

NOTICE OF MEETING

PLANNING SUB COMMITTEE

**Monday, 10th October, 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 13 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. MINUTES (PAGES 1 - 16)

To confirm and sign the minutes of the Planning Sub Committee held on 5 September.

6. 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.

7. HAWES AND CURTIS WAREHOUSE, 590-598 GREEN LANES, LONDON N8 0RA (PAGES 17 - 124)

Demolition of the existing retail warehouse and the redevelopment of the site to provide a part 4, part 5 and part 7 storey mixed use residential scheme, comprising 133 residential units (42 x 1-bed, 62 x 2-bed and 29 x 3-bed) and 940sqm of flexible A1/A2/A3/B1/D1 or D2 floorspace at ground floor level, 14 disabled car parking spaces for the residential use, with 3 additional spaces and 1 disabled space for the ground floor use, a new vehicular access off Colina Road and associated landscaping. Works also include the upgrading of Colina Mews and Colina Road.

RECOMMENDATION: grant permission subject to conditions and subject to s106 Legal Agreement

8. LAND TO REAR OF 3 NEW ROAD N8 8TA (PAGES 125 - 174)

Demolition of the existing buildings and construction of 9 new residential homes (4 x houses and 5 x flats) and 446sq.m of office (Use Class B1a) floorspace in a building extending to between 2 and 4 storeys in height and associated car parking, landscaping and infrastructure works

RECOMMENDATION: grant permission subject to conditions and subject to a s106 Legal Agreement.

9. WHITE HART LANE RAILWAY STATION WHITE HART LANE N17 8HH (PAGES 175 - 234)

Works to extend the operational railway station at White Hart Lane. Creation of a new station entrance, ticket hall, station facilities and station forecourt. Provision of a new pedestrian entrance from Penshurst Road. Improved access and lift access from street level to platforms, including the erection of new platform canopies. Demolition of the existing station entrance and 33 local authority owned garages. Enhanced public realm and cycle parking facilities. Improvements to the former station building. Plus associated works.

RECOMMENDATION: grant permission subject to conditions and subject to a s106 Legal Agreement

10. 86 VICTORIA ROAD N4 3SW (PAGES 235 - 280)

Demolition of the existing buildings and redevelopment to provide 9 residential units (Class C3) with associated access, parking and amenity space provision.

RECOMMENDATION: grant permission subject to conditions and subject to s106 Legal Agreement

11. UPDATE ON MAJOR PROPOSALS (PAGES 281 - 294)

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

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 295 - 356)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 22 August to 23 September 2016.

13. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

14. DATE OF NEXT MEETING

- Special Planning Cttee 1 November.

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, 30 September 2016

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MINUTES OF THE MEETING OF THE PLANNING SUB COMMITTEE HELD ON MONDAY, 5TH SEPTEMBER, 2016, 7pm

PRESENT:

**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**

11. FILMING AT MEETINGS RESOLVED

- That the Chair's announcement regarding the filming of the meeting for live or subsequent broadcast be noted.

12. DECLARATIONS OF INTEREST

Cllr Basu identified in relation to item 7, 37a Markfield Road, that he was a local ward councillor.

13. MINUTES

In relation to the 27 June minutes, clarification was sought as to whether a condition requiring improvements to the boundary treatment at Broadwater Lodge had been added to the permission. Officers confirmed that an informative to this effect would be added following a request at the meeting and as detailed within the minutes.

Cllr Bevan sought an update on the funding arrangements for the potential health centre proposed for the Hawes and Curtis scheme on Green Lanes with concern the burden would fall to the Council. Officers confirmed that the comments raised on this issue at the pre-application session had been noted. An NHS funding bid had been submitted for the centre but should the bid be unsuccessful, the application would likely come forward without an affordable housing contribution in order to realise the health centre provision.

RESOLVED

- That the minutes of the Planning Committees held on 13 June, 27 June and 11 July be approved.

14. 37A MARKFIELD ROAD, LONDON N15 4QF

The Committee considered a report on the application to grant planning permission for the adaptation of the existing warehouse building (B1/B2/B8 use) to artist recording & work pods (B1), various office sublets (B1), enclosed performance space (Sui Generis) and cafe/bar (A4) with associated amenity spaces and external alterations (amended description). The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended to grant permission subject to a s106 Legal Agreement and subject to conditions.

The planning officer gave a short presentation highlighting the key aspects of the report.

A number of objectors to the application addressed the Committee and raised the following points:

- The area was an established industrial area with a number of heavy commercial businesses in operation including a waste disposal depot and as such was not an appropriate location for a licensed premises. Should the application be approved, there would be a long term impact on the nature of the area, with a shift away from heavy industry land use.
- The increased footfall in the area from the new venture gave rise to concerns over a health and safety risk to pedestrians from the operation of heavy plant equipment and HGVs directly opposite the site. A number of local businesses held road sweeping contracts resulting in HGV movements throughout the 24 hour period.
- Concerns were raised over the scale of the licensed premise proposed incorporating a 300 seat performance space and that this would exacerbate existing problems with traffic movements, parking pressure and anti-social behaviour including littering in the vicinity.
- There were a number of more appropriate sites for a licensed premises available within the borough including on nearby Fountayne Road.
- Regeneration approaches for South Tottenham were generally supported especially increasing employment floorspace but the focus of the application appeared to be the licensed venue and not the work units.
- The area already suffered from large scale illegal parties.

The Committee raised the following questions in discussion of the application:

- Clarification was sought from the transport officer regarding the health and safety risk to pedestrians from HGV movements in the area. In response, it was advised that this risk was minimised by the 2m footways in place to both sides of the road which allowed pedestrians to walk safely in the area. With reference to concerns raised around traffic and parking, the site had very good access to public transport services including close proximity to two tube stations and the applicant was required to submit a travel plan setting out plans to encourage the use of sustainable transport.
- Further information was sought on the requirements for the venue under licensing legislation and the link to the planning permission. Officers advised that licensing and planning were separate legislative regimes but that under the planning permission, conditions would be imposed on the hours of operation and the floor area for the performance space, which at approximately 10% of the total floorspace of the scheme, was not considered to be the dominant use.
- Clarification was sought from officers on the planning policy position for the South Tottenham industrial area. Officers advised that the application reflected the general shift seen across London from heavy industrial to more mixed activities in industrial areas. The scheme would include a significant amount of B1 business space and was projected to result in an intensification of current employment levels on site and as such was deemed an acceptable land use by officers and policy compliant.

Representatives for the applicant and a supporter of the application addressed the Committee and raised the following points:

- The scheme would be beneficial in providing creative and collaborative workspace for the music industry both for recording and live performance and as an accessible entertainment venue.
- The applicant would be seeking a premise licence to determine the licensable hours for the venue.
- The application would preserve employment floorspace, create jobs and help put Tottenham on the map as a music destination.
- The applicant was committed to encouraging sustainable transport including the provision of cycle parking.
- The scheme was being funded by the Arts Council England and the Opportunity Investment Fund.
- Commercial units in the area were hard to let with the rent levels generally prohibitive for heavy industry and as such, the scheme would be beneficial to existing businesses in the vicinity.
- The scheme remained commercial in nature albeit not traditional heavy industry and as such was a pragmatic option in an area unsuited for residential conversion.

The Committee raised the following points in discussion of the representations:

- Clarification was sought on the number of jobs to be created onsite. The applicant advised that 2 full time and 4 part time posts would be onsite after 12 months above those supported by the work pods. The applicant was working with officers in the Council to focus on offering jobs to local people.
- Clarification was sought on the seating capacity of the performance space. The applicant responded that this had yet to be formalised inline with the fire risk assessment and premises licence application but was projected to be around 150.
- In response to a question, confirmation was provided that a metal lattice type security shutter was currently in place and would be retained.

The Chair moved the recommendation of the report and it was

RESOLVED

- That planning application HGY/2016/1377 be approved and that the Head of Development Management be authorised to issue the planning permission subject to the conditions, informatives and signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms.
- That the s106 Legal Agreement referred to 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
- That, following completion of the agreement referred to above within the time period provided for above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- That delegated authority be granted to the Director/Assistant Director-Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in the officer report (and to authorise

any such changes requested by the GLA) and to further sub-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. 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 approved plans comprise drawing nos (list). The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

3. The approved uses in the detailed planning permission are as follows:

Ground Floor Use Classes: cafe/ bar (A4), recording studios (sui generis), performance space (sui generis))

First Floor: Offices (B1a)

a) The floor area of both the cafe/ bar and live performance space shall not at any time be enlarged and shall not exceed the floor areas indicated on the drawings hereby approved.

b) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order

1987, and the Town and Country Planning (General Permitted Development) Order 1995 (as amended), there shall be no change of the particular use of the recording studios or offices hereby approved.

Reason: In order to control the nature of cafe/ bar and entertainment uses on the site and in order to ensure the uses are compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. The cafe / bar and performance space use hereby permitted shall not be operated before 11:00 hours or after 23:00 hours Monday to Thursday, before 11:00 hours or after 03:00 hours Fridays and Saturdays and before 11:00 hours or after 23:00 hours Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

5. No development shall start until details of servicing, loading, unloading (and turning) of vehicles has been submitted and approved in writing by the Local Planning Authority. The development shall thereafter be completed in accordance with the approved details.

