised that there are issues reported by residents to the west of the development and Hornsey Station, in particular in Tottenham Lane, Gisburn Road and Ribblesdale Road where the existing restrictions are in place for two hours daily only (11.00 to 13.00). There have also been local representations about parking stresses to the east of the site in the locality of the three places of worship. The Parking team have requested a Section 106 contribution of £9,000 towards investigation and implementation of measures to reduce the attractiveness of on street parking to occupiers of the development and manage any impacts arising from this development.</p> <p>As is normal practice 20 % of the bays need to be provided as fully usable Electric Vehicle Charging Points, with a further 20% passively provided so that they can be brought into use as demand requires.</p> <p>In addition to the above, the development will need to be a 'car free/permit free' development, where none of the residential units will be entitled to apply for a permit in either of the CPZ's close to the site. This will need to be a Section 106 obligation and the applicant will need to meet all the associated administrative costs.</p> <p><u>Parking Stress Survey</u></p> <p>The applicant has presented details of the Parking Stress Survey carried out in association with this application. The surveys were carried out on two separate days and nights are per the requirements of the Lambeth Parking Methodology. The results for the survey areas are detailed in Appendix F showed the following;</p>	

Stakeholder	Question/Comment	Response
	<p>Daytime Survey – 70% average parking stress recorded Overnight Survey - 71% average parking stress recorded The levels of parking stress vary from street to street included in the survey, it is noted that the occupancy of blue badge/disabled bays was high with most bays occupied at survey times. The Parking Stress survey does identify that there is parking capacity available within the survey area that should be able to meet additional demands arising from the site. However as referred to above there are issues reported by residents hence the requirement to investigate how existing Parking Control arrangements can be refined and adjusted to increase their effectiveness.</p> <p>Cycle Parking</p> <p>287 cycle parking spaces are proposed for the development. This will meet the residential component of the development, based on London Plan requirements of 1 space per 1 bedroom unit and 2 spaces for units with 2 bedrooms or more. 90 spaces are proposed for the smaller Block and 196 for the larger Block.</p> <p>If the Commercial element of the development (160 sqm) is to be classified as B1 floorspace, London Plan requires a provision of one cycle parking space. The thresholds for other commercial floor space are B1 research and development/light industry 250 sqm, and B2 – B8 500sqm before cycle parking is required.</p> <p>Visitor cycle parking will be required for the residential element of the development at a rate of 1 space per 40 units, hence 5 visitor spaces are required. It is not clear if or where these are to be provided however there is reference to 4 spaces being provided in the Transport Assessment. A small point but there should be 5 spaces for residential visitors.</p>	

Stakeholder	Question/Comment	Response
	<p>Full details including scaled drawings and the manufacturer's specification for the proposed cycle parking arrangements will need to be provided, to confirm the arrangements proposed will be adequate in terms of spacing, manoeuvring room and the like to access the parking, and to demonstrate that the manufacturer's specifications for installation will be met. These details will be needed for approval prior to commencement and this can be covered by condition.</p> <p>Trip generation Surveys were carried out of the existing numbers of vehicle movements generated by the Willmott House and Steelworks sites, and a trip generation exercise has also been carried out and results provided for the future proposed use. The existing vehicular trips recorded were 20 in the AM peak (13 arrivals and 7 departures) and 19 in the PM peak (19 departures).</p> <p>The trip rates derived from TRICS/TRAVL were agreed with the earlier application for this site from 2014, and the resultant vehicle trip numbers predicted are 32 in the AM peak (10 arrivals and 22 departures) and 22 in the PM peak (13 arrivals and 9 departures). Therefore the predicted net increase is 12 movements in the AM peak and 3 in the PM peak. This increase is not going to cause any network management concerns with respect to Highway or junction capacity.</p> <p>With regards to other (non car) modes, the prediction is for 44% of journeys to be made by Underground (100 in the AM peak), 7% by Train (15 in AM peak), 20% by Bus (47 in AM peak) and the remainder by cycling, walking, motorcycle and taxi. TfL have not advised that these new trips on bus and underground services will require any capacity improvements to accommodate them .</p> <p><u>Delivery and Servicing arrangements</u></p>	

Stakeholder	Question/Comment	Response
	<p>Swept path diagrams for both a fire tender and a refuse vehicle have been provided, which show both vehicles accessing the development from Hampden Road into the parking area, and turning/manoeuvring and leaving in a forward gear. These are acceptable and demonstrate that vehicles should be able to enter and leave the site in a forward gear. There do not appear to be any formal servicing bays within the development.</p> <p>A Delivery and Servicing Plan should be provided which details the numbers of expected movements, the types of vehicles that will visit the site and the arrangements for making deliveries so that there are no adverse impacts on the highway. It should also contain details of the arrangements for refuse and recycling collections. This document can be conditioned for approval prior to occupation of the development.</p> <p>Car Club arrangements A number of car club cars/bays are accessible in relative proximity to the site. They are located on Tottenham Lane (close to Hornsey Station) (170m from the site entrance), Fairfax Road and Willoughby Road (420m and 580m from the site entrance respectively). City Car Club also have a car/bay on Chadwell Lane approximately 680m from the site. In the draft Travel Plan accompanying the application, the applicant is proposing provision of one car club space within the development, plus the funding of two years Car Club membership and a £50 driving credit per residence. In principle this is welcomed, however to sense check this the applicant should engage with car club operators to see what the operator's recommendations are for the site (it is expected they will suggest the membership and driving credit, and may suggest more than one car/bay to be provided by the</p>	

Stakeholder	Question/Comment	Response
	<p>applicant depending on their predicted uptake). This can be covered by condition and confirmed prior to occupation. If any bays are to be provided within the site they must be publically accessible for car club members outside of the development.</p> <p><u>Travel Plan</u></p> <p>The Draft Travel Plan as provided is acceptable in principle. The 5 year targets for mode change are considered too modest, however this can be revisited in the final version and after the baseline survey has been carried out. A number of observations and comments have been provided by the Borough's Travel Planning Officer, and these are added to this response as an appendix. They do mainly relate to details that will be able to be updated upon completion of the baseline survey for the development which is to be three months after occupation. The Travel Plan can therefore be updated following this survey, to reflect the results of the baseline survey and propose mode split targets for the subsequent travel mode surveys to be carried out at the ends of years 1, 3 and 5.</p> <p>A Travel Plan Monitoring fee of £3000 is requested to be covered by the Section 106 agreement to fund the active monitoring of the Travel Plan by the Transportation team, to ensure effective ongoing Travel Planning for the development.</p> <p><u>PERS Audit</u></p> <p>As agreed at scoping stage, a PERS audit has been carried out for the walk routes from the site to Hornsey Railway Station, Hornsey High Street, Turnpike Lane Station, and bus stops at Turnpike Lane. 6 walk routes were assessed in total. The TA report makes no recommendations nor any proposals</p>	

Stakeholder	Question/Comment	Response
	<p>for improvements apart from the Link from the site towards Hornsey Railway Station. The applicant is including within the remit of their development improvements to the footway and carriageway along Hampden Road to the southern end of the site, where the site will be accessed from. Details of the works proposed should be provided prior to commencement of the works.</p> <p>The PERS audit has identified a number of deficiencies along the surveyed walk routes, a repeated observation is the lack of dropped kerbs at pedestrian crossing points and inadequate wayfinding and directional signage. Given the additional numbers of walk journeys that will arise from this development (over 150 in the peak periods walking directly to their destinations or to public transport services) it is suggested that the applicant make a Section 106 contribution towards improving pedestrian facilities along these main walk routes. A contribution of £20,000 is suggested.</p> <p><u>Construction Logistics Plan</u></p> <p>Prior to commencement of the works, the applicant should submit for approval a Construction Logistics Plan. The site is located in a busy area with existing demands on the Highway Network, and the demolition and build out needs to be carefully planned and managed to minimise construction impacts. The CLP needs to detail the following and can be covered by condition;</p> <ul style="list-style-type: none"> - Contract Programme/duration - Numbers and types of construction vehicles attending the site on a daily/weekly basis - Site layout and access arrangements including wheel washing facilities - Means of managing/scheduling the construction vehicles attending site to ensure highway impacts are 	

Stakeholder	Question/Comment	Response
	<p>minimised, including avoidance of movements in the AM and PM peak hours</p> <ul style="list-style-type: none"> - Details of any temporary Highway measures proposed to facilitate the works - Arrangements to prevent/minimise travel by car to the site by construction staff and labour. <p>Conclusion This application seeks to demolish the existing buildings on the site and construct two blocks comprising 174 residential units, 158 sqm of commercial floor space and associated cycle parking, car parking and refuse/recycling storage areas. A Transport Assessment and assorted appendices accompanies the application and these consider the Transportation aspects, impacts and appropriate mitigation for the development proposal.</p> <p>Overall, the proposal is well placed for access to public transport services, and is located in areas of formal parking control. However a number of potential impacts can arise and suitable mitigation will be necessary to manage these to make the development acceptable in Transportation terms.</p> <p>As proposed the application includes 52 parking spaces, including 17 No. blue badge spaces for the 10% of units that will be fully/wheelchair accessible. There may be some issues with parking stress arising from the development so a S106 contribution of £9,000 has been requested to investigate potential measures to mitigate this in the locality of the site. Contributions will also be appropriate in relation to the following;</p> <ul style="list-style-type: none"> <input type="checkbox"/>- Pedestrian routes to and from the site - £20,000 to improve facilities 	

Stakeholder	Question/Comment	Response
	<p>-Site to be permit free/car free with respect to CPZ permits</p> <p><input type="checkbox"/> -Travel Plan monitoring fee of £3000 and formal Travel Plan for the site</p> <p>-<input type="checkbox"/> Car Club Memberships (2 year) , driving credits and bays/vehicles as directed by the car club operator</p> <p>It is also suggested the following be dealt with by condition as referred to in the text of this response;</p> <p><input type="checkbox"/> -Delivery and Servicing Plan</p> <p><input type="checkbox"/>- Construction Logistics Plan</p> <p><input type="checkbox"/>- Cycle Parking</p> <p><input type="checkbox"/>- Details of Streetscape arrangements to Hampden Road</p>	
Waste Management	No objection to the revised waste strategy	Noted
Conservation Officer	<p>The site lies outside the Hornsey village conservation area. Given the height of the proposal, the development would be visible from various view points within and outside of the conservation area. Additionally the site would also be visible in long distance views from Alexandra Palace (Grade II listed), Alexandra Palace Park Conservation area and Registered Historic Park and Hillfield Conservation Area. As such its impact would be on the townscape and setting of the heritage assets and given the limited visibility of the site, would be considered as less than substantial harm.</p> <p>As part of the pre-application discussion, various views were suggested and the applicant has demonstrated these to a satisfactory detail. Discussions have also been undertaken to ensure that the overall bulk and massing of the tallest element</p>	Noted

Stakeholder	Question/Comment	Response
	<p>of the development, which is most likely to be visible in the views, is animated to a degree so as to add interest to it. This has been achieved to a high enough quality so that the views to and from the heritage assets and their setting are enhanced. As such the less than substantial harm would be outweighed by the enhancement to the heritage assets and their setting. The development is therefore acceptable from a conservation point of view. All materials should be conditioned.</p>	
<p>Economic Regeneration</p>	<p>Thank you for offering us the opportunity to comment on the planning application related to the Railway Approach Hampden Road site.</p> <p>The following comments are from an economic development perspective:</p> <p>We reiterate that the Council places great importance on retention/creation of workspace provision.</p> <p>We acknowledge that the site has outdated commercial buildings and would require significant investment to bring them to modern standards.</p> <p>We welcome the fact that the developers have increased the commercial floorspace provision to 294 sqm from the original 160 sqm but note that the Pre-Submission Version of the Site Allocations DPD (SA: 17) proposes an Indicative Development Employment Capacity of 980sqm.</p> <p>We endorse the target market for this floorspace (identified in the JLL's Employment Land Report) anticipated to be a combination of local start-up businesses, co-working operators and TMT (Technology, Media &</p>	<p>Noted</p>

Stakeholder	Question/Comment	Response
	Telecommunications) companies re-locating from more Central areas.	
Tree Officer	<p>Tree cover at this site consists of Lombardy poplars, with a limited life expectancy and self-seeded Sycamores. There are no trees of high quality and value (Category A).The vast majority of existing trees are of low quality and value and are Category C trees, in accordance with BS 5837: 2012 Trees in relation to design, demolition and construction. A small number of trees are proposed for removal to either, facilitate the development or because they are in a poor structural condition. The tree removals will not result in a detrimental impact on the site or screening of it off site.</p> <p>The majority of the existing trees are to be retained. They are located along the northern boundary, adjacent to the new river. The Arboricultural method statement outlines how they will be protected in accordance with BS 5837: 2012. The tree protection plan shows the location of the protective fencing. New hard surfacing is proposed for the notional root protection areas. It is proposed to retain the existing hard surface in the root protection areas during the demolition and construction stages. New hard surfacing will replace this and be constructed using a 'No-Dig' method as specified in the method statement.</p> <p>There is scope for new tree planting within the development. Planting a selection of new trees of various species, forms and sizes would improve the sustainability of the site and enhance biodiversity, while also increasing the quality of life for future residents.</p> <p>Re-development of the site would have minimal impact on the existing tree cover, if protective measures are installed in accordance with the recommendations of the</p>	Noted/Conditions attached

Stakeholder	Question/Comment	Response
	<p>Arboricultural method statement.</p> <p>When drafting planning conditions, they must include reference to the following;</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees.</p> <p>Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural method statement.</p> <p>The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition.</p> <p>The tree protective measures must be periodically checked the Consultant Arboriculturist.</p> <p>All construction works within root protection areas (RPA) or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.</p>	
Housing Enabling Officer	<p>The applicant proposes 174 residential units with commercial space.</p> <ul style="list-style-type: none"> • The SP2, local plan (due for adoption) London plan Policy.11A requires sites yielding 10 units and above to provide to meet the affordable housing target of 40% the 	Noted

Stakeholder	Question/Comment	Response
	<p>London Plan stipulates that the provision on sites need to be maximised in order meet the target. The tenure split required as per policy is 60 :40 in favour of affordable rent tenure and remainder will provide intermediate tenure.</p> <ul style="list-style-type: none"> • 10% of the units will need to be fully wheel chair adapted with nearby parking space. • The dwelling mix will need to be in accordance with planning policy DM 11 A-C and DM13. This development has pre dominance of 1 and 2 bed units and an under supply of 3 bed plus family sized units. In the west of the borough there is a shortage of family size units relative to supply. • In its current form this is not a development that Housing commissioning investment & sites would support and I recommend the applicant re visit the bedroom mix in accordance with the Housing Strategy requirements. • I would urge the applicant to give careful consideration to the layout and pepper potting of the tenures to avoid where possible mono tenure blocks/areas, but to achieve integration tenure blind objectives. Due to the size of the this development I would advise some attention to given towards management scheme being put in place for the benefit of the residents. <p>I have attached for your information a model break down of the unit mix (by habitable rooms) achievable on site area disregarding 160sqm for the commercial space.</p>	
Design Officer	Demolition of the existing buildings and redevelopment of the site to provide two buildings of between 4 and 14 storeys in	Noted

Stakeholder	Question/Comment	Response
	<p>height comprising 174 residential units (Use Class C3) and 160m² flexible B1 floorspace, including the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development</p> <p>Applicant: Fairview New Homes (Developments) Limited. Developer: Fairview New Homes (Developments) Limited. Architects: Formation Architects Ltd.</p> <p>Location, Description of the site, Policy context</p> <ol style="list-style-type: none"> 1. The site location is in the centre of the borough, to the south of Wood Green, east of Hornsey and west of Green Lanes. It is part of the Wood Green and Haringey Heartlands designated Growth Area, in the London Plan (2015) and Haringey's adopted (2013) and emerging revised (pre-submission 2016) Local Plan Strategic Policies. It is also a Designated site in the council's emerging Site Allocations DPD (pre-submission 2016), as SA17. 2. The site is a triangular plot, with its street frontage to its south onto Station Approach, the continuation of Hampden Road; this road is one of the series of distinctive streets of the "Haringey Ladder; pleasant east-west residential streets generally lined with consistent 2 or 3 storey Edwardian terraced houses between Green Lanes and Wightman Road, the North-South streets that form the eastern and western "uprights" of the "ladder". Hampden Road almost uniquely in The Ladder continues west of Wightman Road, where it changes in character to a more commercial and institutional street, from the mosque and shop on the corner, before crossing the New River and becoming "Station Approach, where the railway becomes the dominant presence, with vehicle and workers' 	

Stakeholder	Question/Comment	Response
	<p>entrances to the two depots to the south and west as well as the stairs to the pedestrian footbridge that closes the western dead end and provides access to Hornsey station and over to the streets of the western side of the railway.</p> <p>3. Of the other sides of the site, the western boundary is onto the railway; actually the access road to the Coronation Sidings depot before the tracks proper, and is about half a level above ground level. The longest boundary though is the hypotenuse of the triangle, to the north-east; onto the New River; this originally 17th century aqueduct is now a tree lined water channel with grass banks to both sides; it does not currently form a right of way at this point but there are ambitions to make a public footpath alongside, it does currently form a wildlife corridor. The other side of the New River is a housing estate, Denmark Road, of 20-30 year old 3 storey houses and 4 storey blocks. The New River is about half a level below the site, the estate beyond another half a level below.</p> <p>4. As well as the Growth Area and Site Allocation, it forms part of or is close enough to be affected by other policy designations:</p> <p>a) It is beside the East Coast Main Line railway and forms part of the designated Ecological Corridor covering the tracks, sidings, cuttings, embankments and other associated land, although it is not currently in railway related use.</p> <p>b) However, it is not a designated Employment Site, although it is currently in employment use; about three quarters of the site is currently in use as a steel stockholders site, "Stewarts Steelyards", a storage use designated B8, the other quarter is an office, B1.</p> <p>c) The neighbouring New River aqueduct is designated a Proposed Green Chain and part of the Blue Ribbon</p>	

Stakeholder	Question/Comment	Response
	<p>Network.</p> <p>d) A short distance to the North West is the Hornsey High Street Conservation Area.</p> <p>e) The development is potentially visible from this and a number of other Conservation Areas as well as from close to Listed and Locally Listed Buildings, various parks particularly the viewing terrace in front of Alexandra Palace and various public footpaths and pedestrian friendly streets nearby; however it is not affected by any designated Strategic View Corridors and just misses the corridors of a couple of emerging Locally Significant Views (in the pre-submission draft Development Management DPD).</p> <p>f) The nearest designated retail use is the Local Shopping Centre o Turnpike Lane a short distance to its north, with the Metropolitan Town Centre of Wood Green a fairly short distance further north.</p> <p>Massing, Form, Development Pattern</p> <p>5. The proposals are for two blocks, aligned north-south, running across the site, creating two space between and to the east of the blocks; the longer block forms a “wall” alongside the boundary of the site with the mainline railway. This means the two blocks present a narrow building frontage to the southern boundary of the site, along the street, and to the north-east to the New River.</p> <p>6. The two spaces are treated very differently; the space between the blocks is treated, from the southern boundary of the site, as a street; predominantly hard paved, with clear roadway and separate footpaths to either side with parking having the character of on-street parking between, and crucially <i>all of</i> the front doors to cores giving access to the flats. Towards the northern end it becomes less a</p>	

Stakeholder	Question/Comment	Response
	<p>street, more a pair of paths, with a hard paved seating area between, forming a viewing area, and possible future access point onto the New River. The other space, to the east, where the triangle becomes shallower as the New River gets close to the road, is actually between the eastern block and an electricity sub-station at the apex of the triangle. It is treated as a private garden,</p> <p>7. This plan form could be criticised for failing to give the street sufficient urban enclosure. However in my view the details of the proposal do still give some urban enclosure and in any case that is consistent with the very different urban character of this stretch of Hampden Road / Station Approach. A sense of enclosure is created as the blocks are high; of which more below, and active frontage is created by housing commercial units in the ground floor ends of both blocks, accessed from the street. The spaces between the blocks provide a varied silhouette to the street edge elevation, views through from the hard paved street to the green New River corridor and allow great day and sunlight penetration of the landscaped spaces. The form of block ends between spaces directly mirrors that of the 1st block on the south side of Hampden Road/Station Approach west of Wightman Road, where a 4 storey mansion block aligns with Wightman, with just a narrow edge containing a corner shop, facing Hampden, with then the wall to its back yard then the narrow end of a mews style 2 storey block parallel to it behind. Other sites on this short stretch of road are also not fully built up, particularly the depot to the south, which is largely open but with high walls either side of its gate. However, the site and its immediate neighbours feel distinctly separate from the general surroundings and the proposal maintains that separation.</p> <p>8. Both blocks step dramatically in height from a low northern</p>	

Stakeholder	Question/Comment	Response
	<p>end of 4 storeys to 11 and 14 storeys, in a series of steps mirrored in the plan form and elevational treatment in a series of clearly differentiated apparently separated blocks, with some slight and some greater steps in plan. The blocks also do not match the triangular shape of the site, but create further triangular landscaped areas between the block ends and the New River, connecting together the landscaped spaces with a continuous landscaped edge to the New River boundary. The only non-rectilinear elements of the design are the canted southern ends of the block plans, canted to better align with the street frontage. Hence the blocks sit in a landscaped setting, but with an urban street edge to their south.</p> <p>Height, Suitability of the Site (or not) for a Tall Building</p> <p>9. My view is that the height of the proposal is justified for a number of reasons. Firstly, the site is just within the Haringey Heartland Growth Area, which is acknowledged as an area of significant intensification and potential suitability for tall buildings; it marks the southern most point of this. The whole growth area is partly so designated by virtue of having good access to public transport and local facilities; this site has particularly excellent access to public transport, being “right on top of” Hornsey Station.</p> <p>10. The wide expanse of the main line railway to its west and depot to its south means that there will be little immediate detrimental impact on neighbours of a tall building on this site; indeed the only potential impacts would be on the housing to the northeast of the New River, resolved by the block form stepping down to a matching 4 storeys at its northern end (ground level changes notwithstanding).</p> <p>11. The proposed tall buildings would inevitably be visible</p>	

Stakeholder	Question/Comment	Response
	<p>from a wider area. This can be justified in part as providing a marker of the station; a significant local transport node and service, but arguably somewhat tucked away, embedded within the much greater expanse of railway tracks, not right on a road junction and particularly set away from more important streets to its east and north.</p> <p>12. The site is not crossed by the view corridors of any Strategic Views (the only one in the borough is well away) or by Locally Significant Views as proposed in emerging policy (prepared as part of the Urban Characterisation Study, and proposed to be adopted in the emerging Development Management DPD). However a view corridor crosses just to the south west and others cross many other parts of the Growth Area; this site is one of the few developable sites in the Growth Area unaffected by Local Views.</p> <p>13. Its visibility has been assessed in a number of Accurate Visual Assessments of Representative Views including views from within Conservation Areas and in proximity to heritage assets, within open spaces and where it will appear in street views. These demonstrate that it will be seen, including from parts of the Hornsey High Street and Hillfield Conservation Areas (including the High Street itself and Hornsey Churchyard) and from Ducketts Common. However, the size of the visible towers will not be great and if the design is of sufficiently good quality it can be seen as a visible landmark. The design quality, especially the elevational treatment of the upper floors, is discussed separately below.</p> <p>Approach to the front door(s), Accessibility & Legibility of the street layout</p> <p>14. As mentioned above, all the flats are accessed off cores with front doors opening off the “internal street” that forms</p>	

Stakeholder	Question/Comment	Response
	<p>the space between the two blocks. This in turn opens off Hampden Road/Station Approach as a natural extension of the street network. The “internal street” is straight and exceptionally clearly laid out; although it is landscaped it will be clearly visible from south to north, with all front doors to cores accessed directly off the internal street or via a short, straight, perpendicular path, avoiding being ever hidden behind set-backs.</p> <p>15. My view is that whilst an alternative layout that permitted all the cores to be accessed directly off Station Approach/Hampden Road would in principle be preferable, it is unlikely such a layout would be physically possible given the depth of the site at its western end, and much greater benefits accrue from “turning” the blocks to more north-south alignment. Furthermore the architects have managed to achieve an exceptionally clear and equal approach to each and every core off the “internal street” with none in a significantly “worse”, less visible or less attractive location, than any others.</p> <p>16. It would have been preferable in principle if there were some ground floor flats that had their own front doors. However, due to the inevitably large area of ancillary facilities as well as the commercial units, there are only 4no. ground floor flats; two each at the northern end of each block, generally not with any possibility of having a front door visible from the internal street of Hampden Road.</p> <p>17. The two commercial units provide a contrasting use at the southern end of each block, animating them during the day and providing an active frontage to the busy end of the internal street and the Station Approach/Hampden Road frontage. Otherwise there are numerous doors to car parks, cycle parks and bin stores off the internal street, whilst the plat room for the district heating is buried in its</p>	

Stakeholder	Question/Comment	Response
	<p>own small basement. It is also notable that the parking is broken up into a number of small blocks, some as “on street” style parking on the internal street, some as small parking garages, to reduce its impact.</p> <p>Dwelling Mix and Block(s) Layout</p> <p>18. The dwelling mix is mostly of 1 and 2 bedroom units. The council would prefer a mix containing more 3 and 4 bedroom units in principle and across development across the borough. However it is recognised that developments in highly public transport accessible locations and close to facilities are more suitable for smaller units where car ownership and use is lower and acceptance of noise and “liveliness” is greater, whilst developments in more peaceful and less accessible “hinterland” locations are more suitable for greater preponderance of family sized (3 and 4 bedroom) units.</p> <p>19. The larger units in the proposal are located at the ends of the blocks. Where the corners provide them with two of three aspects and the potential for larger private amenity space; ground floor private gardens or larger upper floor roof terraces at the frequent places where the block form steps. Indeed it is also notable that almost all the single aspect units in the proposal are one bedroom units, and that single aspect units are only ever east or west facing, never north or south.</p> <p>20. Blocks are laid out with a fairly high number of cores so that with only one small exception there are never more than five units per floor accessed off a single core. This is much better than the Mayors Housing SPG maximum of eight. The height of the blocks mean there are inevitably more than 25 units per core in total for some cores, so video entry phones and/or 24hour concierges will be</p>	

Stakeholder	Question/Comment	Response
	<p>required.</p> <p>Residential Design Standards & Internal Layout(s)</p> <p>21. All flat layouts meet Mayors Housing SPG space and layout standards. It is particularly notable that care has been taken to ensure larger flats are provided with two separate living rooms; a Dining-Kitchen separate from the Living Room in most cases, and beyond the base requirement. I have also already mentioned above that there are no single aspect north or south facing units; nor are there any single aspect ground floor units facing a street or other unsociable space.</p> <p>Daylight, Sunlight and Overshadowing</p> <p>22. The applicants provided a Daylight Sunlight and Overshadowing Report, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011).</p> <p>23. The report shows that the effect of the proposed development on daylight and sunlight to windows to habitable rooms in neighbouring buildings and sunlight to neighbouring amenity space would be acceptable. In particular, all neighbours windows would receive the same or a not noticeable drop in daylight. A small number of neighbouring windows to 41-46 Denmark Road will receive a small but noticeable loss of sunlight in winter months, which is considered less important and therefore acceptable in an urban location. Only one small and not currently well sunlit neighbouring amenity space would receive a noticeable loss of sunlight.</p> <p>24. The proposals show that most of the habitable rooms in</p>	

Stakeholder	Question/Comment	Response
	<p>the proposal receive adequate daylight. The exceptions are mostly bedrooms, where this is considered less important; all Living Rooms receive adequate daylight. The sunlighting to the proposed habitable rooms and amenity spaces is acceptable.</p> <p>Privacy & Overlooking</p> <p>25. The distance of the proposed development from the neighbouring existing dwellings of Denmark Road, building angles and the trees in the New River corridor between them mean there would not be any concern from overlooking and loss of privacy to these dwellings. Similarly the distance between the two blocks rules out any privacy or overlooking concern between the two proposed blocks.</p> <p>Elevational Treatment & Fenestration</p> <p>26. As stated above, an important part of our acceptance that the exceptional height of the proposal could be acceptable is dependent on the quality of the elevational treatment. Elevational treatment can help to mitigate height by giving human scale, pleasing proportions and identity to the overall block appearance, as well as the crucial distinctiveness to the highest points so that they are seen as worthy and interesting landmarks. It is therefore understandable that this element of the proposals has been subject of significant discussion between us and refinement of the architects' designs. This is described in great detail in the applicants' Design & Access Statement.</p> <p>27. One of the most important ways in which the composition has been made more pleasing and the impact of the height of the proposals mitigated is by breaking the elevations into distinct elements at the steps in the height and between those, and then to emphasise the</p>	

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	<p>slenderness of the component steps. As well as distinguishing between each step as a visually distinct block, stair towers have been pulled out and given a distinctive elevational and material treatment, and wider blocks split with a slot designed in and variations in parapet height. My view is that this is particularly successful in making long views of the wide elevations of the blocks elegant and well proportioned, such that they appear as a crowd of separate slender blocks, cheek-by-jowl; best demonstrated in the view from the west, from the Hornsey Station footbridge.</p> <p>28. In addition to slender vertical elements, it became clear that to achieve elegant elevations, pleasing proportions and a human scale, especially to the tallest elements, a vertical gradation was required. Treatment of a distinct, different “base”, for the ground floor of the whole of both blocks, and for the lowest two floors of the highest elements, lifts and visually lightens the blocks, provides a contrasting human-scaled base where the human is in closest proximity. The base is cleverly distinguished in materials not by use of an additional different material but by “rusticating” the standard brick used elsewhere; that is projecting alternate courses to create shadows and therefore a darker appearance; this follows in a long tradition of rustication of bases to give them a more “earthy” appearance. Similarly, for the tallest elements, it has been found to be necessary to distinguish a “top” over 3 floors of the highest elements only.</p> <p>29. Providing special elevational treatment of the tops of the highest parts of the proposal is also important in their landmark function and to make the elements seen from the longest distance away appear light, sparkling and distinctive. Therefore the “tops” contain larger areas of glazing, stone details at the parapet and a clear visual</p>	

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	<p>break below them.</p> <p>30. Over the height of the taller blocks, windows in the “middle”, between the separately expressed base and top, have been grouped over 3 floors, to give those elevations a sense of proportioning commensurate with their height.</p> <p>31. Where the stair towers, otherwise distinguished as very slender, darker and plain blocks, emerge above the stepping down blocks, they initially presented large unrelieved blank facades which looked less appealing in ling views, especially from the west including in views from the nearby conservation areas. Adding a large picture window, actually proposed to be in glass planks, provides visual interest, variety, a subtle but enticing glow at night and better proportions to those north facing, stepping facades.</p> <p>Materials & Details</p> <p>32. The materials palette is predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. A limited palette of just 3 different bricks has been skilfully handled to provide sufficient variety, with bricks to compliment the predominant local weathered, highly brindle, red bricks found most typically in the area. The two main bricks are a lighter and darker red. A pale reconstituted stone will also be used to pick out the parapets to the highest elements.</p> <p>33. The most sharply contrasting elements are designed to be the stair towers, and it is proposed that these will be in a grey brick, the 3rd proposed colour. I consider this will be an appropriate contrast; referencing different local contexts, particularly in the railway buildings, and providing a strong contrast that is distinctive but</p>	

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	<p>complimentary.</p> <p>34. Windows, panelling and balustrades will be in matching metallic paint finish to be decided. Significant areas of panelling are used to group windows to create better proportions, to mark recessed slots between windows. Panelling to the top floors of the tallest blocks will be in painted glass, to give the impression of greater fenestration.</p> <p>35. Conditions will be required to secure quality materials and that their detailing is robust, particularly of parapets, window reveals and around recessed balconies, including their soffits.</p> <p>Conclusions</p> <p>36. As design officer i am satisfied that the necessary design quality has been achieved to permit the exceptional height and visibility in this sensitive location. I am also happy that the quality of residential accommodation will be high, and that the relationship of the proposed development to the street and context will be positive.</p>	
<p>Carbon Management updated comments</p>	<p>Overheating</p> <p>The Overheating assessment shows that the commercial and the shared spaces over heat. While several of the models residential units come close to overheating. The applicant has stated that the way that they would address this is by installing mechanical cooling. This in turn will increase the energy requirements for the development (as they state by 1.3%). At this late stage a redesign to minimise overheating risk is unlikely to be a viable option. Therefore the only way to mitigate against this is to accept a 1.3% increase in energy demand on the baseline of 187.7 tonnes (which will increase</p>	<p>Noted/conditions attached</p>