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. The development shall not be occupied until a minimum of 10 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

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

7. No development shall take place until details of a travel plan showing how patrons will access the site by more sustainable transport modes has been submitted to and approved in writing by the local planning authority. The plan must show measures that will be used to promote more sustainable modes of transport and how such measures will be managed once the development has been first implemented. The approved travel plan shall be implemented prior to first occupation of the development hereby permitted.

Reason: To promote sustainable transport and to reduce the potential for additional on street parking stress as a result of the development, consistent with Policies SP0, SP4 and SP7 of the Haringey Local Plan.

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

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

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

Reason: As required by The London Plan Policy 7.14.

10. Details shall be submitted for the approval of the Local Planning Authority before any development is commenced, to demonstrate that the sound reduction index of the separating party [floor/ceiling][walls], R_w , will achieve the following criteria with windows shut and other means of ventilation provided: * The background $L_{90,15min}$ linear noise level in any one third octave band from 50Hz to 160 Hz, and also the overall Linear L_{90} level, as previously measured inside a habitable room of the nearest affected premises with windows closed, shall not be increased when the amplified music or speech is played and the measurement is repeated at the same position, using L_{90} linear over any 5 minute period with the background and source operating together.

Reason: To protect the living conditions of occupiers of nearby properties, in accordance with policies

Informatives:

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 : 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: 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 wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

INFORMATIVE: Prior to demolition of any existing structures or 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.

15. LOCK UP GARAGES CLINE ROAD N11 2NE

The Committee considered a report on the application to grant planning permission for the demolition of the existing lock-up garages and construction of 9 residential units (comprising 6 x 4 bed town houses, 2 x 2 bed flats, and 1 x 1 bed flat) and 87.9sq metres of commercial floor area with associated access road, parking areas and cycle stores. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended to grant permission subject to conditions and subject to a s106 Legal Agreement.

The planning officer gave a short presentation highlighting the key aspects of the report. The attention of the Committee was drawn to a tabled addendum setting out an additional condition imposing restrictions on the installation of satellite antennas and a correction to the CIL charges.

In response to questions from the Committee, officers confirmed that the flats were all dual aspect and that the proposed ridge height was inline with properties on Torrington Gardens.

Clarification was sought as to whether Homes for Haringey had been approached regarding potentially managing affordable housing provision onsite. Officers advised that they were working with Homes for Haringey to find a suitable scheme where this could be achieved but that this needed to be planned in at an early stage, and as such had not been feasible for the current scheme.

The Chair moved the recommendation of the report and it was

RESOLVED

- That planning application HGY/2016/0558 be approved 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 s106 Legal Agreement providing for the obligation set out in the Heads of Terms.
- That the s106 Legal Agreement referred to 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
- That, following completion of the s106 agreement within the time period provided for above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

- That delegated authority be granted to the Director/Assistant Director - Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in the officer report (and to authorise any such changes requested by the GLA) and to further sub-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. 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 Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.
 2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans:
PAR-199-SUR-001, Lifetime Homes Assessment, Ecology Appraisal, Transport Statement v2, Planning Statement, Viability Report, 1341/1, GS-2440995 Radon Report, GS-2440996 Site Contamination Report, GS-2440997 small scale report and GS 2440997 large scale report received 15/02/16, PAR-199-PA-102B Drainaged Sustainability Report Rev B and Air Quality Report received 01/06/16, Energy Statement Rev A received 26/06/16, and PAR-199-PA-101E, PAR-199-PA-100D and PAR-199-PA-001D received 11/07/16
Reason: To avoid doubt and in the interests of good planning.
 3. Prior to commencement, a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on Cline Road and the roads surrounding the site is minimised. The construction vehicle movements shall be carefully planned and co-ordinated to avoid the AM and PM peak periods.
Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.
 4. Before development commences other than for investigative work:
 - a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
 - b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be

submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

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

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

- c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP.

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

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

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

7. No works shall be carried out on the site until a Dust Management Plan (DMP), detailed the management of demolition and construction dust, has been submitted and approved by the LPA and thereafter the development shall only be implemented and carried out in accordance with the approved DMP.
Reason: As required by the London Plan 2015 Policy 7.14.
8. 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: As required by the London Plan 2015 Policy 7.14.
9. Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry Nox emissions not exceeding 40 mg/kWh (0%).
Reason: As required by London Plan 2015 Policy 7.14.
10. The development hereby permitted shall be built in accordance with the approved renewable energy statement and the energy provision shall be thereafter retained in perpetuity unless agreed in writing by the Local Planning Authority.
Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2015, emerging Policy DM21 of the DM,DMP (pre-submission version January 2016), and Policies SP0 and SP4 of the Local Plan 2013.
11. Details of a scheme for the storage and collection of refuse from the herby approved commercial unit shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority prior to the commencement of the commercial use.
Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey UDP 2006 and Policy 5.17 of the London Plan 2015.
12. No development shall take place until a detailed surface water drainage scheme for Site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 40% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion and shall subsequently be implemented in accordance with the approved details before the development on Site is occupied.

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

13. No construction works (excluding demolition) shall commence until further details of the design methodology, implementation, maintenance and management of the sustainable drainage scheme have been submitted & approved in writing by the Local planning Authority. Details shall include:-
 - (a) Methodology and reasoning for SuDS flows and volumes proforma determination enabling full assessment that the allowable thresholds have been achieved have been submitted to and approved in writing by the Local Planning Authority.
 - (b) Management and maintenance plan for the lifetime of the development, management by Residents Management Company or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013 and emerging Policy DM25 of the DM,DMP (pre-submission version January 2016).
14. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey UDP 2006.
15. 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 any new residential unit.

Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupiers.
16. Details of a scheme depicting those areas to be treated by of hard and soft landscaping shall be submitted to, approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details. Any trees which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

17. The cycle parking facilities shown on the approved plans shall be provided prior to first occupation of the dwellings hereby approved and permanently retained thereafter to the satisfaction of the Local Planning Authority.
Reason: To promote sustainable modes of transport in accordance with Policies 6.1 and 6.9 of the London Plan 2015 and Policy SP7 of the Haringey Local Plan 2013.
18. Prior to first occupation of the development, hereby approved, a survey report on the electricity sub-station shall be submitted to and approved in writing by the Local Planning Authority. The report shall include an assessment of the associated electromagnetic field and noise generated by the sub-station, by reference to relevant standards Planning Officer Delegated Report and studies, and any mitigation measures that may be required. Thereafter all works shall be carried out in accordance with the details approved.
Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP.
19. Notwithstanding the provisions of the the Town and Country Planning (General Permitted Development) (England) Order 2015, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the commercial unit shall be used as a B1 business use only and shall not be used for any other purpose unless approval is obtained to a variation of this condition through the submission of a planning application.
Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Saved Policy UD3 of the Haringey UDP 2006.
20. Notwithstanding the provisions of the the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking or re-enacting that Order, no roof extensions, or rear extensions shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.
Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy 7.4 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP 2006.
21. The development hereby permitted shall not be occupied until such time as the existing crossover has been removed and the footway reconstructed. The necessary works to re-construct the footways will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed.
Reason: To safeguard the integrity of the local highways network, facilitate travel by sustainable mode of transport in particular by pedestrians.
22. All residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2010

(as amended) (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes and to comply with Haringey Local Plan 2013 Policy SP2 and the London Plan 2015 Policy 3.8.

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: Land Ownership

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

INFORMATIVE: 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 : 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 plans, the Mayor's CIL charge will be £39,550.00 (1,130m² x £35 as up-rated for inflation x 1.229) and the Haringey CIL charge will be £186,450.00 (1,130m² x £165 as up-rated for inflation x 1.054). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes.

Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

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

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

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

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

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

16. TOTTENHAM HALE STATION STATION ROAD N17 9LR

The Committee considered a report on the application to grant permission for a stopping up order to facilitate installation of a row of 6 temporary retail units for A1 and A3 uses which was granted Planning Permission on 10 August 2015 for use until 31 December 2017, plus associated works. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended approval of the stopping up order.

The planning officer gave a short presentation highlighting the key aspects of the report. The report also sought authorisation to delegate all powers regarding the stopping up or diversion of highways in relation to development control to the Director/Assistant Director for Planning, subject to any application which the Director/Assistant Director for Planning in consultation with the Chair considers should be referred to the Planning Committee for consideration.

The Chair moved the recommendation of the report and it was

RESOLVED

- That the stopping up order be approved and that the Assistant Director Planning is authorised to take all the necessary steps required with (and to further sub-delegate this power), including to give notice of, deal with objections to, if objection(s) made to arrange for any inquiry, and to make with or without modifications or not to make, and give notice of accordingly, the order’.
- To delegate all powers regarding the stopping up or diversion of highways in relation to development control (and the ability to further sub-delegate these powers) to the Director/AD for Planning, subject to any application which the Director/AD in consultation with the Chair considers should be referred to the Planning Committee for determination.

17. UPDATE ON MAJOR PROPOSALS

The Committee considered an update on major planning proposals in the pipeline.

The Committee raised the following points:

Land at Brook Road (Iceland site)

In response to a question, officers confirmed that the site had been identified as a potential location for a GP surgery.

864 High Road N17

Cllr Bevan identified to officers that a number of local residents had made damning comments on the quality of the application.

Keston Centre

In response to concern about the impact on parking of this development, the Chair identified that comments could be raised at the next Planning Committee when the application was coming forward as a pre-application briefing.