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	<p>carbon emissions by 2.44 to</p> <p>nnes). Based on this I would expect that this increased carbon emissions that this amount is offset at the cost of £2,700 per tonne and will require a contribution of £6,588 to the Councils Carbon Offsetting Fund.</p> <p>Sustainable Design The applicant has given the Council a BREEAM pre assessment on the non-residential units. This shows that a BREEAM “very good” is achievable. This is accepted and should be conditioned.</p> <p>Suggested condition You must submit for our written approval a post construction certificate confirming that the development undertook a BREEAM UK New Construction 2014, for the office development on this site. That this will achieve a “very good” outcome (or equivalent). This must be submitted to the local authority at least 6 months of completion on site.</p> <p>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.</p>	

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	<p>The applicant has not submitted a BREEAM other independent assessment of sustainability for the residential units. They have submitted their own bespoke assessment approach to demonstrate that they are delivering the environmental sustainability requirement set out in the NPPF and the local plan. It is not fully measureable but it does highlights some areas that can be picked up.</p> <p>Based on the sustainability assessment submitted we suggest that key measures that are promoted are conditioned against and evidenced post construction.</p> <p>Suggested condition You must deliver the sustainability measures as set out in the set of environmental documents submitted as part of the application. Measures that the Council will expect to see delivered on site, and evidenced through the development process include:</p> <ul style="list-style-type: none"> - That the scheme has signed up to the Considerate Constructors Scheme and will demonstrate how best practice standards with a score of above 26 (as per the Sustainability Statement); - That the development will incorporate bat boxes into the trees and other suitable locations along the river edge (as per the Ecological Assessment / Sustainability Assessment) - That the buildings will integrate bird boxes on the northern flank on the buildings within the building structure (not wooden but integrated bricks) (as per the Ecological Assessment / Sustainability Assessment) - That the buildings will integrate insect boxes (insect hotels) on the northern flank on the buildings 	

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	<p>within the building structure (not wooden but integrated bricks) (as per the Ecological Assessment /Sustainability Assessment)</p> <ul style="list-style-type: none"> - That an area of approx 350 m2of the total roof area is covered with PV panels (as per the Energy Strategy); - That an area of approx of 700 m2 of the roof space will be a living roof spread out over multiple roofs (as per the floor plan maps); <p>The developer will provide evidence that the above have been delivered to the local planning authority at least 6 months of completion on site for approval. In the event that the development fails to deliver the required measures, a full schedule and costings of remedial works shall be submitted for our written approval. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p>Community Energy Connection They have delivered a route map for connections to community heating. This runs through the car park into the highway. Therefore we recommend the following condition is added:</p> <p>Suggested condition You must deliver the Energy measures as set out in Energy Statement, Railway Approach, Hampden Road, Hornsey. By</p>	

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	<p>Low Energy Consultancy Ltd, version 3 and dated 25 July 2016.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of a 35.2% carbon reduction beyond building regulations 2013. The equipment and materials shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>Living Roofs There are no details on the design of the living roofs this is referenced throughout the ecological assessment and highlights the biodiversity benefits. The floor plans show an area of approx 700m2 given over to living roofs. Therefore I recommend the following condition is added:</p> <p>Recommended condition That prior to commencement on site details on the living roofs shall submitted to the local authority for approval. This will include the following:</p> <ul style="list-style-type: none"> • A roof(s) plan identifying where the living roofs will be located and total area covered; • Confirmation that the substrates depth range of between 	

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	<p>100mm and 150mm across all the roof(s);</p> <ul style="list-style-type: none"> • Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat; • Details on the diversity of substrate types and sizes; • Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates; • Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. That the living roofs will not rely on one species of plant life such as Sedum (which are not native); • Details of the location of log piles / flat stones for invertebrates; <p>The living roofs will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.</p> <p>The living roofs shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p>	

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EXTERNAL		
Environment Agency	<p>Thank you for consulting us with this planning application. Having reviewed the submitted information we have no objections to the propose scheme but would request the following conditions. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.</p> <p>The following planning conditions are recommended assuming that the remedial recommendations (including the verification plan) made in the CGL LTD Geoenvironmental Interpretative Report (May 2016) for Fairview New Homes (Developments) Limited for the site at Hampden Road, Hornsey, are followed.</p> <p>It is assumed that the multi-storey redevelopment will require piled foundations and as such, the verification plan should be submitted for review to support any piling risk assessment.</p> <p>Depending on the proposed piling depth, additional site investigation to depth may be required to confirm that groundwater in the confined Chalk Principal Aquifer in Source Protection Zone 1 (SPZ1) is suitably protected from contamination during works on site.</p> <p>Condition EA 1 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation</p>	Noted/conditions attached

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	<p>strategy shall be implemented as approved.</p> <p>Reason To protect groundwater. No site investigation fully characterises a site.</p> <p>Condition EA 2 No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.</p> <p>Reason To protect groundwater.</p> <p>Condition EA 3 No drainage systems for the infiltration of surface water drainage into the ground at this site is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.</p> <p>Reason To protect groundwater.</p>	

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	<p>Infiltrations SUDs/ soakaways through contaminated soils are unacceptable as contaminants can remobilise and cause groundwater pollution.</p> <p>Condition EA 4 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.</p> <p>Reason To protect groundwater.</p> <p>Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution. A piling risk assessment should be submitted.</p> <p>Underground Storages Tanks The Environment Agency recommends the removal of all underground storage tanks (USTs) that are unlikely to be reused. Once the tanks and associated pipelines have been removed, samples of soil and groundwater should be taken to check for subsurface contamination. If soil or groundwater contamination is found, additional investigations (possibly including a risk assessment) should be carried out to determine the need for remediation.</p> <p>Informative The site is adjacent to the New River. This is designated as an ordinary watercourse and falls outside of our remit for regulatory control. We recommend that the developer</p>	

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	<p>contact the local authority to discuss potential impacts on this watercourse.</p>	
<p>Natural England</p>	<p>Natural England has no comments to make on this application.</p> <p>The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.</p> <p>We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England.</p>	<p>Noted</p>

Stakeholder	Question/Comment	Response
	If the proposed works could, at any stage, have an impact on protected species, then you should refer to our Standing Advice which contains details of survey and mitigation requirements	
Crime Prevention Officer	<p>Thank you for consulting with me on the proposals for Railway Approach, Hampden Lane, N8;</p> <p>I have no objection to the proposed scheme. As noted in the supporting documents, there has been a meeting between the Developer and the Designing Out Crime Officer prior to the submission of the Planning application. I note the "Crime Impact Statement" and add the following corrections / comments:</p> <p>Communal (core) doors must be certificated to LPS 1175 SR2 (not PAS 24) if a Secured by Design Award is sought.</p> <p>The inclusion of an "airlock" with secondary secure door and postboxes within is good design.</p> <p>I recommend a 300mm trellis topping to the proposed western boundary with the railway line in order to provide an effective, secure perimeter in an aesthetically pleasing way.</p> <p>Final flat entrance doors should also be certificated to PAS 24:2012. I am encouraged that this same standard will apply to accessible windows. Bollard lighting mentioned for central courtyards is a poor choice as it gives such poor light at "head-height". I strongly recommend lighting columns.</p>	Noted/informative attached
Friends of the Earth	We welcome the energy statement and proposals for both reducing energy demand, providing energy efficiently eg through CHP, and for renewables in the form of PV. However we note that the Paris agreement requires radical cuts in	Noted

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	<p>emissions that can only be achieved if we build all new infrastructure to nearly zero or indeed negative carbon standards.</p> <p>However we note that it is proposed to have some roofs with PV, and others with "green" or "brown" roofs.</p> <p>We note the GLA best practice note which suggests that the optimum energy performance, and good biodiversity performance, is achieved through combining the two, ie having PV panels mounted on a living roof. This is because PV panels work best at medium temperatures; living roofs help to reduce overheating in summer and therefore increase the efficiency of the PV. The PV panels are mounted at an angle and so provide part-shaded areas and a great mix of habitats and therefore benefit biodiversity.</p> <p>We would like the develop to amend the design to include PV and living roofs combined across all roofs, and so achieve higher PV production of energy, lower CO2 emissions, and better wildlife.</p>	
Network rail	<p>With reference to the protection of the railway, Network Rail has no objection in principle to the development, but below are some requirements which must be met, especially with the close proximity to the development of an electrified railway.</p> <p>We note that there developer has entered into dialogue with Network Rail in relation to Asset Protection and land issues (easements and way leaves, Network Rail owned site access etc) and we expect that this dialogue continue as necessary should these proposals be granted permission.</p> <p>Below are some further requirements;</p> <p>Former BR Land Smaller Land Issues</p>	Noted/conditions and informative's attached

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	<p>It is incumbent upon the applicant to investigate all the covenants and understand any restrictions relating to the site which may take precedence over planning conditions. Please note that the comments contained in this response to the council do not constitute formal agreement of any existing covenants.</p> <p>Fail Safe Use of Crane and Plant 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 materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.</p> <p>Excavations/Earthworks All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration</p>	

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	<p>arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.</p> <p>Security of Mutual Boundary Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.</p> <p>Fencing Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.</p> <p>Method Statements/Fail Safe/Possessions Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method</p>	

Stakeholder	Question/Comment	Response
	<p>statement should be submitted for NR approval.</p> <p>OPE Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.</p> <p>Demolition Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Project Manager before the development can commence.</p> <p>Vibro-impact Machinery Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement</p> <p>Scaffolding Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner</p>	

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	<p>that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.</p> <p>Abnormal Loads From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g. bridges, particularly the Hampden Road bridge over the river). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail would request that the applicant contact our Asset Protection Project Manager to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.</p> <p>Cranes With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.</p> <p>Two Metre Boundary Consideration should be given to ensure that the construction and 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 therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from</p>	

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	<p>the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.</p> <p>ENCROACHMENT The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.</p> <p>Noise/Soundproofing The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour</p>	

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	<p>should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.</p> <p>Trees/Shrubs/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. 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:</p> <p>Acceptable: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"</p>	

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	<p>Not Acceptable: Acer (Acer pseudoplatanus), Aspen – Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy Poplar (Populus nigra var, italica), Large-leaved lime (Tilia platyphyllos), Common lime (Tilia x europea) A comprehensive list of permitted tree species is available upon request.</p> <p>Lighting Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.</p> <p>Access to Railway All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development. In particular, access to the railway bridge and railway access point must be maintained at all times both during after construction. Network Rail is required to recover all reasonable costs associated with facilitating these works. I would advise that in particular the boundary fencing, method statements/OPE, soundproofing, lighting and landscaping should be the subject of conditions, the reasons for which can include the safety, operational needs and integrity of the railway. For the other matters we would be pleased if an informative could be attached to the decision notice.</p>	

Stakeholder	Question/Comment	Response
	<p>I trust full cognisance will be taken in respect of these comments. If you have any further queries or require clarification of any aspects, please do not hesitate to contact myself I would also be grateful if you could inform me of the outcome of this application, forwarding a copy of the Decision Notice to me in due course.</p> <p>The method statement will need to be agreed with: Asset Protection Project Manager</p>	
Thames water	<p>Waste Comments</p> <p>There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover</p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>No 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</p>	Noted/conditions and informatives attached

Stakeholder	Question/Comment	Response
	<p>undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: -Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made a 2 http://www.thameswater.co.uk/business/9993.htm or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.</p> <p>'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a</p>	

Stakeholder	Question/Comment	Response
	<p>permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:“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. Application forms should be completed on line via www.thameswater.co.uk/waste_waterquality.”</p> <p>Water Comments The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following condition be imposed: Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.</p> <p>The proposed development is located within Source Protection Zone 1 of a groundwater abstraction source. These zones are used for potable water sources for public supply for</p>	

Stakeholder	Question/Comment	Response
	<p>which Thames Water has a statutory duty to protect. Consequently, development shall not commence until details have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, of how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction. More detailed information can be obtained from Thames Waters' Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603. Reason: To ensure that the water resource is not detrimentally affected by the development.</p> <p>Thames Water requests that further information on foundation design be submitted for detailed consideration. This will include - a.the methods to be used b.the depths of the various structures involved c.the density of piling if used d.details of materials to be removed or imported to site. More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603. Reason – to better assess the risk to water resources from the construction of the foundations.</p>	
<p>Greater London Authority</p>	<p>The full response is set out in Appendix 4</p> <p>The response concludes:</p> <p>London Plan policies on housing, urban design, inclusive access, sustainable development and transport are relevant to this application. Whilst the scheme is broadly supported in strategic planning terms the application does not yet fully comply with the London Plan as set out below:</p>	<p>Noted, issues raised in relation to housing, urban design and climate change have now been resolved to officers satisfaction.</p>

Stakeholder	Question/Comment	Response
	<p>Housing: the Council should confirm that the proposed unit mix is in line with local needs. In relation to affordable housing, the financial viability appraisal and independent assessor's report should be provided to the GLA prior to stage 2. The maximum reasonable amount of affordable housing should be provided on site.</p> <p><input type="checkbox"/> Urban design: Improvements are required to ensure that the development contributes fully to place setting and local character; namely addressing the ground floor layout and its interaction with the public realm, and ensuring that taller elements are positioned sympathetically. Inclusive access: further information is required regarding M4(2) unit provision and the provision of a range in unit sizes for the wheelchair accessible units.</p> <p><input type="checkbox"/> Climate change: the applicant should provide full results and assumptions from the dynamic overheating modelling analysis so that level of exceedance can be better understood. Further passive measures should be investigated in line with London Plan Policy 5.9 in order to minimise the risk of overheating. Information on the management arrangements and anticipated costs for the CHP system should be provided.</p> <p><input type="checkbox"/> Flood risk: SuDS measures should be secured; consideration should be given to the discharge of treated surface water to the New River.</p> <p>Transport: The proposed section106 agreement and/or conditions should secure contributions towards the improvement of the pedestrian environment, car club membership for the residential units, the provision of electric vehicle charging points, a car park management plan, a delivery and service management plan, residential travel plan</p>	

Stakeholder	Question/Comment	Response
	<p>and construction logistics plan.</p> <p>On balance, whilst the application is generally acceptable in strategic planning terms it does not fully comply with the London Plan for the reasons set out in paragraph 70 of this report. Possible remedies are set out in that paragraph to ensure full compliance with the London Plan.</p>	
<p>NEIGHBOURING PROPERTIES</p>	<ul style="list-style-type: none"> • Objections to the design and appearance <ul style="list-style-type: none"> ○ Inappropriate scale, height and massing ○ The site is too small to accommodate the development ○ The scheme should be re-designed ○ Poor architecture ○ Too many materials used for the development ○ Grim environment ○ The proposal does not make the best use of a brownfield site ○ Out of keeping with the area ○ Previously a 9 storey development was rejected and therefore this development should not be supported ○ There is no precedent for a 14 storey development in the location ○ Impact on the skyline and 	<p>Design and appearance</p> <p>Paragraph 6.1.24 – 6.1.26 of the report has addressed the concerns raised about the design, siting, context and the proposal being out of keeping with the character of the area. Furthermore, the scheme has evolved where it has been taken to the Quality Review Panel twice to a point where it is considered acceptable. Paragraph 6.1.45 highlights this.</p> <p>In terms of the materials and architectural expression paragraph 6.1.35-6.1.44 of the report addresses this</p> <p>In terms of the height and impact on the skyline and townscape, paragraph 6.1.30 – 6.1.34 of the report justifies the height for a number of reasons.</p> <p>In terms of the impact on the conservation area</p>

Stakeholder	Question/Comment	Response
	<p>townscape</p> <ul style="list-style-type: none"> ○ Impact on the conservation area ○ Impact on Alexandra Palace and Alexandra Park ○ The public realm should be given attention on this part of Hampden Road ○ Too many dead frontages on the ground floor resulting in the potential for anti-social behaviour ○ The scheme would create a concrete jungle <ul style="list-style-type: none"> ● Quality of the development ○ Poor outlook to the west and over the railway depot and tracks ○ Noise and vibration disturbance to residents facing west ○ Overshadowing to the communal areas of the development ○ Inadequate unit sizes ○ Insufficient play space provision 	<p>and Alexandra Palace and Alexandra Park, paragraph 6.1.52 of the report addresses this.</p> <p>In terms of impact on the public realm and too many dead frontages paragraph 6.1.73 of the report address this</p> <p>Quality of the development</p> <p>In terms of poor outlook to the west and over the railway depot, taking account the urban setting of the site and its current condition the proposal is not considered to result in an unacceptable impact on local amenity</p> <p>In terms of noise and vibration to residents facing west paragraph 6.1.75 of the report addresses this/condition attached to address this.</p> <p>The communal areas of the proposed development has been tested where the level of sunlight the proposed amenity space will enjoy is well in excess of that recommended within the BRE Guidelines (paragraph 6.1.74 of the report)</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Density too high above the mayors standards. • Over-intensification • Too many residential units proposed <ul style="list-style-type: none"> • The design should include PV and living roofs combined across all roofs <p>Ecological Corridor/landscaping</p> <ul style="list-style-type: none"> • Impact on biodiversity • The site lies within an Ecological Corridor and environmental and ecological importance has not been taken into account • Lack of green space • Landscape design is poor 	<p>All the units sizes meet the Mayors Housing SPG space and layout standards (paragraph 6.1.67 of the report)</p> <p>With regards to the child playspace provision, based on the housing and tenure mix, the provision of play space would meet the London Plan requirements subject to a condition (paragraph 6.1.78 of the report)</p> <p>In terms of the density, although, this marginally exceeds the guidance in the London Plan density matrix, the density is considered acceptable in this instance as addressed in paragraph 6.1.21 of the report.</p> <p>The design of the development includes living roofs and PV. This can be found on drawing no. 6538-D9214 04 (proposed roof plan)</p> <p>Ecological Corridor/landscaping</p> <p>In terms of the impact on the ecological corridor and biodiversity paragraph 6.1.16 – 6.1.20 of the report addresses this.</p> <p>In terms of the landscaping design, further details of the design will be conditioned.</p>

Stakeholder	Question/Comment	Response
	<p style="text-align: center;">Housing</p> <ul style="list-style-type: none"> • Housing mix should include more family units as 1-2 beds increase a transient population that would diminish the local community • Proportion of affordable housing too low <p style="text-align: center;">Employment</p> <ul style="list-style-type: none"> • Lack of employment floorspace • Loss of employment • The site was originally a commercial area <ul style="list-style-type: none"> • Concerns local businesses will benefit significantly from increased footfall • The scheme fails to create sense of community • Concerns around regeneration and impact on the area 	<p style="text-align: center;">Housing</p> <p>In terms of the housing mix, the predominant 1 and 2 bed flats is considered acceptable as noted in paragraph 6.1.64-6.1.65 of the report</p> <p>In terms of the affordable housing provision, paragraph 6.1.58 of the report addresses this where the affordable housing level is considered acceptable in this instance.</p> <p style="text-align: center;">Employment</p> <p>In terms of loss of employment and re-provision of employment floorspace paragraph 6.1.5 – 6.1.15 of the report addresses this.</p> <p>With regards to the concerns raised about local businesses and sense of community the proposal would provide significant regeneration benefits associated with the development such as affordable housing, regeneration, creation of public space on site and the enhancement to the heritage</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Waste Pollution • Excavation will result in further damage to nearby homes • The scheme will dwarf the railway line and aspect from the train • Impact on neighbours and the surrounding area <ul style="list-style-type: none"> ○ Loss of privacy ○ Overshadowing and loss of light ○ No evidence of a wind study ○ Noise and disturbance during construction ○ Noise pollution ○ Overbearing ○ Over dominant ○ Visual intrusion 	<p>assets and their setting as pointed out in paragraph 6.1.52 of the report.</p> <p>In terms of waste pollution, a revised waste strategy has been submitted and is considered satisfactory as pointed out in paragraph 6.109 – 6.1.110 of the report.</p> <p>In terms of the concerns regarding damage to nearby homes of the excavation, a construction logistics condition is attached</p> <p>In terms of impact on the railway line and trains. Network Rail has imposed a number of conditions.</p> <p>In terms of the impact on neighbours and the surrounding area; paragraph 6.1.82 – 6.1.91 of the report addresses this.</p>

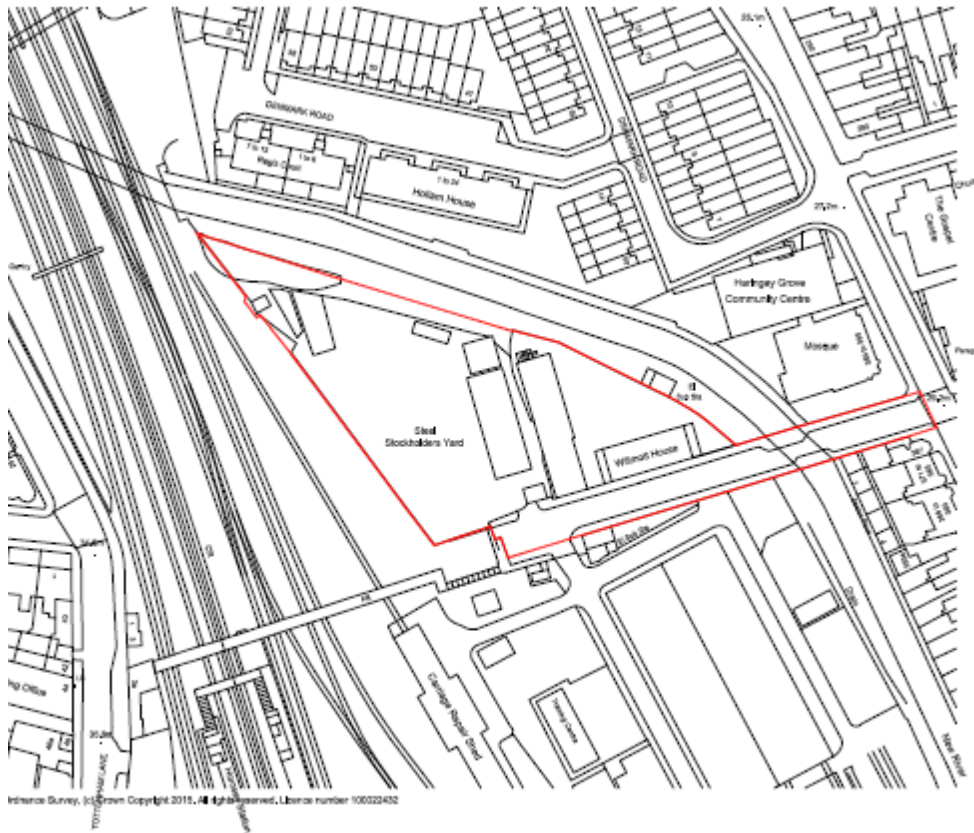
Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Transportation concerns, <ul style="list-style-type: none"> ○ increased parking ○ Increased traffic levels ○ Pedestrian conflicts ○ Road safety ○ Parking provision is too high ○ Impact on Hornsey Rail Station ○ The scheme should be car free ○ Ownership and maintenance of access road ○ Additional services in an already over congested traffic hub ○ Parking provision is insufficient • There are heavy good vehicles using this road at all times. In addition Wightman Road is a very busy road with cars travelling at great speed • The area is already quite busy as there is the Mosque, a Church, a community centre and the Greek Church all operating in the area and whose community congregate on different days which makes the area quite busy <ul style="list-style-type: none"> ○ 	<p>The transportation concerns raised can be found in paragraph 6.1.92 – 6.1.96 of the report. Where further details are outline in the transportation comments found in the appendices</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Support for more housing • Support as the location is sustainable with good transport links • Support for reasonable priced accommodation • Support of the height • Support as the proposal will help local businesses • Support as the scheme would result in efficient use of the site • The current use on site at the steel yard proposes to move to a more suitable location where there is a higher demand for customers <p>5.1 The following issues raised are not material planning considerations:</p> <ul style="list-style-type: none"> • Loss of a private view (Officer Comment: This is a private matter and therefore not a material planning consideration) • Impact on property values (Officer Comment: (This is a private matter and therefore not a material planning consideration) • Noise and disturbance during construction • Impact on local services and the community 	

Stakeholder	Question/Comment	Response

Appendix 2 Plans and Images

Location Plan





Birds eye view of the site



1. Adjacent railway siding with existing trees located on the site



2. Looking towards the site along Hempden Road with Willmott house on the right



3. View from Hempden Street showing the site and surrounding buildings



4. Looking East along Hempden Road with Willmott house on the left

Existing photos of the site including the railway



A. Adjacent building along New River to the East



B. View along New River looking West



The New Rivers and the surroundings of the site



9. Varied housing stock on Denmark Road



10. View North along Denmark Road

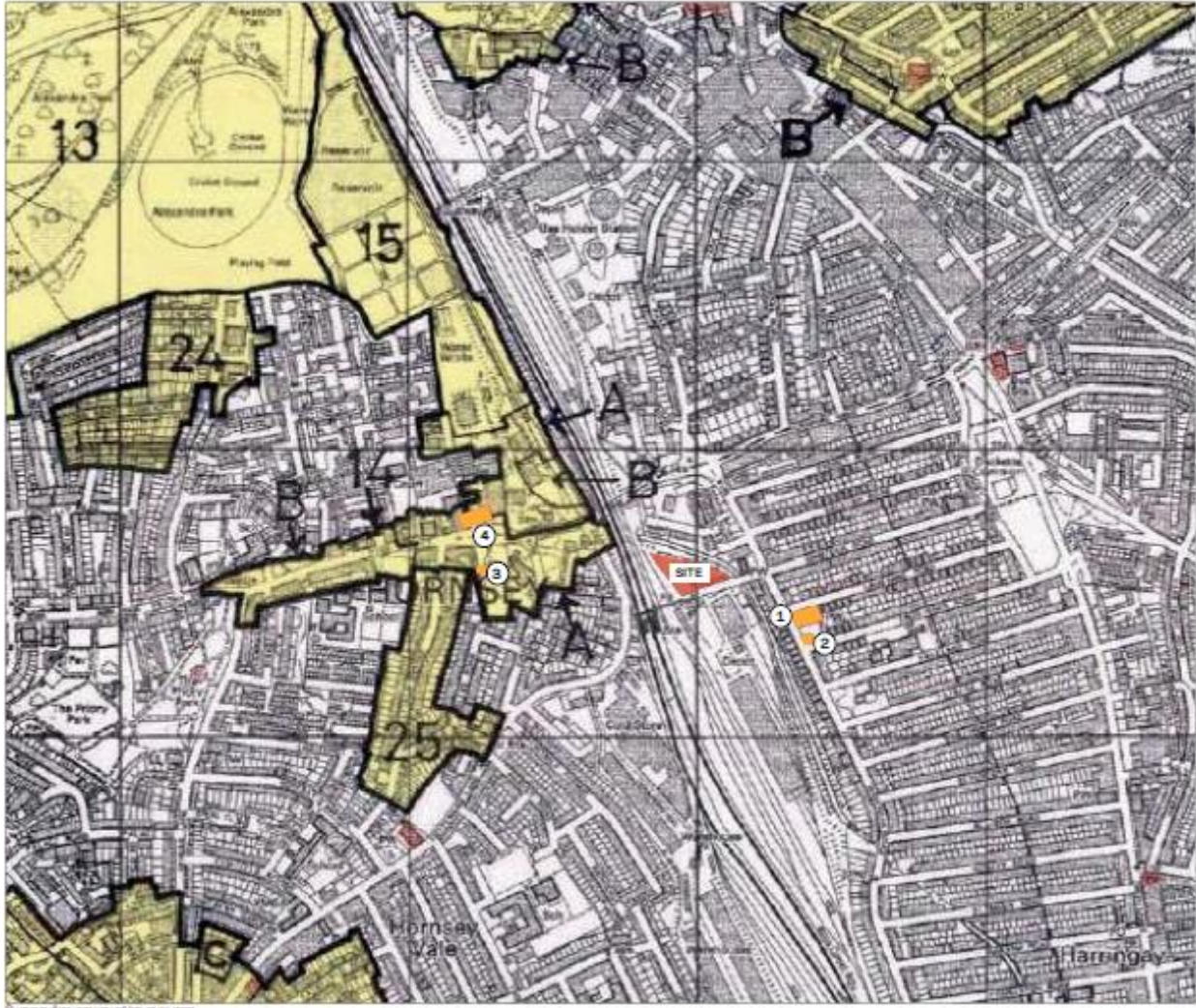


8. Varied housing stock on Denmark Road looking towards Turpin Lane

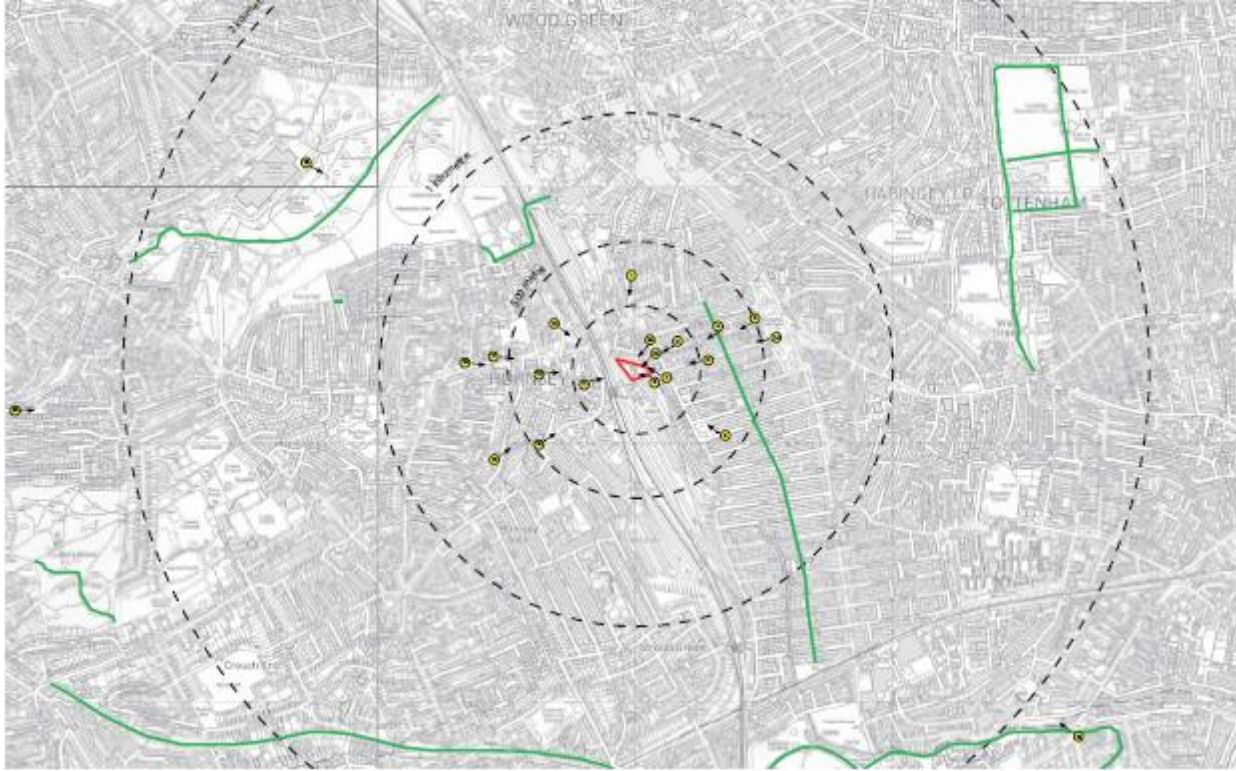


12. View along Tottenham Lane looking onto Hornsey Station

Varied housing stock surrounding the site



Conservation Areas surrounding the site



Local views test carried out that were identified as key in assessing the impact of the proposal on the surroundings



Proposed ground floor plan



Typical floor plans of the development



Type A - 160p 53sqm



Type B - 160p 57sqm



Type C - 160p 74sqm

Example of unit types



Elevation - 01



Elevation - 02

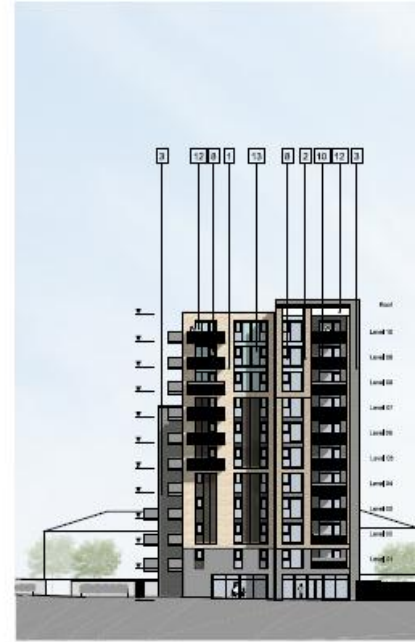
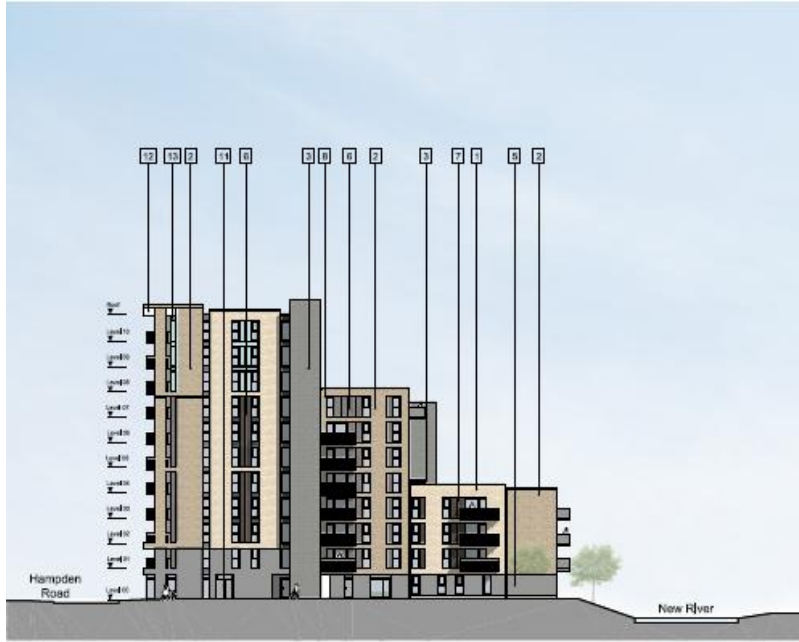


Elevation - 03



Elevation - 04

Elevations of western block



Elevations of eastern block



Image to show how the top floor treatment has evolved



Materials illustrated



Top two floors - Block A



Eastern Elevation - Block B



Ground floor - Block A



Block B at night

Closer elevation details



View from the south



Elevated view from the east



View from the footbridge across the railway



View from Wightman Road

Appendix 3 QRP Notes

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Railway Approach, Hampden Road

Wednesday 16 March 2016
River Park House, 225 High Road, London, N22 8HQ

Panel

Peter Studdert (chair)
John Lyall
Robert Aspland
David Lindsey
Wen Quek

Attendees

Richard Truscott	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Sarah Carmona	Frame Projects

Apologies / report copied to

Stephen Kelly	London Borough of Haringey
Emma Williamson	London Borough of Haringey
Deborah Denner	Frame Projects

Declarations of interest

John Lyall is currently working with NLP (planning consultants) on an unrelated project; NLP are part of the project team for the Hampden Road scheme.