Edmanson’s Close

Clarification was sought on as to whether the existing building onsite was listed and concerns raised over potential changes to the exterior from the redevelopment and the re-provision of elderly accommodation. Officers agreed to double check and confirm to Cllr Mallett whether the building was locally listed. Pre-application plans had centred on various extensions to the existing building as opposed to demolition. The developer would be required to outline plans to the Council around rehousing the current occupants. Officers noted a request for the Tottenham Civic Society and the Conservation Officer to be consulted when the full application came forward.

RESOLVED

- That the report be noted.

18. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

The Committee considered a report setting out decisions on planning applications taken under delegated powers for the period 27 June to 19 August 2016.

Cllr Bevan raised concerns regarding the sports centre at 701-703 High Road N17, with a number of Spurs portacabins on site which were considered to be an eyesore, especially in a Conservation Area. Officers advised that permission had been granted on the basis it was not a permanent structure but agreed to liaise with Spurs to see if improvements could be made to the appearance of the area although it was advised that landscaping works etc had yet to be fully completed.

RESOLVED

- That the report be noted.

19. DATE OF NEXT MEETING

12 September.

CHAIR: Councillor Natan Doron

Signed by Chair

Date

Planning Sub Committee 10 October 2016

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/1807

Ward: Harringay

Address: Hawes and Curtis Warehouse, 590-598 Green Lanes, London N8 0RA

Proposal: Demolition of the existing retail warehouse and the redevelopment of the site to provide a part 4, part 5 and part 7 storey mixed use residential scheme, comprising 133 residential units (42 x 1-bed, 62 x 2-bed and 29 x 3-bed) and 940sqm of flexible A1/A2/A3/B1/D1 or D2 floorspace at ground floor level, 14 disabled car parking spaces for the residential use, with 3 additional spaces and 1 disabled space for the ground floor use, a new vehicular access off Colina Road and associated landscaping. Works also include the upgrading of Colina Mews and Colina Road.

Applicant: Green Lanes Property Developments

Ownership: Private

Case Officer Contact: Adam Flynn

Date received: 09/06/2016

Drawing number of plans: 028-PL-001; 028-PL-002; 028-PL-003; 028-PL-004; 028-PL-005; 028-PL-006; 028-PL-007 Rev A; 028-PL-008 Rev B; 028-PL-009 Rev B; 028-PL-010 Rev A; 028-PL-011 Rev A; 028-PL-012 Rev A; 028-PL-013 Rev A; 028-PL-014; 028-PL-015; 028-PL-016; 028-PL-017; 028-PL-018; 028-PL-019; 028-PL-020; 028-PL-021; 028-PL-022; 028-PL-023; 028-SK-057 Rev A; 028-SK-058 Rev A; 028-SK-059; 028-SK-060; 028-SK-061; 028-SK-062 Rev A; 028-SK-063 1/3; 028-SK-063 2/3; 028-SK-063 3/3; 028-SK-064; 252/PL/02; 2703-001; 2703-002; 2703-003; 2703-004

Documents: Design and Access Statement (June 2016); Design and Access Statement Appearance and Materials Addendum (July 2016); Air Quality Assessment (May 2016); Preliminary Bat Roost Assessment Report (February 2016); BREEAM Pre-Assessment Summary Report (2 June 2016); HQM Pre-Assessment Summary Report (8 June 2016); Energy and Sustainability Report (8 June 2016); External Building Fabric Assessment (7 June 2016); Fire Safety Planning Short Statement (Jun 2016); Flood Risk Assessment (7 June 2016); Landscape Design (June 2016); Phase 1 Desk Study Report (Rev. 1; June 2016); Planning Statement (June 2016); Statement of Community Involvement (June 2016); Transport Statement (June 2016); Framework Travel Plan (June 2016); Tree Survey Report (February 2016); Vibration Assessment (7 June 2016); Potable Water Capacity Flow & Pressure Investigation (24/06/2016); Daylight and Sunlight Report (Version V2, June 2016)

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a mixed-use development is acceptable on this site and is in accordance with the Council's allocation for this site.
- The proposed residential accommodation would be of an acceptable layout and standard
- The proposal would not harm the amenities of neighbours
- The design and appearance of the proposal is acceptable
- There would be no significant impact on parking
- The proposal meets the standards outlined in the London Plan Housing SPG
- The application is in accordance with the development plan

2.0 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission 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 10/11/2016 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

2.4

That delegated authority be granted to the Assistant Director 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 and documents
- 3) Materials submitted for approval

- 4) Landscaping
- 5) Landscape management
- 6) Active Frontage
- 7) Hours of use
- 8) Car parking
- 9) Cycle parking
- 10) Construction management and logistics plan
- 11) Service and delivery plan
- 12) CHP
- 13) BREEAM
- 14) Carbon reduction (residential)
- 15) Construction dust
- 16) Contamination
- 17) Remediation
- 18) Air quality
- 19) Energy plant
- 20) CHP emissions
- 21) Refuse
- 22) Subsurface works (London Underground)
- 23) Piling (Thames Water)
- 24) Secured by Design
- 25) SUDS
- 26) Satellite dishes and aerials

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Fire Safety
- 7) Thames Water
- 8) Thames Water
- 9) Thames Water
- 10) Thames Water
- 11) Thames Water
- 12) Asbestos

Section 106 Heads of Terms:

- 1) Requirement for provision of NHS facility subject to the confirmation of need by a long stop date (to be agreed prior to planning committee and will be confirmed at committee)
- 2) Provision of affordable housing (12% (16 shared ownership units) on the basis of an NHS facility being provided, or 17.3% (26 units) if another use is

implemented) in addition if the facility received NHS capital funding a review mechanism will capture additional affordable housing.

- 3) A carbon offsetting contribution of £29,450
- 4) Construction Training and Local Labour Initiatives
- 5) Resident's Parking Permit restriction ('Car-Free' development)
- 6) Travel Plans x 2 (Residential and Healthcare or Commercial), including £6000 for Travel Plan Monitoring and Car Park Management Plan
- 7) A controlled parking review contribution of £12,000
- 8) Car Club membership (two years membership and £50 credit)
- 9) Provision of 10% wheelchair accessible dwellings
- 10) Section 278 Agreement for highways works (£78,540)

2.5 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) In the absence of the provision of Affordable Housing, the proposal would have an unacceptable impact on affordable housing provision within the Borough. As such, the proposal would be contrary to Local Plan policy SP2 and London Plan policy 3.12.

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

(iii) In the absence of a financial contribution towards the carbon offsetting, the proposal would fail to deliver an acceptable level of carbon saving. As such, the proposal would be contrary to Local Plan policy SP4 and London Plan policy 5.2.

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.

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- 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 3A: Quality Review Panel Notes – 18 June 2016

Appendix 3B: Quality Review Panel Notes – 20 January 2016

Appendix 4: DM Forum Notes

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This is an application for the demolition of the existing retail warehouse and the redevelopment of the site to provide a part 4, part 5 and part 7 storey mixed use residential scheme, comprising 133 residential units (42 x 1-bed, 62 x 2-bed and 29 x 3-bed) and 940sqm of flexible A1/A2/A3/B1/D1 or D2 floorspace at ground floor level, 14 disabled car parking spaces for the residential use, with 3 additional spaces and 1 disabled space for the ground floor use, a new vehicular access off Colina Road and associated landscaping. Works also include the upgrading of Colina Mews and Colina Road.
- 3.1.2 At application stage, the intended use of the ground floor unit is for an NHS facility, subject to the confirmation of the need by the NHS. A flexible use is applied for in the event such a facility cannot be secured.

3.2 Site and Surroundings

- 3.2.1 The property is located on the eastern side of Green Lanes, at the Junction with Colina Road. The site comprises a number of poor quality retail and light industrial buildings. The site lies on the northern edge of the Green Lanes Town Centre. It is not located within a Conservation Area, and no buildings are listed.
- 3.2.2 The site is bordered by streets on three sides, with Green Lanes to the front (west), Colina Road to the South and Colina Mews to the east. To the north of the site is the Langham Club with a garage site to the rear (this garage site has a permission for a 3-storey flatted block). The predominant character of the

surrounding area is terraced residential properties, with a shopping parade opposite, and along Green Lanes to the south.

- 3.2.3 The site forms part of Site SA26 in the emerging Site Allocations DPD proposed submission document 2015. The site is not located within a Conservation Area, and does not contain any listed buildings.

3.3 Relevant Planning and Enforcement history

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

4.0 CONSULTATION RESPONSE

- 4.1 A number of pre-application meetings were held with planning officers prior to submission of the planning application. The architects were advised as to the principle of development, the form and scale of the building proposed for the site, car parking and access, trees and refuse storage.
- 4.2 The scheme has been presented to the **Haringey Quality Review Panel** on 20 January 2016 and again on 18 June 2016.
- 4.3 The minutes of the meeting are set out in Appendixes 3A and 3B. The issues raised and how they have been addressed by the application are set out in the Design section (6.2) of this report, and the report from the second meeting is summarised as follows:

‘The designs for the Hawes and Curtis site have significantly improved since the previous QRP meeting in January. The scheme now respects and enhances the setting of Green Lanes, and promises high quality development. The panel supports the design approach taken to the Green Lanes frontage and interface with Colina Mews, but recommends a reduction in height of the 8-storey block to the centre of the site. Further exploration of long views to the site and close views from neighbouring streets would be helpful to explore scale and massing. As part of this process, the panel would encourage adjustments to the massing of blocks on Colina Road to help to increase daylight and sunlight in the courtyard, and achieve a sympathetic relationship with existing properties opposite. The panel supports the provision of multiple cores to residential blocks, and the emerging articulation of the facades, provided by inset balconies and setbacks.’

- 4.4 The central building was further reduced in height following this meeting.
- 4.5 A **Development Management Forum** was held on 16 June 2016.
- 4.6 The notes of the forum are contained in Appendix 4, and the issues raised are summarised as follows:

- Overlooking/privacy
- Traffic
- Parking
- NHS facility and affordable housing
- Security
- Daylight/sunlight
- Works to Colina Road and Colina Mews
- Density

4.7 The following were consulted regarding the application, and the following responses were received (the full responses are contained in Appendix 1):

Internal:

1) Transportation

No objections, subject to conditions, S106 contributions, and informatives.

2) Design

The design of the housing, the street based urban forms with clear distinction between front and back, public and private, with clear front doors, as well as the humane and considerate attention to housing and amenity standards, with well designed flats and maisonettes, protecting privacy of both existing neighbours and prospective residents, creating interesting, well lit and sunny aspects, avoiding all single aspect units in undesirable aspects, make these proposals exemplary examples of well designed, considerate housing in a considerate, street based urban design. The materials proposed would be simple and robust, provided the quality suggested it retained in execution. In terms of adding to the much needed stock of housing, it increases the density and intensity of inhabitation in the area in a gentle and complimentary fashion. As such, I am confident this scheme would fit into the area successfully.

3) Pollution

No objections, subject to conditions and informatives.

4) Waste Management

No objections, subject to conditions.

5) Carbon Management

No objections, subject to conditions and a S106 contribution towards carbon offsetting.

External:

6) Transport for London

No objections following receipt of additional and revised information.

7) London Underground

No objections, subject to conditions.

8) Thames Water

No objections, subject to conditions and informatives.

9) Environment Agency

No comments to make on this application.

10) Designing out Crime

With proper consultation, particularly on the specification of doors, glazing and access control, a Secured by Design Award could be achieved at this scheme and we can obviously give further advice on the standards as required.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

898 Neighbouring properties

3 Residents Association

4 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: 21

Objecting: 20

Supporting: 1

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

- Provision of NHS facility should not preclude provision of affordable housing
- If no NHS Facility is provided affordable housing should be provided
- Support for 'pop-up'/community uses
- Parking
- Out of scale/character with surrounding area
- Loss of light/overshadowing
- Loss of privacy/overlooking
- Infrastructure impacts
- Traffic congestion
- Noise and disturbance
- Security issues
- Access to Colina Mews from properties on Haringey Road
- Too many units
- Density
- Buildings are too high
- Contrary to policy

- Loss of employment

5.4 The following issues raised are not material planning considerations:

- Loss of views

6.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Design and appearance
3. The impact on the amenity of adjoining occupiers
4. Residential mix and quality of accommodation
5. Density
6. Affordable housing
7. Transportation
8. Sustainability
9. Land contamination
10. Waste
11. Accessibility
12. Air quality
13. Drainage
14. Planning obligations

6.1 Principle of the development

6.1.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

6.1.2 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The proposal is for the creation of 133 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, albeit all other material planning considerations are to be met.

6.1.3 The site forms part of Site SA26 in the draft Site Allocations DPD submission document 2016. The DPD states the following for the site:

The current use of the site for retail warehousing can be replaced with more intensive use to match the high levels of public transport access on Green Lanes. Following consultation with NHS property services, there is an emerging need for

a new GP practice in this area, and the edge-of town centre location means this is a suitable location for a mixed use development comprising of a new health centre and residential.

6.1.4 The DPD then sets out the following 'Site Requirements':

- *London Underground Ltd will be consulted regarding the retention of the London Underground vent as part of the scheme.*
- *A new health centre at the ground floor use facing onto Green Lanes should be provided.*
- *Designs for this site should show how they do not prejudice a future development of the adjoining garages to the north of the site on Colina Mews.*

6.1.5 These requirements are all complied with in the proposed development.

6.1.6 The DPD also sets out the following 'Development Guidelines':

- *The building line facing Green Lanes should be consistent with the "set back" building line to the north of the site, and the more enclosed building line at the south of the site.*
- *As such this site should provide a graduated entrance to Green Lanes centre when entering from the north.*
- *The ground floor medical use would be suitable marker at the north end of Green Lanes District Centre.*
- *While outside the boundary of Green Lanes District Centre, this site is suitable for an active frontage that complements the uses within the centre.*
- *Development on Colina Mews and Colina Rd should be reduced in height to respect the amenity of properties here.*
- *A piling statement will be required prior to any piling taking place.*
- *Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.*
- *The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.*

6.1.7 This aspects of the scheme have been considered, and are covered in more details in the following Design and Appearance section of the report.

6.1.8 It is acknowledged that the proposal would result in the loss of some employment land, however the Council has identified the site as suitable for a new healthcare facility, and is accepting of the loss of employment floorspace to secure such a facility. The site does not sit within a designated town centre or shopping frontage, and therefore the retail use of the site is not protecting in policy terms.

6.1.9 It should be noted that the provision of the healthcare facility is subject to confirmation by the NHS, and provision of this facility is secured through the

Section 106 agreement provided that the NHS confirms the need for it by a long stop date the precise wording of which will be reported to the planning committee.

6.1.10 Should the NHS facility fail to be secured however, this permission would allow for an alternative commercial use to occupy the ground floor unit. The site's Edge of Centre location, being adjacent to the town centre designation, would support such commercial uses, in accordance with emerging policy DM41.

6.1.10 The redevelopment of the site with a mixed-use scheme providing a healthcare facility together with residential units would accord with the Council's aspirations for the site and provide a new facility for GPs as well as providing much needed housing in the borough, therefore contributing to the council major policy objectives. Furthermore, the proposed residential development on the site would meet all of the criteria set out in Saved Policy HSG2.

6.2 Design and appearance

6.2.1 The NPPF should be considered alongside London Plan 2015 Policies 3.5, 7.4 and 7.6, Local Plan 2013 Policy SP11, and Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016, which identifies that all development proposals, should respect their surroundings, by being sympathetic to their form, scale, materials and architectural detail.

6.2.2 As discussed in section 6.1, the site allocation for this site sets out the following 'Development Guidelines' in relation to the design and layout of the scheme, and these are addressed below:

- *The building line facing Green Lanes should be consistent with the "set back" building line to the north of the site, and the more enclosed building line at the south of the site.*

The position of the front building has been designed with this in mind, and the bulk of the building follows the building line of the properties to the south of the site.

- *As such this site should provide a graduated entrance to Green Lanes centre when entering from the north.*

Although the health centre is set further forward on the site, the set back of the upper floors allows for a visual transition between the two distinct building set backs on this part of Green Lanes.

- *The ground floor medical use would be suitable marker at the north end of Green Lanes District Centre.*

The ground floor would be a glazed element projecting further towards the pavement, which would provide a focal point as approaching the Green Lanes District Centre from the north.

- *While outside the boundary of Green Lanes District Centre, this site is suitable for an active frontage that complements the uses within the centre.*

The ground floor unit has been designed to be flexible, and allows for a large degree of glazing along the front of the building, which would be suitable for an active frontage. It is considered that an active frontage would be able to be provided along the site, subject to any privacy constraints required for a health use.

- *Development on Colina Mews and Colina Rd should be reduced in height to respect the amenity of properties here.*

The proposal steps down as it encloses the site, with a four-storey, plus set-back 5th floor on Colina Road, and a three-storey, plus set-back 4th floor on Colina Mews.

6.2.3 As such, the proposal is considered to respond to the guidelines for the design and layout of the scheme set out in the Site Allocations DPD.

6.2.4 The scheme has been presented to the Quality Review Panel (QRP) on two occasions. Following the first presentation to the QRP and further pre-application meetings, the scheme was significantly re-designed. With regard to the presentation of the revised scheme to the QRP, the panel stated that the designs for the Hawes and Curtis site have significantly improved since the previous QRP meeting in January. The scheme now respects and enhances the setting of Green Lanes, and promises high quality development. The panel supports the design approach taken to the Green Lanes frontage and interface with Colina Mews, but recommends a reduction in height of the 8-storey block to the centre of the site. Further exploration of long views to the site and close views from neighbouring streets would be helpful to explore scale and massing. The panel would encourage adjustments to the massing of blocks on Colina Road to help to increase daylight and sunlight in the courtyard, and achieve a sympathetic relationship with existing properties opposite. The panel supports the provision of multiple cores to residential blocks, and the emerging articulation of the facades, provided by inset balconies and setbacks.