Confidentiality

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

Report of Formal Review Meeting
16 March 2016
HQR23_Hampden Road

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Massing and development density

- The panel broadly supports the proposal, and feels that the proposed density could be acceptable if the scheme is further refined.
- The massing at the northern end of both blocks requires further thought and the possible reduction or redistribution of accommodation. As proposed, the blocks have a poor relationship to the smaller-scale residential blocks to the north of the New River, which are also on lower ground.
- At the scale currently proposed, the panel thinks the northernmost blocks would be oppressive when seen from the neighbouring streets.
- The panel suggests this part of the development should be a maximum of four storeys, and potentially set back further from the northern boundary.
- Cross sections would be helpful to test how the massing should be adjusted / reduced at the north, in relation to the existing housing adjacent.
- The panel would also encourage refinements to the massing and articulation of the 12-storey building on Hampden Road, to increase its elegance.

Place-making, character and relationship to surroundings

- The panel recommends exploration of additional local views from neighbouring streets to help refine the scale of the scheme and illustrate its townscape quality.
- Further thought on the design of the southerly edge of the development could help to visually frame the main station approach along Hampden Road.
- Whilst the panel acknowledges that the station approach (Hampden Road) is outside of the site (i.e. owned by Network Rail), it feels that a coherent approach to the hard landscape would be beneficial.
- The panel anticipates that improvements to the station approach along Hampden Road (including step-free access to the station), will be undertaken by Network Rail in the future.
- It would be helpful to establish a dialogue with Network Rail, to ensure that the development relates well to any future improvements to the station.

Scheme layout

- The panel welcomes the provision of multiple cores within the development, and the avoidance of long corridors.
- Enabling good levels of daylight within the cores would be encouraged.

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- The panel thinks that single aspect flats should be minimised, and that there is scope to improve the layout of units.

Architectural expression

- The panel considers that the architectural expression could be refined to enhance the richness of the facades.
- Different elevational treatments to the north and south faces of blocks can be very successful in creating architectural interest, at the same time as responding to a different environmental climate context.
- This may include the use of different areas of glazing, or other environmental design measures.
- The western façade (onto the railway) is very visible for people arriving at the station, and further consideration should be given to ensuring that it does not present as a monolithic wall of development.
- The introduction of curves (in the roofline or in elevational components) could be explored within the architecture of the larger block.
- The panel would welcome an attempt to visually 'break up' the facades, especially with regard to elements of solid, void, shape and slimness.
- In architectural terms, more could be made of the higher levels on the tallest building (e.g. balconies), in order to take advantage of the attractive outlook, whilst helping to articulate the facades.
- Visually grouping together a number of storeys (e.g. 3 storeys) can make taller buildings look more elegant.
- In taller buildings, the ground floor can look visually 'squashed' unless it is 1.5 storeys high.

Landscape design

- The panel recommends that the applicant assesses the remaining lifespan of the poplars to the north of the site, as it may be more appropriate to consider replacing these trees.
- The panel acknowledges that creating a physical link to the New River at the northern boundary seems unlikely at present due to ownership constraints.
- However, they would encourage further consideration of the landscape strategy to facilitate a strong visual connection to the waterway.
- One possibility could be using the slope of the bank to conceal the railings, allowing a view over the top.

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- The woodland concept holds promise, although the panel feels that it could do with extra emphasis and detail, as it seems to translate simply to grass and trees in the current proposal.
- Open form planting and ground cover could be used to enhance a woodland theme.
- Further consideration is required in order to identify places within the landscape where people can sit in the sun, avoiding overshadowing.
- The panel questions whether there is provision for residents' growing areas on site.

Inclusive and sustainable design

- The panel would like to know more about the level of provision of affordable housing, and the approach to integration of different tenures within the scheme.
- The panel highlights that noise issues from the railway will be very significant, especially if there are single aspect dwellings facing the railway.
- Potential noise problems need to be explored in some detail, which will most likely result in the elevations being amended (perhaps to include acoustic ventilation panels) in order to mitigate for noise.
- The panel welcome the provision of Combined Heat and Power (CHP), and would encourage the applicants to commit to the (non-regulatory) CIBSE Heat Network Code of Practice (2015).
- Further consideration of the method of selling heat to residents (e.g. via a heat trust) would be helpful.
- The panel notes that photovoltaic panels (PV) are proposed for the roofs, and identifies that there may be significant shading at roof level with the result that PV use may be limited.

Next Steps

- The panel would welcome a further opportunity to comment on revised proposals, alongside accompanying view studies and cross-sections, before a planning application is submitted.

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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: Hampden Road

Wednesday 17 August 2016

River Park House, 225 High Road, London, N22 8HQ

Panel

Peter Studdert (chair)

Wen Quek

Attendees

John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Sarah Carmona	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Stuart Minty	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey.

Confidentiality

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1. Project name and site address

Land at Railway Approach, Hampden Road, Hornsey
 Planning application reference: HGY/2016/1573

2. Previous Quality Review Panel meetings for this scheme

16 March 2016 Formal review

Please refer to the report of this meeting for the panel's previous comments.

3. Presenting team

Luke Cadman	Fairview Homes
Graig Rodgers	Fairview Homes
David Stephenson	Fairview Homes
Tim Quick	Formation Architects
Marco Tomasi	Formation Architects

4. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

5. Planning authority's views

Since the previous QRP meeting, the applicants have submitted the planning application for the redevelopment of the sites. The scheme proposes a mixed use development comprising residential units and commercial floorspace. In land use terms it is considered acceptable in principle subject to the level of employment generating floorspace being re-provided as existing on the site. Any reduction in employment generating floorspace would have to be robustly justified. Flexible and affordable B1 units will be considered favourably and these form part of the planning application. The bulk, scale and massing of the proposal has now reached a point where it is considered acceptable.



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6. Quality Review Panel's views*Summary*

The Quality Review Panel warmly welcomes the way that the design of the development has responded to the feedback from the previous QRP meeting in March, and expresses support for the scheme. They identified three main design interventions that have significantly improved the scheme. Adjustments in storey heights of the development, now ranging from 4 storeys to 14 storeys, achieves a more neighbourly relationship with properties to the north of the site. The elevational treatment of the tallest elements of the scheme, creates a 'break' in the parapet at roof level, and visually increases the slenderness of the tower. In addition, the façade design to create a distinct 'base' to the buildings is also welcomed. The panel notes that whilst they welcome the additional route to the play area through the undercroft car park, it will need to be very carefully designed and managed. They welcome the additional commercial unit at ground floor level. Further details on the panel's comments are provided below.

Massing and development density

- The panel are supportive of the adjustments that have been made to the massing.
- Reducing the northern-most elements to 4 storeys creates a more neighbourly interface with the neighbouring residential properties to the north, and helps give taller elements to the south a more slender appearance.

Scheme layout and architectural expression

- The panel welcomes the provision of an additional access to the play area. However, it will require very careful design, lighting and management due to the route of the link through the undercroft car park.
- The panel welcomes the move to create a more visually distinct 'base' to the development, through extending the ground floor elevational treatment up to include the first floor.
- The introduction of a slot within the elevations of the tower element help to increase the perception of slenderness, whilst adding a break into the roof-line parapet enables a more elegant solution.
- The panel recommends simplifying the architectural expression of this upper section of the tower, to reduce the number of different elements and details.
- They would like to see a clear logic behind the detailing and expression in the upper elevations of the tower.

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- They note that some of the materials and components (e.g. windows) have yet to be finalised, and would recommend that samples are discussed and agreed with Haringey officers.

Next Steps

- The panel feels that the design team have responded well to the previous comments, and are confident that the detailed comments above can be addressed in consultation with planning officers.
- They would perhaps encourage a simpler approach to articulation of the top of the buildings, but acknowledge that this may be a subjective view.

Appendix 4: GLA's stage one response

GREATER LONDON AUTHORITY

planning report D&P/3873/02

11 July 2016

Railway Approach, Hampden Road, Hornsey

in the London Borough of Haringey

planning application no. HGY/2016/1573

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

Demolition of the existing buildings and redevelopment of the site to provide two buildings of between 4 and 14 storeys in height comprising 174 residential units (Use Class C3) and 160 sqm flexible B1 floorspace, including the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development.

The applicant

The applicant is **Fairview New Homes Limited** and the architect is **Formation Architects**.

Strategic issues summary:

Land use: redevelopment of underused industrial site for residential-led development use is supported in regeneration area (paras 13-15).

Housing: 174 units proposed. Affordable housing offer has been made of 32% by habitable room, split 60:40 affordable rent to shared ownership. Viability information is being reviewed (paras 24-27).

Design: Improvements required to justify tall buildings and high density development. (paras 28-32).

Climate Change: Carbon reduction target met; further information required on overheating analysis (paras 35-47).

Transport: proposals are acceptable; conditions and section 106 obligations required (paras 54-65).

Recommendation

That Haringey Council be advised that whilst the application is generally acceptable in strategic planning terms it does not fully comply with the London Plan for the reasons set out in paragraph 70 of this report. Possible remedies are set out in that paragraph to ensure full compliance with the London Plan.

Context

1 On 2 June 2016 the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 13 July 2016 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

The application is referable under Categories 1A and 1C of the Schedule to the Order 2008:

Category 1A:

"Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats.

Category 1C:

1. Development which comprises or includes the erection of a building of one or more of the following descriptions:

(c) the building is more than 30 metres high and is outside the City of London."

2 Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

3 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

4 The site is a triangular piece of land, which includes an access road known as Hampden Road to the south, with a total site area of approximately 0.72 hectares. The site is bound by the New River to the north and the East Coast main line railway tracks and sidings to the west. South of the site is the Network Rail depot. Hampden Road is a privately owned access road which provides vehicle access to the railway depot and pedestrian access to the footbridge across the railway tracks that links directly into Hornsey Station (approximately 100m from the site). Turnpike Lane and Hornsey High Road lie 200m to the north, with Turnpike Lane tube station approximately 800m from the site. To the east across Wightman Road is "The Ladder" area of terraced residential streets.

5 The western part of the site is currently occupied by the Steel Stockholders yard to the western side, with an associated single storey building. In the eastern portion of the site there are two buildings (three storey and single storey) in Class B1 office use.

6 The Haringey Heartlands Regeneration Area encompasses the site, and is covered by the adopted Haringey Heartlands Regeneration Framework SPD (2005). The site is within 100m of the boundary with the London Plan’s Haringey Heartlands/Wood Green Area of Intensification which extends south along the railway tracks from Haringey to include the area around Hornsey Station. The New River is designated as a Site of Importance for Nature Conservation (SINC) of Metropolitan Importance, and forms part of the Blue Ribbon Network. Haringey Council’s Local Plan Strategic Policies Map (January 2016) identifies the site within an Ecological Corridor and part of the proposed Green Chain. The site is not within a conservation area.

7 Haringey Council’s emerging Site Allocations DPD identifies the site as a key development site in the Wood Green Area (site SA17). The Council’s proposed site allocation as outlined in this document includes mixed use residential and employment development securing improved pedestrian and cycling link to Hornsey rail station and improvements to the New River Path. The draft DPD is currently out for consultation.

Details of the proposal

8 The proposals are for the demolition of the existing buildings and redevelopment of the site to provide two buildings of between 4 and 14 storeys in height comprising 174 residential units and 160 sqm of flexible B1 floorspace , including the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development.

Case history

9 In January 2016 a pre-application meeting was held with GLA officers and a report was issued on 11 February 2016. The applicant was advised that the principle of residential development on this site is acceptable in strategic planning terms, subject to meeting local requirements and aspirations for the retention of employment land. It was advised that the acceptability of the housing provision is also subject to the provision and assessment of a viability report and justification regarding the mix of housing and provision of affordable housing. In terms of design, the applicant was requested to further consider the site’s role within the wider area: in particular, it was considered that the scheme needed to fully address the street frontage, the definition to the river edge and the relationship of the buildings to the predominantly low-rise surrounding area.

Strategic planning issues and relevant policies and guidance

10 The relevant issues and corresponding policies are as follows:

- Housing *London Plan; Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG*
- Affordable housing *London Plan; Housing SPG; Housing Strategy*
- Density *London Plan; Housing SPG*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Mix of uses *London Plan*
- Regeneration *London Plan; the Mayor’s Economic Development Strategy*
- Access *London Plan; Accessible London: achieving an inclusive environment SPG;*

- Sustainable development *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy*
- Nature conservation *London Plan*
- Transport *London Plan; Mayor's Transport Strategy*

11 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is Haringey Local Plan: Strategic Policies (2013), the Haringey UDP Saved Policies (2013), and the 2016 London Plan (Consolidated with Alterations since 2011).

12 The following are also relevant material considerations:

- The National Planning Policy Framework, Technical Guide to the National Planning Policy Framework and National Planning Practice Guidance.

Principle of development

Redevelopment of employment floorspace

13 The site is currently occupied and in use by commercial and light industrial businesses. While the site is not designated as a strategic industrial or office location in the London Plan and does not lie within the Central Activities Zone, Policy 4.4 of the London Plan seeks to ensure that there is a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London. It also recognises, however, that surplus industrial land could meet other strategic objectives of the London Plan, such as providing more housing.

14 The applicant has provided an employment land report with the application (April 2016). The report concludes that the site is ill-suited to continued commercial/industrial use due to the poor condition of the existing buildings which are at the end of their lifespan, the fact that the site is not within a recognised employment location or cluster and has limited supporting infrastructure for this type of use, and the restricted access arrangements for larger vehicles which could conflict with nearby residential uses. The western portion of the site, occupied by the Steel Stockholders yard, has been sold by this business due to a desire to relocate the business to a site which better suits their needs. The directors of this business have written in support of the current application. Wilmott House in the eastern part of the site has been occupied by several short-term Class B1 and D1 uses over the past decade. Most recently, the building was occupied as site offices and storage for the building works at Hornsey Depot, which are now complete. This building has been subject to extensive marketing since 2008 which has not identified any medium or long term interest from commercial occupiers.

15 A replacement commercial unit of 160 sqm would be included in the scheme, which would provide some employment opportunity in a smaller unit, arguably more suited to the site. Given the evidence provided by the applicant and the fact that the site is not designated as employment land, it is considered that the loss of the employment land does not conflict with relevant London Plan policies in this case. As such the principle of the redevelopment is supported.