6.2.5 More specific comments from the QRP are detailed below, along with the applicant's response to these points:

QRP Comment	Applicant's / Officer's Response
The panel finds much to admire in the revised proposals, but is concerned	The tallest buildings, Blocks B and C, were reduced to 6 storeys with a 7th

<p>about the impact of the 8-storey block at the centre of the site, particularly in the light of the predominantly two-storey scale of the immediate neighbourhood. A block of this scale is likely to loom over the lower block fronting Green Lanes and will be clearly visible from long views along the road opposite the site. It will also throw afternoon and evening shadow across the communal garden.</p> <p>In view of these concerns, the panel recommends a reduction in the height of the tallest element of the scheme, ideally from 8 to 6 storeys.</p>	<p>floor set back. The Larger blocks of six storeys plus set-back 7th are located in the centre of the site, where the additional height has least impact on neighbouring properties and on views along Green Lanes.</p>
<p>Reducing the height of the block fronting Colina Road by careful articulation of its massing could also help improve the scheme's relationship to the gabled two storey terrace opposite, as well as improving sunlight and daylight levels in the communal garden.</p>	<p>Changes made to the elevation on Colina Road; the top floor was set further back to 3.8 metres and the parapet design was also changed.</p>
<p>The panel supports the approach to massing fronting onto Green Lanes, with the health centre projecting forward of the residential units above, lending prominence to this public facility.</p>	<p>This approach is maintained within the submitted proposal.</p>
<p>The current scale and heights of the buildings fronting the access route to the rear of the health centre potentially create a 'cavernous' space.</p> <p>Further thought about the access route to the rear of the health centre would be welcomed. This is the primary access for two of the residential blocks, as well as the health centre.</p>	<p>The reduction in the height of the central building has been reduce with the top floor set back, which will help reduce the enclosure of this space.</p> <p>Separate and distinctive entrances to the cores help define the entrances to the blocks.</p>
<p>Careful design will be needed to provide service access to the health centre, whilst also creating a welcoming and</p>	<p>The staff/service access to the health centre has been moved and now accesses from the southern courtyard.</p>

safe entry route for residents.	
The panel notes that the distance between the building line and the inner edge of the footway on Green Lanes may not allow provision of street trees as proposed, but there may be some potential for tree planting within the public footway.	Health centre occupies simple rectangular block at centre of Green Lanes frontage with set-back from footway sufficient to provide new row of street trees.
The panel broadly supports the revised configuration of the accommodation on site, and the provision of multiple cores within the residential accommodation.	Numerous cores are proposed within this development.
<p>At a detailed level, further thought about the internal arrangement of the health centre could increase active street frontage whilst maintaining privacy for consulting rooms.</p> <p>This has particular relevance at the rear of the health centre, to avoid creating a sterile and unsafe service mews, which is also the primary access for a significant number of residential units.</p> <p>The design of the residential entrance within the rear of the health centre building requires further thought, to enhance safety and security and to create a welcoming sense of arrival.</p>	Health centre occupies simple rectangular block at centre of Green Lanes frontage with set-back from footway sufficient to provide new row of street trees and potential low-rise ramp to overcome site level changes.
The panel feels that the location of the energy centre works well.	The energy centre remains in this position.
<p>The architectural expression of the scheme was not discussed in detail, as the panel's comments were at a more strategic level.</p> <p>However, the panel welcomes the emerging articulation details such as inset balconies and setbacks, and supports the direction of design development.</p>	The building design and articulation has progressed

The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.	A full sustainability assessment has been submitted with the application, which has been assessed by the Council's Head of Carbon Management who considers the strategy acceptable.
Analysis of sunlight and daylight is needed to demonstrate the quality of environment in the central courtyard, and lower levels of accommodation.	The applicant has submitted a Daylight/Sunlight report which demonstrates the acceptability of these spaces.

- 6.2.6 The overall height of the proposal rises from 4 storeys alongside Colina Mews, to five storeys alongside Colina Road, five again (but with a higher height ground floor) between Green Lanes and the mews courtyard to seven storeys along the east side of the mews courtyard. The Council's Design Officer considers that in all cases the height is mitigated with set-back top floors and intelligent, elegant proportioning to give human scale and seek to mitigate the overall height. However it is noted that the highest overall height, at seven storeys, pushes at the limits of how such intelligent, considerate design and mitigation measures could successfully integrate the proposal into its two and three storey context.
- 6.2.7 The lowest housing faces Colina Mews; this has a set-back 3rd floor and regularly spaced front doors to 2-storey maisonettes, so its appearance in this narrow street will be of a three storey terrace of houses. This would appear in keeping as there are existing buildings of this height amongst the disparate mix of existing buildings on Colina Mews.
- 6.2.8 At the corner with Colina Road the proposal rises to 4-storeys, with a set-back 5th floor, in a four-square, symmetrical block, that architecturally embraces both corners, into Colina Mews and the mews courtyard, and with a symmetrical disposition of its two entrances and cores and its corner and central balconies. It marks a bold and confident step up from the existing context of two and two-and-a-half storey existing terraced houses, especially the consistent terrace on the south side of Colina Road, but as a step-up of no more than one to one-and-a-half storeys is not so significantly out of character with context as to be jarring and unacceptable.
- 6.2.9 The block facing Green Lanes is of four storeys with a set-back fifth floor facing Green Lanes and both the northern and southern spaces, five storeys facing the mews courtyard, with a single storey projection facing Green Lanes, the northern space and the mews courtyard. This more complex composition creates its strongest verticality onto the small length onto the wider space of the southern corner space. To the long face onto Green Lanes its layered horizontality,

accentuated with horizontal fenestration, would give it a strong linearity. The peeling back of these horizontal layers at the northern space, revealing a glimpse of its full five storeys, and reinforcing its transition to the much more set back building line north of the site. The two storey energy centre extends in plan up to this set-back building line, further helping its integration with the significantly lower and less built up neighbouring context to the north.

- 6.2.10 The highest block, rising to 6 storeys with a set-back 7th floor, sits in the centre of the site, distanced as much as possible from harmful impact on existing neighbours. Its height is mitigated to some degree by setting-back its top floor, but otherwise it makes little attempt to hide or mitigate its height; it is designed with essentially identical layout and fenestration over those six floors, but the use of darker brick on the ground floor (as well as the recessed top floor, both also used facing Colina Road) divides the elevation into a base, middle and top the elevation proportioning and greater human scale. However it is considered that the height of the highest block will not have a detrimental effect on the surrounding existing public realm beyond the application site.
- 6.2.11 The applicant has submitted several views of their proposals in the context of the surrounding streets, that demonstrate that only small glimpses of the greater height of the highest block will be visible, and therefore its visual impact will not be significantly harmful. There are no identified sensitive visual receptors, as defined in the Guidelines for Landscape and Visual Impact Assessment (GLVIA 2013), sufficiently close to be affected by views of the proposals and it does not meet the formal policy definitions of a tall buildings, 10 storeys or over. Surrounded on all sides by proposed and neighbouring blocks of progressively lower floors, it demonstrates the desired design strategy of building up gradually from the surrounding context.
- 6.2.12 The materials palette is simple with the primary material being brick, a robust material that is appropriate to the locality and Haringey (indeed London) generally. The simple brick palette uses just two different colours of brick; one darker and redder, the other lighter and yellow/browner. The darker, redder brick specifically will match the existing London Underground vent within to the site, whilst the yellow-brown will match many of the surrounding houses, including those houses unpainted on the south side of Colina Road and the east side of Colina Mews. The brick palette is deployed to reinforce and support the architectural composition. The whole of the block on Green Lanes is in the darker brick, save for lighter metal cladding within the recessed balconies. But for the other three blocks, in each case the ground floor and recessed top floor are in the darker brick with the remainder, or more dominant “middle” in the lighter brick, strengthening the sense of composition and human scale of the elevations. Conditions will be required to confirm the appropriate quality of materials.

- 6.2.13 Balconies are generally recessed, except for the eastern elevations of the two blocks that look onto the internal mews courtyard and internal court. Vertical metal balustrades are used generally, coloured to match the metal windows and doors. The only exceptions are the solid painted metal balustrades to the full width balconies to the link blocks at the corners of Colina Mews and the mews courtyard with the Colina Road building, where the balconies emphasise these blocks' separation. These would be painted a lighter colour, although precise colours are left to be decided; however the suggested colour palette of light and dark golden-browns is commended.
- 6.2.14 The pattern of elevational treatment, of fenestration and gradation of floors, is elegant and orderly, arranged into clear and legible patterns expressing the functions within; living room, windows, bedroom windows, balconies and stairs clearly expressed and reinforcing the sense of architectural composition.
- 6.2.15 The Council's Design Officer considers that the design of the housing, the street based urban forms with clear distinction between front and back, public and private, with clear front doors, as well as the considerate attention to housing and amenity standards, with well designed flats and maisonettes, protecting privacy of both existing neighbours and prospective residents, creating interesting, well lit and sunny aspects, avoiding all single aspect units in undesirable aspects, make these proposals exemplary examples of well designed, considerate housing in a considerate, street based urban design. The materials proposed would be simple and robust, provided the quality suggested it retained in execution. In terms of adding to the much needed stock of housing, it increases the density and intensity of inhabitation in the area in a gentle and complimentary fashion.
- 6.2.16 The Design officer states that he is confident this scheme would fit into the area successfully. It is also considered that the applicant's response to the QRP comments result in a successful scheme in urban design terms. Overall, the proposal is considered to be acceptable and in general accordance with London Plan 2015 Policies 3.5, 7.4 and 7.6 and Local Plan 2013 Policy SP11.

6.3 Impact on neighbouring amenity

- 6.3.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no material adverse impacts on the amenity of surrounding residents or other surrounding uses in terms of loss of daylight or sunlight, loss of privacy, overlooking or enclosure. 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. This is reflected in Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016.
- 6.3.2 The applicant has 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). 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 an unnoticeable drop in daylight. A small number of neighbouring windows to no. 600 Green Lanes (the Langham Club), both to rooms in the social club and to habitable rooms in the flats above, in houses in Haringey Road east of the site and in the unbuilt development that has received planning consent at 4-10 Colina Mews, would receive a noticeable loss in daylight, but the assessment shows that the reduction would not be to levels considered unacceptable.

- 6.3.3 Two of the back gardens to neighbouring properties in Haringey Road would lose a noticeable amount of sunlight, taking them below the level defined by the BRE guide as required to make the space sunny (specifically they would no longer receive sufficient sunlight at the equinoxes). However, the assessment is this is not unacceptable as they would continue to receive good sunlight through the majority of the year. No other neighbouring private amenity spaces are affected to the level defined as noticeable by the BRE Guidelines, and no existing public amenity spaces are close enough to be affected at all. It is noted that some neighbouring properties would lose noticeable amounts of sunlight at crucial times, but it is considered that these benefit from an unusual situation at present when there is less than the expected amount of building mass on the application site.
- 6.3.4 The nature of the site along with the design of the proposal minimises the potential for concern from loss of privacy due to overlooking into windows to neighbouring residential habitable rooms or private amenity spaces. The site is bounded on 3 sides by streets, and overlooking and loss of privacy is unlikely to be a concern where facing front windows of housing on the opposite side of a street, especially a wide street such as Green Lanes. Notwithstanding this, the flats above the potential health centre are set back to some extent behind roof terraces. Similarly both the existing townhouses and the proposed flats facing Colina Road are fairly well set back behind front gardens and in the case of the proposed housing, a widened pavement to contain space for cycling.
- 6.3.5 Where the site fronts Colina Mews, the opposite side of the street to the site is formed by the back gardens of houses facing Haringay Road, to the east. The windows of habitable rooms at the back of these houses are closer to the development (between 13 and 19metres) than other surrounding properties. To address this and help maintain the privacy to these properties, the 1st and 2nd floor windows in the proposal facing Colina Mews are designed as angled, projecting oriel windows to control the direction of outlook and prevent loss of privacy to neighbours. The third floor fronting these properties is an access

terrace, which would not give rise to overlooking as it is not designed as an amenity space and is purely for access.

- 6.3.6 Noise pollution is dealt with under saved UDP Policy UD3 which resists developments which would involve an unacceptable level of noise beyond the boundary of the site. This stance is in line with the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan. Given the scale of the proposal and the nature of noise from residential uses, the proposal would not cause a significant degree of noise and disturbance upon nearby residents in meeting the above policy framework.
- 6.3.7 Conditions are recommended requiring adequate dust control to protect the amenities of neighbours during the build phase of the development. Hours of construction are controlled by other legislation.
- 6.3.8 The proposal would not harm the amenities of neighbours and is in general accordance with saved UDP 2006 Policy UD3 and concurrent London Plan 2015 Policy 7.6.

6.4 Residential mix and quality of accommodation

- 6.4.1 The Council's policy SP2 states that the Council will provide homes to meet Haringey's housing needs and provide a range of unit sizes. This development contributes towards the housing need in the borough. The housing mix provided (42 x 1-bed flats, 62 x 2-bed flats, and 29 x 3-bed flats), is acceptable given the constraints of the site, the number of units provided and the quality of accommodation on offer. A good number of family-sized units are also provided.
- 6.4.2 London Plan Policy 3.5 and accompanying London Housing SPG set out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered.
- 6.4.3 In assessing the proposal against these requirements, all the dwellings and flats would accord with the minimum unit size requirements. Furthermore, the proposal would provide sufficient private amenity space, by way of a garden or a good sized terrace, to each dwelling, together with a large area of communal amenity space. A small number of single-aspect units are proposed, but these are only the smaller (1-bed, and a small number of 2-beds) units, and none of these are north facing.
- 6.4.4 The proposals show that most of the habitable rooms in the proposal receive adequate daylight. The exceptions are mostly bedrooms, where this is considered less important; all Living Rooms receive adequate daylight. The applicants assessment show that all the public, private communal and private amenity spaces within the development, will be capable of receiving adequate sunlight.

- 6.4.5 Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

6.5 Density

- 6.5.1 Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range the density levels in the Density Matrix of the London Plan.
- 6.5.2 The red line site area is 0.11 hectares, the surrounding area is considered to be urban and has a PTAL of 4-6. The density proposed is 246 units per hectare and 760 habitable rooms per hectare, which falls within the guidelines of 70-260 u/ha and marginally over the 200-700 hr/ha set out in the London Plan.
- 6.5.3 It should be noted that density is only one consideration of the acceptability of a proposal. Given the potential provision of a healthcare facility adds to the higher density, it is considered the wider community benefit of this facility outweighs the marginal impacts of this higher density, which, it should be noted, is only on a habitable room basis. In addition, the proposal provides good quality units with a good quality living environment. As such, at the density proposed the proposal therefore can be considered acceptable if it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

6.6 Affordable housing

- 6.6.1 Policy 3.12 of the London Plan 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. Saved Policy HSG 4 of the UDP 2006 requires developments to provide a proportion of affordable housing to meet an overall borough target of 40%. This target is reiterated in Policy SP2 of the Local Plan.
- 6.2.2 The viability assessment submitted with the application sets out that no affordable housing can viably be provided. The independant viability assessment that was commissioned by the Council did not agree with this position and subsequently the provision of 12%, equating to 16 shared ownership units with the NHS facility or 17.3% equating to 26 shared ownership units if a commercial unit is proposed has been proposed. This is confirmed to be the maximum reasonable amount of affordable housing. The applicant is in negotiation with a Housing Association and the mix of the affordable units will be confirmed in the

addendum at the Planning Committee. Given that nature and location of the scheme Shared Ownership units are considered to be acceptable in this location.

- 6.2.3 Should the health facility receive funding from the NHS then the level of affordable housing will be reviewed and an increased level negotiated. This review mechanism will be secured in the section 106 agreement.
- 6.2.4 A review mechanism will be included in the section 106 agreement and will require a further review if the scheme has not been implemented within 12 months of the date of planning consent.

6.7 Transportation

- 6.7.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies Policy 6.3 'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', 6.13 'Parking' and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'.
- 6.7.2 The development site is located on the eastern side of Green Lanes and is enclosed by Colina Mews to the east, Colina Road to the south, and Green Lanes to the west, with Park Road to the north. The application site has a high public Transport Accessibility Level (PTAL) of 5 and is within 750 metres of Turnpike Lane Underground station. The site is also within walking distance of the Green Lanes and Alfoxton Avenue bus corridors which when combined provide access to 7 bus routes. The site is located in the Wood Green Outer controlled parking zone (CPZ), which operates Monday to Saturday between 8:00am – 6:30pm, to the west of Green Lanes there is also the presence of the Green Lanes A Control Parking Zone, which operates Monday to Saturday between 8:00am – 6:30pm, we have therefore considered that the CPZs will provide a high degree of parking constraints during the operational hours of the CPZs (8:00am-6:30pm).
- 6.7.3 In relation to the residential aspect of the development the applicant has proposed 14 wheel chair accessible car parking spaces to support the 10% wheel chair accessible units proposed, the remainder of the development will be dedicated as a car-free development. The Council's Transportation officer considers that as the development is located in an area with a high public transport accessibility level, with excellent connectivity and a controlled parking zone to restrict on street parking, the development is suitable to be dedicated as a 'car free' development which is in line with Saved UDP Policy M10 'Parking for Residential Developments', Saved UDP Policy M9 'Car Free Development', Local Plan Policy SP7 and the Council's Development Management DMPD Policy DM 32, all which support car free developments.

- 6.7.4 The applicant has submitted a parking survey that identified that during the day and within the 200m radius there were a significant number of marked bays free. The Council's Transportation Team has stated that where doctors bays are required to support the proposed health care use, some of these free bays are converted to shared use bays to support parking for GP's and other health car professionals who may require the use of a car for home visits and other community related functions. We will therefore require the applicant to contribute as sum of £12,000 towards a control parking review aimed at implementing additional on street wheel chair car parking spaces and shared use GP bays to support the function of the proposed health car facility.
- 6.7.5 The applicant is proposing to provide 228 cycle parking spaces including 4 visitor cycle parking spaces in the form of Sheffield cycle parking stands. The cycle parking proposed is in line with the London Plan cycle parking standards. Details on how the cycle parking facility will be secured and means of access for residents (keys or electronic fobs) will be required via a condition.
- 6.7.6 Servicing of the proposed development will take place via the proposed vehicular crossover on Colina Road the applicant has provided vehicle swept path analysis of refuse vehicles entering and leaving the site to collect refuse for the residential aspect of the development. The servicing of the flexible commercial space will also be via Colina Road, details of which will be provided by way of a Service and delivery plan which will be secured by condition. The service and delivery plan will also need to include details of delivery of parcels.
- 6.7.7 The proposed development will be accessed via Green Lanes, Colina Road and Colina Mews. The Council's Transportation Team consider that the pedestrian access onto Green Lanes will not impact on Green Lanes given the width of the footways and the fact that the site already has pedestrian access from Green Lanes. The applicant is proposing to provide several additional pedestrian access points onto Colina Road, this will require amendments to the cycle lanes on Colina Road. This amendment will be secured as part of the S.278 agreement. The development will also have pedestrian access via Colina Mews. There is currently no footway on Colina Mews, and in order to safeguard pedestrians in this location a number of improvements are proposed for Colina Mews, these include traffic calming measures, carriageway resurfacing and lighting upgrade, these works will also be secured by the S.278 agreement.
- 6.7.8 The applicant has provided a draft Travel Plan as part of the application, the applicant will be required to provide a full Travel Plan as part no later than 3 months after the development has been occupied. The applicant modal split target has a 8% cycle mode share which is much higher than the Haringey's average, we will therefore require a revised draft Travel Plan which includes a cycle strategy to achieve the 8% target mode share.