Housing

16 London Plan Policy 3.3 identifies the pressing need for more homes in London and Haringey's annual housing target as set out Table 3.1 is 1,502 homes per year in the period 2015 -

2025. The scheme proposes 174 residential units, which would contribute to this target and is supported.

Housing choice

17 London Plan Policy 3.8 requires different sizes and types of dwellings to meet different needs. The proposed housing would be provided in the following unit mix:

Unit size	Provision
1 bed	61 (35%)
2 bed	96 (55%)
3 bed	17 (10%)
Total	174

18 The proposals provide a range of unit sizes, although it is noted that there would be no larger family sized units (i.e. with more than 3 beds). Whilst the proposed mix could be suitable for a higher density housing development within a regeneration area and close to transport nodes, the GLA notes that there is a significant London-wide need for affordable family-sized housing. Consideration should be given to providing a greater number of larger units, but particularly to ensuring that a significant proportion of the family sized units are affordable. The Council should also confirm that the proposed unit mix is in line with local needs.

Density

19 The site has a PTAL of 4-5 and is in close proximity to a railway station. It is also within 800m of the boundary with Wood Green Metropolitan Town Centre. The rest of the site’s context demonstrates the characteristics of an “urban” setting as defined by Table 3.2 of the London Plan. Table 3.2 indicates that densities in the range of 55-225 units per hectare or 200-700 habitable rooms per hectare would be appropriate. The applicant has set out that the density of the proposals would be 238 units per hectare and 715 habitable rooms per hectare. This marginally exceeds the guidance in the London Plan density matrix. However, it is also noted that the density calculation includes the area taken up by Hampden Road, an existing access road. Whilst the applicant may have acquired ownership of this private road, it cannot be said to form part of the net residential development site area. A density calculation should be provided based on the net residential area, excluding this road. Notwithstanding this, given the site’s location close public transport and the town centre, it is considered that higher densities could be supported. However, this is dependent on the scheme demonstrating that the highest quality of design has been employed in terms of the housing quality, architecture and approach to the public realm. This will be discussed further below.

Residential quality

20 The residential quality of the proposals is generally high. All proposed units would meet the space standards set out in the Mayor’s Housing SPG. The number of residential cores limits the number of units sharing each landing and maximises the proportion of dual aspect units which is strongly supported. None of the units would be solely north facing. All units would be provided with an area of private amenity space which meets the Mayor’s minimum standards.

21 The noise from the railway line is a significant constraint on this site, and it is noted that units within the western block have been designed with bedroom windows facing the railway. The applicant has submitted a noise assessment report which concludes that appropriate noise mitigation measures (i.e. acoustic glazing and mechanical ventilation) will need to be employed, but with these measures the development would provide a satisfactory noise environment for the affected units. The Council should ensure that the detailed design incorporates the recommended measures to insulate the units against unacceptable noise, and these measures should be conditioned. Notwithstanding this, a better design for the site could reorientate the development along the street and river frontages, minimising the number of units facing the railway, as discussed further below.

Children's play space

22 The Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG sets a benchmark of 10 sq.m. of useable children's playspace to be provided per child, with particular emphasis on playspace for children under five years old to be provided on-site. Based on the proposed tenure mix, a child yield of approximately 39 children could be expected from this development, of which 20 would be under five, but this should be confirmed by the applicant once the tenure/affordable housing mix is confirmed.

23 The proposals include a play area to the east of the site which could meet the required space, but the applicant should confirm in a detailed drawing how the playspace would be laid out. It should be ensured that the on-site playspace provision includes suitable landscaping, climbable objects, fixed equipment, facilities for younger and older children and facilities suitable for disabled children and carers. The approach to the playspace design should be confirmed by the applicant and secured via condition.

Affordable housing

24 London Plan Policy 3.12 sets out that the maximum reasonable amount of affordable housing should be sought on developments. London Plan Policy 3.11 sets out that affordable housing should be provided at a ratio of 60:40 social rent to intermediate housing.

25 The applicant's viability report is currently being independently verified by consultants appointed by the Council and the independent consultant's report should be shared with the GLA prior to the application being referred back to the Mayor at Stage 2. The applicant is currently offering 32% affordable housing on site by habitable room (or 45 units). The proposed tenure split would be 60:40 affordable rent to intermediate accommodation. The Council's independent report should analyse the applicant's viability assumptions and should demonstrate that the maximum reasonable amount of affordable housing has been provided in line with Policies 3.11 and 3.12. If the assessment demonstrates that the scheme can afford to deliver a greater amount of affordable housing, any additional affordable housing should be provided on site, in line with London Plan Policy 3.12C. Full commentary should be provided to the GLA prior to the application being referred back to the Mayor at Stage 2.

26 It is noted that the currently proposed quantum of affordable housing falls short of Haringey Council's emerging draft Development Management DPD policy (which proposes a borough-wide affordable housing target of 40%). As such, the GLA expects a greater quantum of affordable housing to be achieved on this site and would support the Council in seeking more affordable units within the scheme.

27 Notwithstanding this, the proposed tenure split for the affordable housing would be acceptable. It should be confirmed by the applicant prior to Stage 2 what discount on market rent is proposed for the affordable rented units. It is proposed that 8 of the 26 affordable rented units

and 2 of the 19 shared ownership units would have 3 bedrooms. The provision of a significant amount of affordable family accommodation is welcomed in line with London Plan Policy 3.11.

Urban design

28 At the pre-application stage, the GLA raised a number of concerns and comments relating to the design and layout of the proposed linear blocks. It is disappointing that the scheme has not undergone significant amendment in order to address these comments. In particular, the GLA is concerned that the development fails to take the opportunity to improve the pedestrian environment along Hampden Road and also fails to create a sufficient quality public realm within the site.

29 Whilst there would now be a commercial unit fronting on to Hampden Road within the eastern block, virtually the entire ground floor of the western block and much of the eastern block consists of blank walls, entrances to refuse and cycling stores. The pedestrian route through the site would be flanked on one side by these dead frontages and on the other side by surface car parking. The public realm would therefore be poor quality, lacking activity and interaction at ground level. The development would also fail to fully enliven the frontage to Hampden Road, which is considered to be a key opportunity for this development. Notably, the ground floor level at the southern end of the western block fronting Hampton Road would be occupied by a large CHP unit with accompanying blank façade. An unwelcoming and potentially unsafe pedestrian path would also be provided to the far west of the site.

30 As raised at the pre-application stage a better approach would be to conceal parking and servicing beneath a podium, presenting continuous street frontage to Hampden Road and the opportunity for additional amenity space above. This arrangement may be able to accommodate more residential units at ground level. The applicant was also requested to investigate an alternative massing approach which maximises development alongside Hampden Road and minimises the residential frontage facing the railway. It has not been sufficiently explained why these alternative approaches have been rejected. The applicant should revisit the ground floor layout to reconfigure service uses and create activity at ground floor level, including residential uses.

31 Officers note that the height of the buildings significantly exceeds the height of development in the surrounding area and has an impact on local views, including those from nearby conservation areas. The development would not adversely impact on strategic views (i.e. from Alexandra Palace), and GLA officers thus raise no specific strategic concerns regarding the height of the blocks. However, as raised at the pre-application stage, officers query the benefits of locating the taller elements at the southern edge of the site where the risk of overshadowing between blocks and onto amenity spaces is likely to be high. A more sympathetic scale along the site's southern edge should be considered in response to the relatively narrow street width of Hampden Road.

32 In order to support a relatively high residential density in this location, the overall quality of the scheme's design will need to demonstrate a high standard of architecture, including a fully resolved public realm strategy as explained above and clear and legible residential entrances. It is noted that Hampton Road is included within the applicant's red line site and it is thus expected that the developer will fund and implement significant improvements to this pedestrian route to the station, as identified in the PERS assessment referred to below. Further details should be provided before the application is referred back to the GLA at Stage 2. The Council should ensure that architectural detailing and materials are of the highest quality via the imposition of robust conditions.

Inclusive access

33 The applicant's Design and Access statement addresses key points regarding level access into and throughout the development. It is confirmed that 10% of the units would be M4(3) compliant (wheelchair accessible), and a typical layout for the M4(3) units has been provided, which is acceptable. The applicant should also confirm that all units are M4(2) compliant.

34 The wheelchair accessible units would be provided at all floor levels which is welcomed. However from the drawings the units all appear to be two-bedroom dwellings. A variety of unit sizes should be adaptable for wheelchair use, to ensure a full choice of accommodation to suit the different needs of individual wheelchair users.

Climate change

Energy efficiency standards

35 A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include low energy lighting and mechanical ventilation with heat recovery.

36 The applicant has undertaken a dynamic overheating modelling exercise to assess the risk of overheating in the dwellings, this is welcomed. The applicant has used the CIBSE TM 52 methodology and is reporting that 17 units will meet the criteria with three units marginally failing.

37 The applicant should provide full results and assumptions from the analysis so that level of exceedance can be better understood. Further passive measures should be investigated in line with Policy 5.9 so that the CIBSE requirements are met for all sample units in order to minimise the risk of overheating now and in the future.

38 The development is estimated to achieve a reduction of 6 tonnes per annum (3%) in regulated CO₂ emissions compared to a 2013 Building Regulations compliant development.

District heating

39 The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. The applicant has, however, provided a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available.

40 A site heat network is proposed, connecting all apartments. The applicant is not proposing to connect the ground floor commercial unit, being delivered to shell and core only, due to the small size of the unit and associated limited heat demand. An estimate of the heat demand has been provided and this approach is considered acceptable in this instance.

41 The site heat network will be supplied from a single energy centre. This will be 150sq.m. in size and located on the ground floor.

Combined Heat and Power

42 The applicant is proposing to install a 33 kWe /62 kWth gas fired CHP unit as the lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load, as well as a proportion of the space heating. A reduction in regulated CO₂ emissions of 51 tonnes per annum (28%) will be achieved through this second part of the energy hierarchy.

43 The applicant should provide information on the management arrangements proposed for the system, including anticipated costs, given that the management and operation of small CHP systems can significantly impact their long term financial viability.

Renewable energy technologies

44 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install Photovoltaic (PV) panels with a total output of 41 kWp on the roof of the development. ASHPs have been assumed for the space heating of the ground floor shell commercial unit

45 A reduction in regulated CO₂ emissions of 18 tonnes per annum (10%) will be achieved through this third element of the energy hierarchy.

Overall carbon savings

46 A reduction of 75 tonnes of CO₂ per year in regulated emissions compared to a 2013 Building Regulations compliant development is expected for the proposals, equivalent to an overall saving of 41%.

47 The carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan however the comments above should be addressed before compliance with London Plan energy policy can be verified.

Flood risk

48 The proposed development is located within Flood Zone 1 and so no Flood Risk Assessment is required. In addition, the site and surrounding area is not at high risk of significant surface water flooding. The proposed development is therefore acceptable with regard to London Plan policy 5.12

Sustainable drainage

49 Policy 5.13 of the London Plan seeks to ensure that surface water is attenuated in accordance with the drainage hierarchy, and that developments should aim to achieve greenfield run-off rates. The applicant has submitted a drainage strategy which outlines SuDS techniques to be incorporated within the development. The site will have attenuation in the form of porous paving, crated storage and a recessed ground storage area to the north of the development. The use of SuDS as part of the proposed development is welcomed; particularly the proposed green roofs, the shallow storage basin in the children's play area (Design for Exceedance), and the permeable paving. Subject to these measures being secured via appropriate planning conditions, the proposed development is in accordance with London Plan policy 5.13.

50 However, consideration should also be given to direct discharge of treated runoff to the adjacent New River, in line with the SuDS hierarchy and to ensure no loss of biodiversity as a result of contaminated runoff.

51 In addition, attenuation/geo-cellular tanks should be design to the Method 2 principles as taken from Ciria's Susdrain Factsheet.

Nature Conservation

52 The site is located adjacent to the New River Site of Metropolitan Importance for nature conservation (SMI). The proposed tree and 'buffer' planting along the river corridor is welcome,

along with bird and bat nesting/roosting opportunities. These measures should be secured via appropriate planning conditions.

53 However, the grass verge should not just be short-mown amenity grassland, but a native and locally appropriate wildflower and grassland mix, with a management plan that makes the most of the area of biodiversity. This should be shown in a detailed landscape strategy to be secured by condition.

Transport

Accessibility

54 The site is within 150m of Hornsey railway station which provides access to Great Northern services between Moorgate and Hertfordshire. Turnpike Lane underground station, providing access to Piccadilly Line services, is approximately 800 metres to the east of the site. In addition, two high frequency bus routes (41 and 144) operate close to the site, with the nearest stops on Turnpike Lane. As such, TfL estimates that the site records a public transport accessibility level ranging from 4 to 5, on a scale of 1-6, where 1 is poor and 6 is excellent.

55 The nearest Strategic Road Network (SRN) is the A105 Green Lanes, approx. 800m east of the site. The site is remote however from the Transport for London Road Network (TLRN).

Access

56 Vehicular access to the development will be afforded via a single consolidated access in Hampden Road, which replaces the three existing vehicle accesses that serve the Steel Stockholders Yard and Wilmott House. The proposed access will serve as a shared access for pedestrians, cyclists and vehicles (including refuse collection and delivery vehicles). The proposal introduces a new north-south shared access road that extends from Hampden Road to New River. The layout of the access road allows large vehicles to turn within the site and exit in a forward direction. TfL is satisfied with the proposed access arrangements.

Car parking

57 The proposal includes 52 car parking spaces, including 17 accessible parking spaces, consisting of a mixture of undercroft and perpendicular parking along the internal access road. This equates to a ratio of 0.3 spaces per dwelling. At the pre application stage TfL advised that such a ratio seemed relatively high considering the good transport accessibility and asked for further justification. The applicant has advised that the ratio is in line with average car ownership levels for this area and also aligned with Haringey Council's policy. In view of this and noting that the site currently accommodates around 45 vehicles, this is accepted. The quantum of accessible parking also accords with TfL requirements of 1 space per wheelchair accessible unit.

58 It is understood that Haringey Council will be undertaking a review of on-street parking in the area, with a view to reinforcing the existing controlled parking zone (CPZ), subject to the outcome of public consultation. TfL expects that this will address potential overspill parking effects that might arise from the development. TfL will require the imposition of a s106 obligation that removes residents' eligibility to obtain permits to park in the neighbouring controlled parking zone (CPZ). The provision of a car club bay near site entrance and inclusion of a car club as a measure in the travel plan is welcome.

59 The proposal includes a car club bay near the site access and it is proposed that car club membership will be included as a measure in the travel plan. TfL welcomes this and recommends

that the borough secures funding to provide each resident with free membership of the car club. The provisions relating to the car club will need to be secured by legal agreement.

60 The proposal includes 20% active and 20% passive electric vehicle charging points (EVCPs), which meets the London Plan requirements. The applicant will need to clarify the location of the EVCPs. TfL therefore recommends that details and retention of the EVCPs should be secured by condition.

Cycling and walking

61 The proposal includes 287 cycle parking spaces and a further 4 short-stay cycle parking spaces for visitors to the residential use. One short-stay cycle parking space will be provided for the commercial use. The cycle parking provision accords with the London Plan. Details of the cycle parking should be secured by condition.

62 A PERS (pedestrian environment review system) audit has been undertaken and included in the transport assessment. The PERS audit identified weaknesses in the pedestrian environment. TfL expects the development to address the deficiencies identified in the PERS audit through a Section 278 agreement, encompassing improvements to the section of Hampden Road that adjoins the development, and Section 106 funding covering the wider PERS study area.

Trip generation

63 TfL concurs with the conclusion of the transport assessment that the development will not materially impact on the operation of the strategic road network. The majority of the forecasted trips will be by public transport which can be accommodated on the local bus network. A mode share of 44% or 100 trips in the AM peak through Turnpike Lane underground station is also predicted, though this will not require site specific mitigation.

Construction, servicing and deliveries

64 A Construction Logistics Plan (CLP) should be secured for the site by condition. The CLP should include measures to limit the impact of the development during the construction period, and include information on i) booking systems; ii) consolidated or re-timed trips iii) secure off-street loading and drop off facilities.

65 TfL welcomes the submission of a travel plan, the content of which is considered to be generally acceptable. The full travel plan will need to be submitted to the Council for approval prior to the occupation of the development and should include provisions for reviewing and monitoring. The Travel Plan should be secured through the Section 106 agreement.

Community Infrastructure Levy

66 In accordance with London Plan policy 8.3 '*Community Infrastructure Levy*', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. The rate for Haringey is £35 per square metre of additional floorspace.

Local planning authority's position

67 It is understood that the application is intended to be reported to Haringey Council's planning committee in September.