- 6.7.9 The Council's Transportation team has assessed the application, and has concluded that overall, the development is unlikely to generate any significant increase in traffic and parking demand which would have any adverse impact on the local highways network in the area surrounding the site, subject to conditions and S106 obligations. Conditions are recommended regarding the imposition of a construction management and logistics plan to ensure construction disruption is minimised, and for the construction of the access to the site. The proposal is therefore acceptable and would promote sustainable modes of travel over the private motor vehicles in accordance with London Plan Policy 6.9 and Local Plan Policy SP7.

6.8 Sustainability

- 6.8.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change. The Council requires new residential development proposals to meet the carbon reduction requirements of the London Plan.
- 6.8.2 Details have been provided with the application to demonstrate that the scheme would achieve a minimum 33% reduction in carbon emission from Part L of the 2013 Building Regulations. This would be achieved through the use of high quality construction standards, high quality windows, high levels of insulation and the provision of a CHP unit. This falls marginally short of the 35% target in the London Plan. This shortfall is proposed to be made up by a carbon offsetting contribution, which would be secured via a S106 legal agreement. A condition to ensure the units are constructed to meet a minimum of 33% carbon reduction is recommended, and would ensure the proposal accords with the NPPF and to London Plan Policies, as well as Policy SP4 of Haringey's Local Plan, which require all residential development proposals to incorporate energy technologies to reduce carbon emissions. A condition is also recommended to ensure the installation of the CHP unit is to the correct standard.
- 6.8.3 The applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a "Very Good" standard. This is in accordance with the relevant policies, and a condition is recommended to ensure this is carried out.

6.9 Land contamination

- 6.9.1 There has been some investigation below ground on site. The proposal has been viewed by the Council's Pollution Officer who raises no objection to the scheme, however, requires that conditions are included with regards to site investigation and remediation should it be required.

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

6.10 Waste

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

6.11 Accessibility

6.11.1 Policy HSG1 of the UDP and Policy 3.6 of the London Plan require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. All of the proposed units have been designed in accordance with Lifetime Homes Standards.

6.11.2 14 of the units (10%) have been designed to be wheelchair accessible, which is in line with policy requirements. This would be secured as part of the S106 Legal Agreement.

6.12 Air Quality

6.12.1 London Plan Policy 7.14, 'Improving Air Quality', addresses the spatial implications of the Mayor's Air Quality Strategy and how development and land use can help achieve its objectives. It recognises that Boroughs should have policies in place to reduce pollutant concentrations, having regard to the Mayor's Air Quality Strategy.

6.12.2 Issues were raised with the design and layout of the CHP flue with regards to emissions, which have since been revised by the applicant. This now complies with the relevant requirements. However, it is considered that conditions to manage air quality, including a revised Air Quality Assessment, and CHP emissions details, should be imposed on any grant of permission. Subject to these, it is considered that the application will result in a negligible impact on air quality.

6.13 Drainage

6.13.1 London Plan Policy 5.13 'Sustainable drainage' and Local Plan 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.

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

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

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

6.14 Planning obligations

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

- 1) Requirement for provision of NHS facility

- 2) Provision of affordable housing (12% on the basis of an NHS facility being provided, or 17% if another use is implemented)
- 3) Review mechanism
- 4) A carbon offsetting contribution of £29,450
- 5) Construction Training and Local Labour Initiatives
- 6) Resident's Parking Permit restriction ('Car-Free' development)
- 7) Travel Plans x 2 (Residential and Healthcare or Commercial), including £6000 for Travel Plan Monitoring and Car Park Management Plan
- 8) A controlled parking review contribution of £12,000
- 9) Car Club membership (two years membership and £50 credit)
- 10) Provision of 10% wheelchair accessible dwellings
- 11) Section 278 Agreement for highways works (£78,540)

6.15 Conclusion

6.15.1 The principle of a residential-led development on the site is acceptable and in accordance with the Council's Site Allocation for this site. The design and appearance of the development would provide a pleasant feature within the locality and safeguard the visual amenity of the street scene. The proposal would not unduly impact on the amenity currently enjoyed by surrounding residents and subject to the imposition of appropriate conditions and section 106 measures, would not have an adverse impact on the surrounding highway network and parking.

6.15.2 The proposal is a suitable and complementary development to the surrounding townscape, utilising a currently underutilised piece of land to provide 133 new residential units that are well proportioned and will add to the borough's housing stock.

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

6.16 CIL

6.16.1 Based on the information given on the plans, the Mayoral CIL charge will be £316,117.24 (7349sqm x £35 as uprated for inflation) and the Haringey CIL charge will be £1,278,064.59 (7349sqm x £165 as uprated for inflation). 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.

7.0 RECOMMENDATIONS

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

Applicant's drawing No.(s) 028-PL-001; 028-PL-002; 028-PL-003; 028-PL-004; 028-PL-005; 028-PL-006; 028-PL-007 Rev A; 028-PL-008 Rev B; 028-PL-009 Rev B; 028-PL-010 Rev A; 028-PL-011 Rev A; 028-PL-012 Rev A; 028-PL-013 Rev A; 028-PL-014; 028-PL-015; 028-PL-016; 028-PL-017; 028-PL-018; 028-PL-019; 028-PL-020; 028-PL-021; 028-PL-022; 028-PL-023; 028-SK-057 Rev A; 028-SK-058 Rev A; 028-SK-059; 028-SK-060; 028-SK-061; 028-SK-062 Rev A; 028-SK-063 1/3; 028-SK-063 2/3; 028-SK-063 3/3; 028-SK-064; 252/PL/02; 2703-001; 2703-002; 2703-003; 2703-004; Design and Access Statement (June 2016); Design and Access Statement Appearance and Materials Addendum (July 2016); Air Quality Assessment (May 2016); Preliminary Bat Roost Assessment Report (February 2016); BREEAM Pre-Assessment Summary Report (2 June 2016); HQM Pre-Assessment Summary Report (8 June 2016); Energy and Sustainability Report (8 June 2016); External Building Fabric Assessment (7 June 2016); Fire Safety Planning Short Statement (Jun 2016); Flood Risk Assessment (7 June 2016); Landscape Design (June 2016); Phase 1 Desk Study Report (Rev. 1; June 2016); Planning Statement (June 2016); Statement of Community Involvement (June 2016); Transport Statement (June 2016); Framework Travel Plan (June 2016); Tree Survey Report (February 2016); Vibration Assessment (7 June 2016); Potable Water Capacity Flow & Pressure Investigation (24/06/2016); Daylight and Sunlight Report (Version V2, June 2016)

Subject to the following condition(s)

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 s91 TCPA 1990 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:

028-PL-001; 028-PL-002; 028-PL-003; 028-PL-004; 028-PL-005; 028-PL-006; 028-PL-007 Rev A; 028-PL-008 Rev B; 028-PL-009 Rev B; 028-PL-010 Rev A; 028-PL-011 Rev A; 028-PL-012 Rev A; 028-PL-013 Rev A; 028-PL-014; 028-PL-015; 028-PL-016; 028-PL-017; 028-PL-018; 028-PL-019; 028-PL-020; 028-PL-021; 028-PL-022; 028-PL-023; 028-SK-057 Rev A; 028-SK-058 Rev A; 028-SK-059; 028-SK-060; 028-SK-061; 028-SK-062 Rev A; 028-SK-063 1/3; 028-SK-063 2/3; 028-SK-063 3/3; 028-SK-064; 252/PL/02; 2703-001; 2703-002; 2703-003; 2703-004; Design and Access Statement (June 2016); Design and Access Statement Appearance and Materials Addendum (July 2016); Air Quality Assessment (May 2016); Preliminary Bat Roost Assessment Report (February 2016); BREEAM Pre-Assessment Summary Report (2 June 2016); HQM Pre-Assessment Summary Report (8 June 2016); Energy and Sustainability Report

(8 June 2016); External Building Fabric Assessment (7 June 2016); Fire Safety Planning Short Statement (Jun 2016); Flood Risk Assessment (7 June 2016); Landscape Design (June 2016); Phase 1 Desk Study Report (Rev. 1; June 2016); Planning Statement (June 2016); Statement of Community Involvement (June 2016); Transport Statement (June 2016); Framework Travel Plan (June 2016); Tree Survey Report (February 2016); Vibration Assessment (7 June 2016); Potable Water Capacity Flow & Pressure Investigation (24/06/2016); Daylight and Sunlight Report (Version V2, June 2016)

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

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

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

4. No development above ground 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.).

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.

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of

any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

5. The development shall not be occupied until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens is submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved and maintained thereafter.

Reason: To ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

6. Notwithstanding the details hereby approved, the development shall maintain an active frontage along a minimum of 75% of the Green Lanes elevation of the ground floor of the development.

Reason: To enhance the vitality of the adjacent town centre.

7. The use of the A1/A2/A3/B1/D1 or D2 unit at ground floor hereby permitted shall not be operated before 07:00 hours or after 23:00 hours Monday to Saturday, and before 08:00 hours or after 20:00 hours Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

8. The car parking spaces shown on the approved drawings shall be provided and marked out on the site prior to the occupation of the development. These spaces shall thereafter be kept continuously available for car parking and shall not be used for any other purpose without the prior permission in writing of the Local Planning Authority.