Legal considerations

68 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

69 There are no financial considerations at this stage.

Conclusion

70 London Plan policies on housing, urban design, inclusive access, sustainable development and transport are relevant to this application. Whilst the scheme is broadly supported in strategic planning terms the application does not yet fully comply with the London Plan as set out below:

- **Housing:** the Council should confirm that the proposed unit mix is in line with local needs. In relation to affordable housing, the financial viability appraisal and independent assessor's report should be provided to the GLA prior to stage 2. The maximum reasonable amount of affordable housing should be provided on site.
- **Urban design:** Improvements are required to ensure that the development contributes fully to place setting and local character; namely addressing the ground floor layout and its interaction with the public realm, and ensuring that taller elements are positioned sympathetically.
- **Inclusive access:** further information is required regarding M4(2) unit provision and the provision of a range in unit sizes for the wheelchair accessible units.
- **Climate change:** the applicant should provide full results and assumptions from the dynamic overheating modelling analysis so that level of exceedance can be better understood. Further passive measures should be investigated in line with London Plan Policy 5.9 in order to minimise the risk of overheating. Information on the management arrangements and anticipated costs for the CHP system should be provided.
- **Flood risk:** SuDS measures should be secured; consideration should be given to the discharge of treated surface water to the New River.
- **Transport:** The proposed section106 agreement and/or conditions should secure contributions towards the improvement of the pedestrian environment, car club membership for the residential units, the provision of electric vehicle charging points, a car park management plan, a delivery and service management plan, residential travel plan and construction logistics plan.

for further information, contact GLA Planning Unit (Development & Projects Team):

Stewart Murray, Assistant Director – Planning

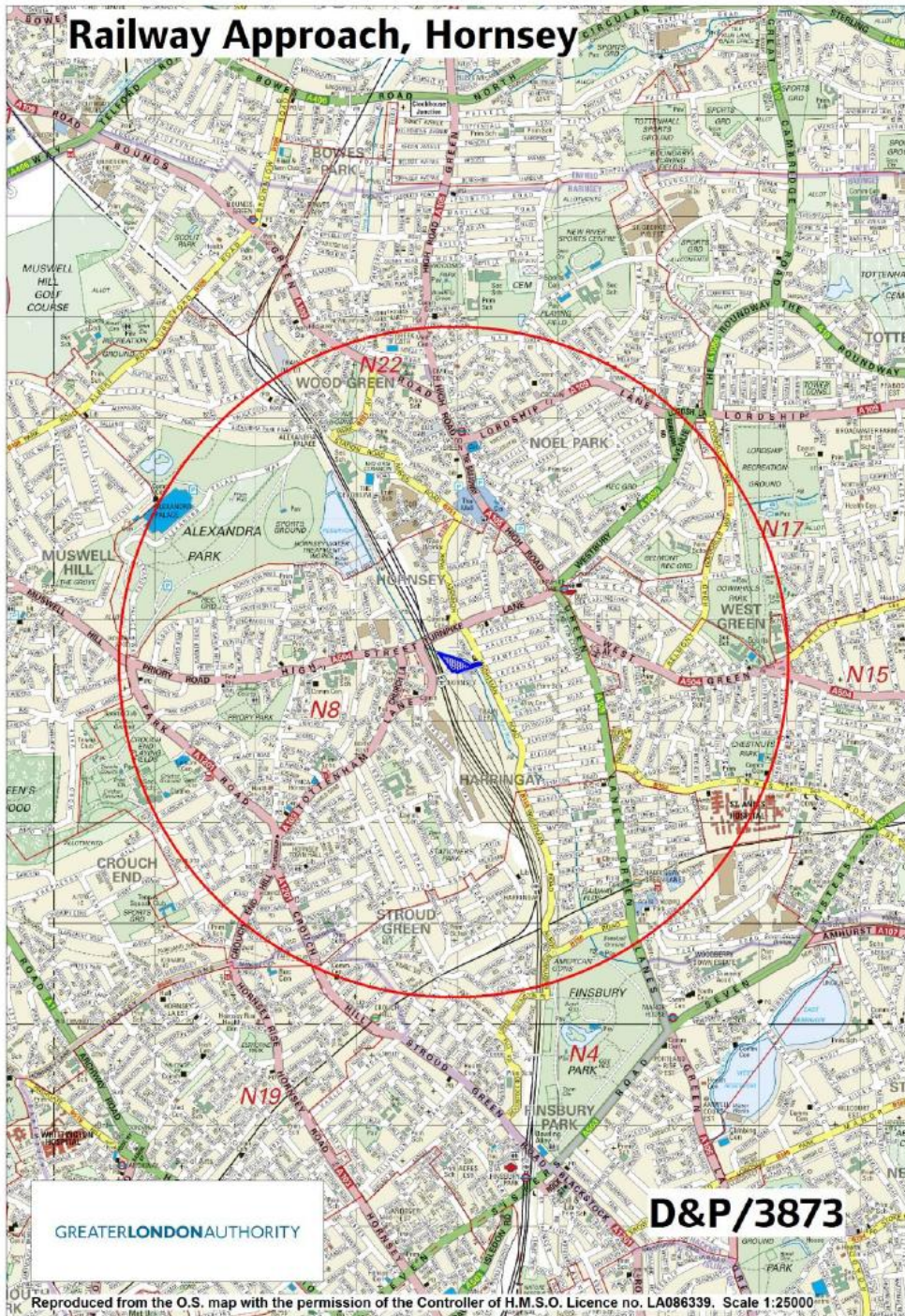
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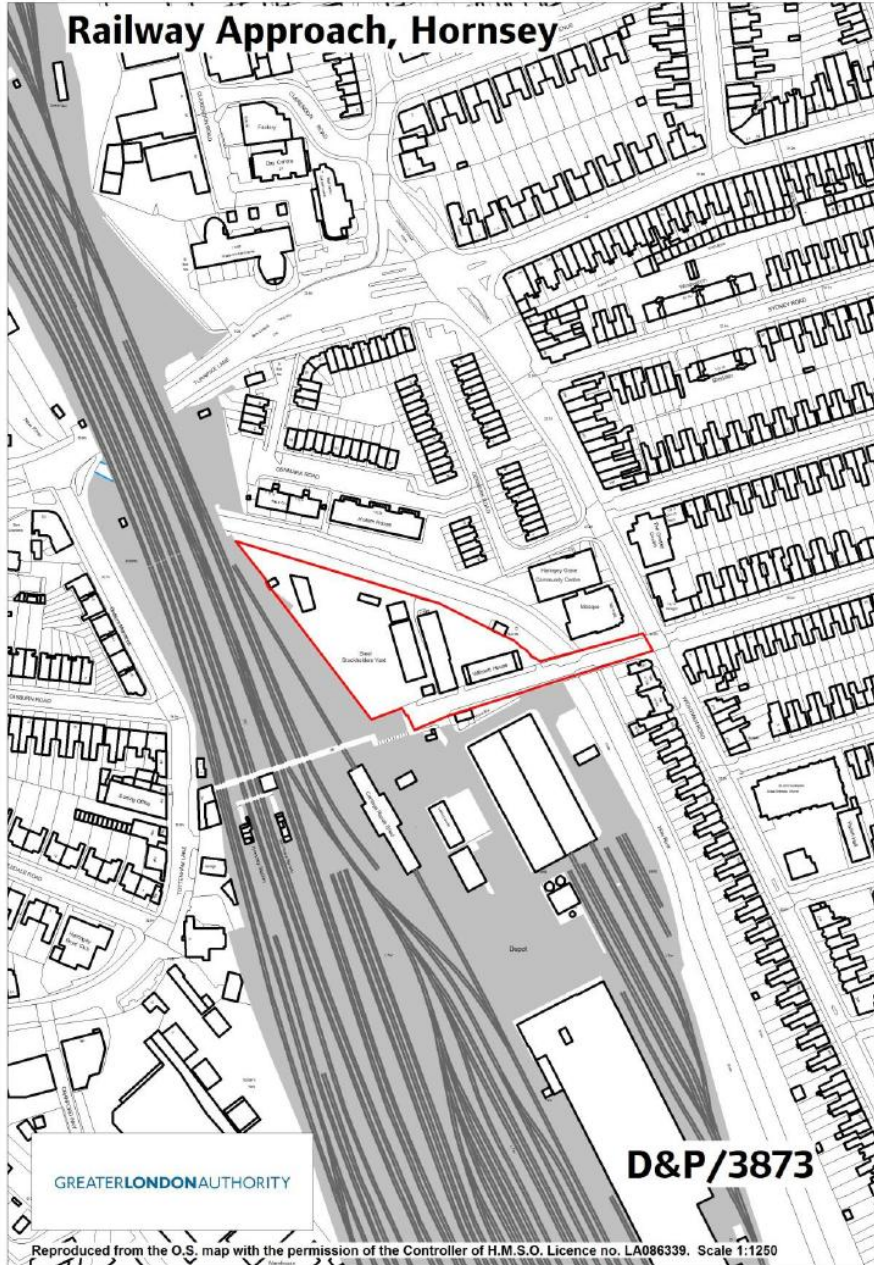
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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** N/A**Ward:** St. Ann's**Address:** 11 Conway Road, South Tottenham, London, N15 3BB**Proposal:** To confirm the Tree Preservation Order (TPO) for a tree in the rear garden of No 11 Conway Road.**Applicant:** N/A**Case Officer Contact:** Alex Fraser**Date received:** 08/04/2016**Drawing number of plans:** The London Borough of Haringey (11 Conway Road N15 3BB) Tree Preservation Order.

- 1.1. This matter has been brought to committee because it pertains to the procedure for confirming objected TPOs.
- 1.2 The Council's constitution does not include delegation for any actions relating to tree preservation orders. See paragraph 2.3 for future 'tree preservation orders' applications.

1.3 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- To preserve the existing tree which has significant amenity value

2. RECOMMENDATION

- 2.1 That the Committee resolve to APPROVE the confirmation of the TPO and that the Assistant Director Planning is authorised to take all the necessary steps required in connection with the confirmation of the TPO (and to further sub-delegate this power).
- 2.2 In the event that member choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.3 This report also seeks authorisation from the PSC to delegate all powers regarding tree preservation orders (and the ability to further sub-delegate these powers) to the Director / AD for Planning SAVE for tree preservation orders that

have objections to them this report seeks authorisation from the PSC to delegate all powers relating to these (and the ability to further sub-delegate these powers) to the Director / AD for Planning subject to agreement with the Chair or Vice-Chair.

This is sought because the existing constitutional arrangements require all matters in respect of tree preservation to be approved by PSC. This arrangement is considered impractical and the temporary arrangement described above is, therefore, recommended until the constitution is amended.

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

APPENDICES:

Appendix 1: The London Borough of Haringey (11 Conway Road N15 3BB) Tree Preservation Order

Appendix 2: Image

Appendix 3: Objections

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

- 3.1. A tree preservation order was made for the protection of a 'Cypress' tree in the rear garden of No 11 Conway Road on 7 April 2016 (a copy of which is at Appendix 1) An objection to the TPO was received from the owner of 11 Conway Road on 13 April 2016. The TPO will cease to be of effect if it is not confirmed within 6 months of having been made. The Committee is requested to confirm this TPO.

Site and Surroundings

- 3.2. The subject site is the rear garden of a two storey end of terrace property on the north side of Conway Road. The tree in question is located close to the shared boundary with the garden of the adjoining property no.46 Woodlands Park Road (western boundary) approximately 5m from the rear elevation of the property. See Appendix 2 for a photograph.
- 3.3. The site is not within a designated conservation area.

Relevant Planning and Enforcement History

- 3.4. No relevant history

4. CONSULTATION RESPONSE

- 4.1. The following were consulted regarding the TPO:

- LBH Arboriculture & Allotments Officer

- 4.2. The following responses were received:

LBH Arboriculture & Allotments Officer:

- 4.3. The majority of the tree crown is clearly visible from a public place. National Planning Practice Guidance provides that only part of a tree needs to be visible from a publicly accessible road, footpath or park, to meet the criteria. It was reported that a number of trees had been removed recently from rear gardens in the vicinity and it was believed this tree was also under threat. This evergreen tree provides valuable all year round screening between properties that are in fairly close proximity and it also helps to soften the built environment.
- 4.4. The tree appears healthy and its upright shape makes it suitable to a small garden with minimal future maintenance requirements. In my opinion, it has a predicted life expectancy of 20-40 years, and will therefore continue to provide the known range of quantifiable benefits to residents and the local area for many years.

- 4.5 The tree is a fairly uncommon species of Cypress. As the tree is evergreen, it provides a habitat all year round. In addition to providing nesting and roosting opportunities for birds, it will also give a home to insects which in turn offer a food source for the birds. I believe its loss would have a detrimental impact on the local landscape.

5. LOCAL REPRESENTATIONS

- 5.1. A letter was received on 13 April 2016 from the owner/occupier of No 11 Conway Road, following receipt of the Council's letter (dated 8th April 2016) notifying that a TPO has been placed on a tree in the rear garden (see Appendix 3). This objection is summarised below, with officer comments in brackets, where necessary.

- A chartered surveyor has recommended that the tree be felled. *(There is a report from Crawford acting as loss adjusters. This report was instigated by the house holder who was claiming for subsidence. The Surveyor recommended that the tree be felled. However, the surveyor failed to forward any convincing argument, other than to abate a potential nuisance of subsidence. This advice appeared to be generic in nature and could apply to many trees. Further, the surveyor reported that there was insufficient evidence to back the subsidence claim, which should therefore be repudiated by the insurer)*
- Potential for damage to people and/or property. *(The report deals with perceived risks of tree causing physical damage in inclement weather, which could apply to any tree. There are no specific hazards mentioned that apply to this tree. There is also a claim that the cost of such damage leads to a potential loss. House holders should ensure that they are adequately covered in this eventuality)*
- Does not believe the tree is of high amenity value. *(In pursuance of "Regulation 5" the owner: 1 (a) Claims the tree is not fully visible. Neither the Town and Country Planning Act 1990 nor the Town and Country Planning (Tree Preservation) (England) Regulations 2012 ("the Legislation") have any provisions on the degree of visibility. The claimant admits that the tree is visible from a public place. 1 (b) Claims that in future, the tree could grow to a size where it could be a nuisance. The Legislation allows for periodic maintenance. 1 (c) Claims that the tree is a habitat for wildlife. This does not constitute any grounds for removing the tree)*
- The tree is currently home to a pair of wood pigeons classified according to the IUCN Red List of Threatened Species as 3.1 Conservation Statue – Least Concern. Any future maintenance would need to take this into consideration *(No Comments)*

- Would like to be able to keep the tree trimmed and safe in future in line with professional advice. The objector states he has no intention to fell the tree and claims that she will continue to maintain it responsibly, given the right to do so (*No Comments*)

6. MATERIAL CONSIDERATIONS

- 6.1. The main planning issues raised by the proposed development are:
1. Amenity value of the tree
 2. Health of the tree

Amenity value of the tree

- 6.2 The Planning Practice Guidance for Tree Preservation Orders states in Para 008 *'The trees, or at least part of them, should normally be visible from a public place, such as a road or footpath'*. As noted above in the Arboriculture & Allotments Officer's comments, the majority of the crown of this tree is clearly visible from a public vantage point.
- 6.3 It has also been reported that a number of other trees had also been removed from neighbouring rear gardens in the vicinity and therefore concerns were raised about further potential loss. The tree is evergreen, and provides valuable all year round screening between properties that are in fairly close proximity, and also helps to soften the built environment.
- 6.4 The Arboriculture & Allotments Officer states that the Cypress provides nesting and roosting opportunities for birds, it will also give a home to insects which in turn offer a food source for the birds. Overall, its loss would represent a detrimental impact on the local landscape.

Health of the tree

- 6.5 The Arboriculture & Allotments Officer considers the tree to appear healthy and its upright shape makes it suitable to a small garden with minimal future maintenance requirements. In their expert opinion, it has a predicted life expectancy of 20-40 years, and will therefore continue to provide the known range of quantifiable benefits to residents and the local area for many years.

Conclusion

- 6.6 Following comments received by the LBH Arboriculture & Allotments Officer it is considered that the concerns raised by the objector are not wholly substantiated and that the objection to The London Borough of Haringey (11 Conway Road N15 3BB) Tree Preservation Order should not be upheld, and the TPO confirmed.

7. RECOMMENDATION

7.1. See Section 2

Appendix 1: The London Borough of Haringey (11 Conway Road N15 3BB) Tree Preservation Order

Town and Country Planning Act 1990

The London Borough of Haringey (11 Conway Road N15 3BB) Tree Preservation Order 2016

The London Borough of Haringey, in exercise of the powers conferred on them by section 198 of the Town and Country Planning Act 1990 makes the following Order –

Citation

1. This order may be cited as The London Borough of Haringey (11 Conway Road N15 3BB) Tree Preservation Order 2016.

Interpretation

2. (1) In this Order “the authority” means The London Borough of Haringey
- (2) In this Order any reference to a numbered section is a reference to the section so numbered in the Town and Country Planning Act 1990 and any reference to a numbered regulation is a reference to the regulation so numbered in the Town and Country Planning (Tree Preservation)(England) Regulations 2012.

Effect

3. (1) Subject to article 4, this Order takes effect provisionally on the date on which it is made.
- (2) Without prejudice to subsection (7) of section 198 (power to make tree preservation orders) or subsection (1) of section 200 (tree preservation orders: Forestry Commissioners) and, subject to the exceptions in regulation 14, no person shall –
 - (a) cut down, top, lop, uproot, wilfully damage, or wilfully destroy; or
 - (b) cause or permit the cutting down, topping, lopping, wilful damage or wilful destruction of,any tree specified in the Schedule to this Order except with the written consent of the authority in accordance with regulations 16 and 17, or of the Secretary of State in accordance with regulation 23, and, where such consent is given subject to conditions, in accordance with those conditions.

Application to trees to be planted pursuant to a condition

4. In relation to any tree identified in the first column of the Schedule by the letter “C”, being a tree to be planted pursuant to a condition imposed under paragraph (a) of section 197 (planning permission to include appropriate provision for preservation and planting of trees), this Order takes effect as from the time when the tree is planted.

Dated this 7 day of April 2016

The Common Seal of The London Borough of Haringey was affixed to this Order in the presence of –

[Handwritten signature]

.....
Authorised Officer

p.d.j



CONFIRMATION OF ORDER

This Order was confirmed by The London Borough of Haringey without modification on the day of

OR

This Order was confirmed by the London Borough of Haringey, subject to the modifications indicated by

on the day of

Signed on behalf of the London Borough of Haringey

.....

Authorised by the Council to sign in that behalf

5072

Planning Service



Stephen Kelly Assistant Director Planning Service

Date: 10 February 2016 Ref: GN/2016 your ref:

To: Maria Lottari
Corporate Legal Service
Alexandra House
Station Road N22

From: Gerzie Newell
Technical Support DC
Planning Policy & Development
6th Floor River Park House
225 High Road N22 8HQ

REPORT RECOMMENDING THE MAKING OF A TREE PRESERVATION ORDER

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
Part 8 Special Controls Chapter 1 - SECTION 198

Site: 11 Conway Road N15

The council's Arboriculturalist has recommended that a T.P.O. be placed on the following tree

Species: T1.Cypress

Location: Rear Garden -11 Conway Road N15

Condition: Good

Life expectancy: 20-40 years +

Proposal: None Perceived threat to tree

A Tree Preservation Order should be attached on the following grounds:

- 1. The trees is of high amenity value being clearly visible from a public place
2. The trees appears healthy for its age and species and has a predicted life expectancy of excess of 40 years
3. The tree is a semi-mature ornamental species and provides a habitat for wildlife

Please apply a section 201 direction to take immediate effect

The council's Arboriculturalist recommended that a T.P.O. be placed upon the above tree/s as a matter of URGENCY.

I would be grateful if the Borough Solicitor takes all necessary action to place a Tree Preservation Order on the aforementioned tree/s.

Signed

[Handwritten signature]

Emma Williamson
Head of Development Management & Planning Enforcement

Planning Service
6th Floor, River Park House,
225 High Road, Wood Green,
London N22 8HQ

T 020 8489 5504

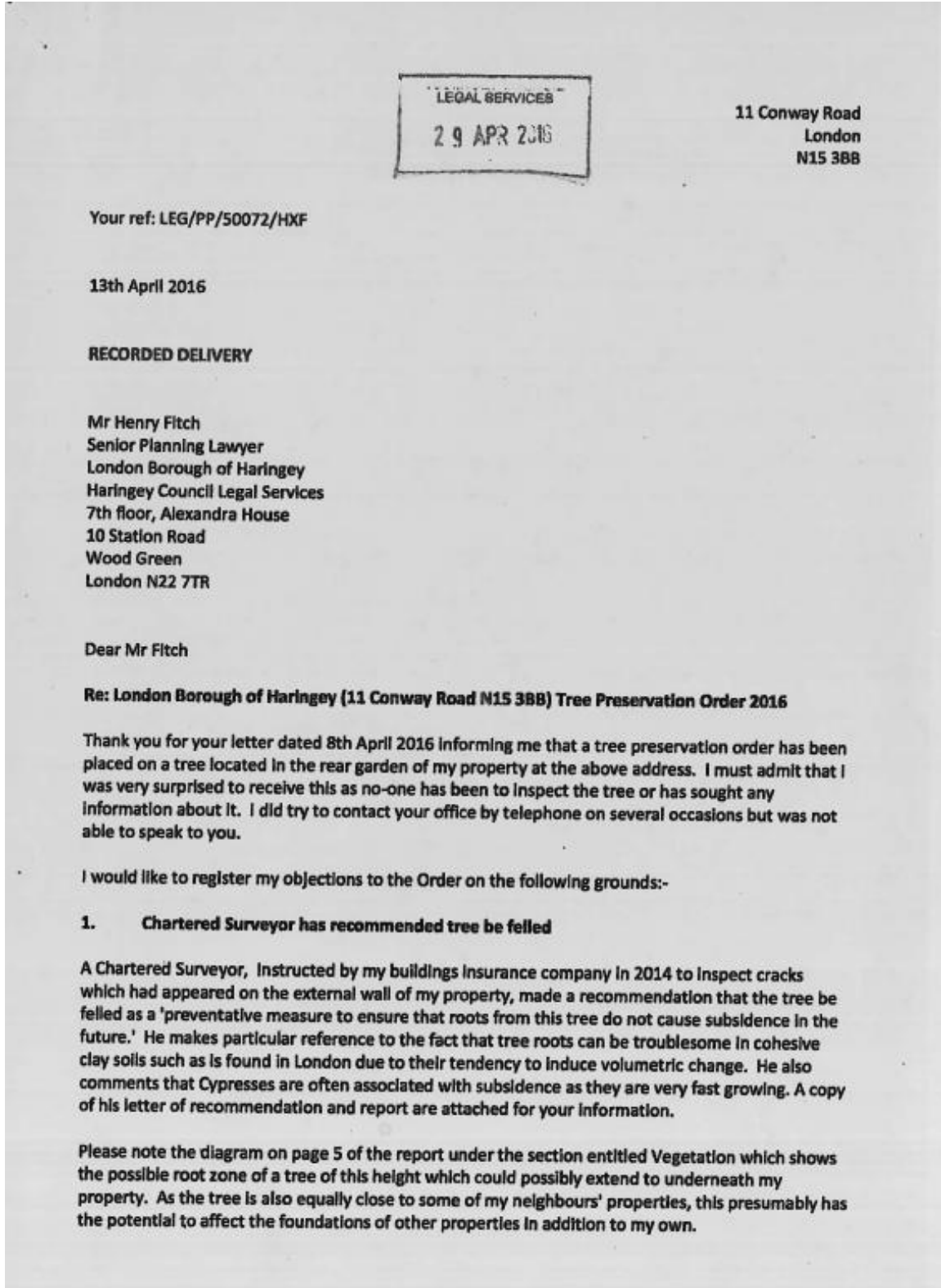
www.haringey.gov.uk



Appendix 2: Image



Appendix 3: Objections



2. Potential for damage to people and/or property

The tree in question is higher than the house (approx. 11/12 metres high) and is 5 ms from the back of my property, approx 6 ms from the property adjoining mine, 13a Conway Road, and approximately 6/7 ms from nos 46a and 46b Woodlands Park Road. Several of my neighbours, having seen the amount of movement of the tree in storm conditions, have expressed their concern with regard to the damage that could be caused should the tree be damaged in storm conditions and fall.

A branch did break during a storm last winter but fortunately fell into my own garden and did not cause any damage. It can get very windy in the garden and I am concerned that the tree might fall and cause damage to people and/or property. Apart from the potential damage this could cause, I am also naturally concerned about the financial implications should this occur and I be held responsible. I would like to retain the responsibility to make quick decisions about the safety of the tree.

Particulars pursuant to Regulation 5

In response to the grounds on which the Order was made, I would respond as follows:-

1 a)

Your Order states that 'the tree is of high amenity value being clearly visible from a public place.' I am not aware of the precise definition of 'high amenity value' but would draw your attention to the fact that the tree is located in the rear garden of a property located at the end of a row of terraced houses and is only partially visible to the public from a small section of Conway Road.

Only the top section of the tree is visible and that only from the opposite side of Conway Road due to the high wall that runs between the pavement and the garden of no 50 Woodlands Park Road. Any trees or high planting in the 5 gardens between the street and the tree would further obstruct the public view. I have marked the area from which the tree is visible to the public on a copy of your plan which shows the position of the tree.

The tree is only therefore really visible to my immediate neighbours and then only the section of the tree above the fences which surround my garden.

1 (b)

Whilst the tree does appear to be healthy for its species and age, I would draw your attention to my earlier comments with regard to the size of the tree and the proximity to surrounding properties and the potential effects on structural stability. As the tree continues to grow, the roots will be an ever-increasing risk to neighbouring property stability.

1 (c)

With regard to wildlife, it would appear that the tree is currently home to one pair of wood pigeons which are classified according to the IUCN Red List of Threatened Species as 3.1 conservation status - Least Concern. Any maintenance of the tree, were the Order to be revoked, would obviously take this into careful consideration and great care taken with regard to the birds. There are also several other trees in the garden in which the birds could make their home.

Previous maintenance

At the end of 2011 I had the tree in question crowned by a professional tree surgeon following his expert recommendations regarding the safety of such a tall tree in close proximity to residential property. I have not done anything about the Surveyors' recommendations to date as I am disinclined to fell the tree and, in part, also due to the cost involved. I would however like to be able to keep it trimmed and safe in line with professional advice.

I am very observant of the natural environment in my garden and do my utmost to maintain it to the best of my ability and keep all trees, shrubs, plants and wildlife safe from harm. I have been the custodian of this tree for the past 23 years since I bought the property and believe I have maintained it responsibly. At time of writing I have absolutely no desire to fell the tree but would like to retain the right to maintain it in a safe condition that does not pose a threat to the safety of people and properties nearby without constant recourse to the Borough for permission.

I very much hope that, having considered the above, you will decide to revoke the Order. I would welcome the opportunity to discuss this matter further and would be happy to arrange a site visit should you consider it beneficial to see the tree for yourself.

I look forward to hearing from you.

Yours sincerely

A white rectangular box redacting the signature of Hilary Easlea.

Hilary Easlea

Pre-application briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PRE/2016/0277

Ward: West Green

Address: Keston Centre, Keston Road, Tottenham N17 6PW

Proposal: The proposal is for the demolition of the existing buildings and the construction of four blocks of flatted accommodation and three storey terraced dwellings to provide 130 residential units, associated landscaping and car parking, and the re-provision of a community facility.

Agent: Rolfe Judd Planning

Ownership: Currently Council-owned

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 eastern boundary of Downhills Park and has a frontage of approximately 150m onto the park. Downhills Park is designated as Metropolitan Open Land (MOL) and is a local Site of Importance for Nature Conservation (SINC). The site currently contains a playgroup/nursery, and the Goan Community Centre. The site is not located within a Conservation Area, and no buildings are listed.

3.2 The site is bordered by Downhills Park on the eastern and northern sides, with the Harris Primary Academy School to the south, and terraced residential properties to the west fronting Keston Road.

3.3 The site forms part of Site SA60 in the Site Allocations DPD, which has been submitted for its examination in public. The proposed Site Allocation states: 'Subject to re-provision of the existing nursery & day centre uses, redevelopment for residential.' The site requirements outlined in the DPD are:

- No buildings need to be retained, but the existing uses should be re-provided prior to any development taking place.

- Access to the site requiring the use of, or impacting on, any element of MOL will need to justify how the benefits provided by the benefits of the development justify any and mitigate any impact.
- Pedestrian and cycle access from the south west corner of the site into Downhills Park and towards the West Green Rd local centre should be provided.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal is for the demolition of the existing buildings and the construction of four blocks of flatted accommodation and three storey terraced dwellings to provide 130 residential units, associated landscaping and car parking, and the re-provision of a community facility. A small 'land swap' with part of the adjacent MOL is proposed to widen the access to the site. The Council's Corporate Property Unit has undertaken their own formal consultation on this exchange.

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 has already undertaken their own consultation, and will undertake further consultation prior to the submission of the application. This is 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 was presented to a Development Management Forum on 20 July 2016. The key concerns highlighted at the meeting by residents were parking, the height of the proposed development, consultation and the loss of parkland/MOL. 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 scheme was presented to the Quality Review Panel on 17 August 2016. The summary of the Panels' views is as follows:

The Quality Review Panel supports the overall concept of the scheme, which promises a significant contribution to meeting housing needs in the area. They offer broad support for the scale and form of the proposed development, but feel that there are a number of areas that require further consideration. The terraced houses could be designed to respond more to the character of existing houses in streets around the site. They would also encourage further thought about the materials and detailing of the mansion blocks, perhaps drawing inspiration from historic mansion blocks in Haringey. There is potential for the community centre to become an important local landmark, and the panel would welcome a further opportunity to comment on this element of the scheme in more detail.

The panel welcomes the careful thought that has been given to the design of the street, and landscape design. The density of development proposed means that continuing work to balance the needs of residents with the creation of public routes and spaces will be required. In particular, the panel would encourage a more generous public space to the north of the site, next to the community centre, and creative thinking about the design of the mews street.

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 residential development with a replacement community (nursery and day centre uses) building is acceptable in principle, and in accordance with the site allocation for the site.
2. *Design and appearance* – The general principle of the layout of the development and the block position is considered acceptable, however the overall bulk, massing and height is undergoing some further adjustments, following public consultation and QRP comments, prior to submission. Careful treatment of the design of the elevations is essential, and the design and layout of the scheme has been evolving, and will be further refined prior to submission.
3. *Affordable housing* – The proposal is seeking to provide approximately 84% of the units as affordable housing – under the 'Pocket Housing' model. The exact mix of units and tenure split has not been confirmed.
4. *Density* – The density of the proposal would be 163 units/hectare and 423 habitable rooms per hectare. This is in line with the guidance in the London Plan Density Matrix of 70-170 units/ha and 200-450 habitable rooms/ha, for an Urban location with a PTAL of 2. Given the provision of a community facility adds to the higher density, it is considered the wider community benefit

- of this facility, together with the provision of much needed affordable housing, outweighs the marginal impacts of this higher density.
5. *Housing mix* – The proposed mix is presently 16 x family sized townhouses; 6 x two bedroom apartments, and 112 x ‘Pocket’ affordable homes, which is welcomed and considered to provide a good mix of units.
 6. *Impact on residential amenity* – The proposal should consider the impact on the amenity of the surrounding properties regarding loss of daylight / sunlight / enclosure overlooking, loss of privacy and noise levels. Any formal submission should include a BRE sunlight and daylight study in relation to any redevelopment of the site and a noise report with mitigating measures if required. Any material levels of overbearing / increased sense of enclosure and outlook issues to the rear of any residential properties backing onto Keston Road will be examined, and avoided in order to safeguard the amenity of existing occupiers.
 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.
 8. *Parking and highway safety* – Given the site’s low PTAL, some car parking would be expected to be provided. The applicant is currently proposing one space for each of the family units and private units, together with 10% disabled spaces, spaces for the community centre, and car club spaces. There is also a small provision for the 1-bed units proposed (at a ratio of 0.2 spaces per unit. This results in 68 spaces being provided on the site, which is in accordance with the standards set out by the Council for a site with a PTAL such as this. Cycle parking is proposed, and this is required at a rate of 1 per 1-bed unit and 2 per 2+-bed unit. The access to the site is proposed to be improved to a standard where two cars can safely pass.
 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.
 11. *Impact on MOL* – Although a small portion of land would be taken to allow for the access to the site to be widened to be to the correct standard, the applicant is proposing to exchange some land from their site to compensate for the land required. Some 15sqm is required for the access, and 60sqm will be added to Downhills Park to the southwest of the site. This will result in an overall gain of MOL land to Downhills Park of around 45sqm. In addition, any development adjacent to MOL needs to be assessed to ensure it does not impact on the openness or character of the MOL. The development seeks to provide access through the site to Downhills Park (as required by the Site Allocation).

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

PLANS AND IMAGES

Site Location Plan



Indicative Site Layout



Indicative Aerial View