Reason: In order to ensure that adequate provision for car parking is made within the site.

9. The development shall not be occupied until a minimum of 228 cycle parking spaces for users of the development, have been installed in accordance with the details hereby approved. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport.

10. Prior to the commencement of development, a Construction Management Plan

(CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on Green Lanes, Colina Road, Colina Mews, and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

11. Prior to the occupation of the development, a Delivery and Service Plan (DSP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. Details of which must include the servicing of the commercial/healthcare unit, the servicing of the residential units, including a facility to collect deliveries for residents (a concierge or parcel drop, for example), and a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service and must ensure that bins are provide within the required carrying distances on a waste collection day.

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

12. Prior to the occupation of the development, details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the CHP network and its operational design has been delivered in line with the GLA's District Heat Manual for London and the ADE/CIBSE Heat Networks Code of Practice for the UK. The CHP network should be implemented in accordance with these agreed details.

Should this not be delivered to the correct level, the applicant will be required to undertake remedial works on site to ensure this.

Reason: To ensure that new community heating network is designed and run efficiently in the interests of sustainability.

13. The A1/A2/A3/B1/D1 or D2 unit hereby approved shall not be occupied until a post construction certificate or evidence issued by an independent certification body confirming that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'Very Good' has been achieved for this development has been submitted to, and approved in writing by the Local Planning Authority,

Reason: To ensure that the development achieves a high level of sustainability.

14. The residential units hereby approved shall achieve a reduction in carbon (CO₂) emissions of at least 33% against Part L of the Building Regulations 2013, as per the details hereby approved. No dwelling shall be occupied until a certificate has been issued by a suitably qualified expert, certifying that this reduction has been achieved, has been submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high level of sustainability.

15. No development 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 to and approved in writing by the Local Planning Authority (the plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment), and the development shall be implemented in line with these details. The site contractor company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on site.

Reasons: To safeguard the amenities of the area.

16. Before development commences, other than for investigative work and demolition:

a) Using information obtained from the Phase1 Desk Study Report (CGL June 2016 Revision 1) 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 for written approval.

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.

17. 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.

18. Prior to the commencement of development, a revised air quality assessment (including dispersion modelling and air quality neutral assessment), taking into account the requirements of the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with this strategy.

Reason: To protect local air quality.

19. Prior to the commencement of the relevant part of the development, details of all chimney heights calculations, diameters and locations (for CHP units and boilers) shall be submitted to and approved in writing by the Local Planning Authority. All parameters must, as a minimum, meet the requirements of the Chimney Height Memorandum and the Sustainable Design and Construction SPG.

Reason: To protect local air quality and ensure effective dispersal of emissions.

20. Prior to commencement of the relevant part of the development, details of the CHP demonstrating that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in line with these details.

Reason: To protect local air quality and ensure effective dispersal of emissions.

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

Reason: In order to protect the amenities of the locality.

22. The development, with the exception of demolition, hereby permitted shall not be commenced until detailed design and method statements for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority in consultation with London Underground. The details shall:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels

The development shall thereafter be carried out in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development has no impact on London Underground transport infrastructure.

23.

24. Prior to the occupation of the development, the applicant shall provide certification that the scheme complies with the requirements of Secured by Design, and this shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the safety and security of the development.

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

Reason: In order to ensure that a sustainable drainage system has been incorporated as part of the scheme in the interests of sustainability.

26. Notwithstanding the Provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created, and this shall be installed prior to the occupation of the property, and the scheme shall be implemented and permanently retained thereafter.

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

Informatives:

INFORMATIVE 1: 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 2: CIL

Based on the information given on the plans, the Mayoral CIL charge will be £316,117.24 (7349sqm x £35 as uprated for inflation) and the Haringey CIL charge will be £1,278,064.59 (7349sqm x £165 as uprated for inflation). 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 3: Hours of Construction Work:

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE 4: 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 5: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE 6: The 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 7: 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 8: 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/wastewaterquality.

INFORMATIVE 9: Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

INFORMATIVE 10: 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.

INFORMATIVE 11: 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 12: 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.

Appendix 1: Consultation Responses

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p><u>Context:</u> The development site is located on the eastern side of Green Lane and is enclosed by Colina Mews to the east Colina Road to the south Green Lanes to the west and with Park Road to the north. The application site has a high public Transport Accessibility Level (PTAL of 5) and is within 750 metres of Turnpike Lane Underground station. The site is also within walking distance of the Green Lanes and Alfoxton Avenue bus corridors which when combined provide access to 7 bus routes (41, 67, 230, W4, 341, 141, and 29 bus routes). The site located in the Wood Green Outer controlled parking zone (CPZ), which operates Monday to Saturday between 8:00am – 6:30pm, to the west of Green Lanes there is also the presence of the Green Lanes A Control Parking Zone, which operates, Monday to Saturday between 8:00am – 6:30pm, we have therefore considered that the CPZ's will provide a high degree of parking constraint during the operational hours of the CPZ (8:00am-6:30pm).</p> <p><u>Trip Generation:</u> The applicant's transport consultant has conducted surveys of the existing site with the current use of the building of some 3,240 sqm of retail, office and warehouse, the results of the surveys which were conducted during the peak periods concluded that the existing development would generate some 11 vehicular movements during the AM peak hour and 21 vehicular movements during the PM peak, with some 7-8 HGV</p>	Noted. Conditions and S106/S278 obligations as recommended will be attached to any grant of permission.

Stakeholder	Question/Comment	Response
	<p>movements a day. Give the size of the site we have concluded that the vehicular trips are very low, which suggest that the site is not operating at full capacity.</p> <p>The residential aspect of the proposed development will largely be carfree; the applicant transport consultant has produced trip generation information based on sites from the TRICS database, based on the sites selected the proposed residential development of 133 residential units would generate some 450 trips per day with 91 persons trips during the AM peak period and 41 persons trips during the PM peak periods, the applicant transport consultant has revised the modal split for the proposed development to reflect the car-free nature of the development. Based on the proposed modal split, the majority of the tips will be by sustainable mode of transport with only 11% of tips by car drive or car passengers, 73% of the trips are predicted to be by public transport. We have considered that as the development proposal will be largely car-free, the proposed modal split target is acceptable. The proposed modal split target will have to be supported by a robust travel plan give that the cycle mode share is predicted to be 8% compared to the borough average of 2% of employees travelling to work by cycle, we will therefore require the applicant to submit a cycle strategy as part of the travel plan to support the forecasted 8% cycle mode share.</p> <p>The proposed development will include some 940 sqm of flexible commercial space including use classes A1/A2/A3/B1/D1/D2, the applicant has only provided</p>	

Stakeholder	Question/Comment	Response
	<p>assessment of the proposed D1 health centre use – we have considered that as the site currently has A1 use with greater floor area than what is proposed there is no need to provide and assessment for the proposed A1 use, the proposed A2 and A3 uses are likely to generate less trips when compared to the proposed A1 use. We do have some concerns in relation to the proposed B1 use however give the proposed development is located in an area with a high public transport accessibility level and there is the presence of a control parking zone to restrict parking during the operational hours of the proposed A1/A2 and A3 uses; we have concluded that the majority of the proposed trips will be by sustainable modes of transport. The proposed B1 use will also have to be supported by a Travel Plan which will have to be secured by a S.106 agreement. The applicant's transport consultant has forecasted that the proposed 940sqm of D1 use (Health centre) will generate some 229 person's trips during over a day with some 14 trips during the AM peak hour and 19 trips during the PM peak hour, no parking is proposed for the proposed health centre. We have considered that as the health centre will have a local catchment area with the majority of the proposed trips originating within the local area the majority of the trips are likely to be by sustainable modes of transport.</p> <p><u>Pedestrian Access:</u> The proposed development will be accessed via Green Lanes, Colina Road and Colina Mews, we have considered that the pedestrian access onto Green Lanes will not impact on the Green Lanes given the width of the footway and the fact that the site already has pedestrian</p>	

Stakeholder	Question/Comment	Response
	<p>access from Green Lanes. The applicant is proposing to provided several additional pedestrian access points onto Colina Road, this will require amendments to the cycle lanes on Colina Road. These amendments will be secured as part of the S.278 agreement. The development will also have pedestrian access via Colina Mews; there is currently no footway on Colina Mews, in order to safeguard pedestrians in this location a number of improvements are proposed for Colina Mews, these include traffic calming measures, carriageway resurfacing and lighting upgrade, these works will be secured by the S.278 agreement.</p> <p><u>Parking Provision:</u> The applicant's Transport consultant has conducted parking survey in a 200 metres which included the following roads: Green Lanes, Harringay Gardens, Fairfax Road, Effingham Road, Park Road, Beresford Road, Colina Road, Colina Mews, Harringay Road Glenwood Road, Alison Road and Hewitt Road; Harringay Gardens radius in line with the Lambeth Methodology. The surveys were conducted on the 20th and the 21st of January our assessment of the results of the surveys concluded that the area surrounding the site is suffering from high car parking pressures which overnight when residential car parking demand is considered to be at the highest ranges from 88% to 90%. However at the peak demand (90%) there were some 47 free car parking spaces available with the 200m radius.</p> <p>During the day the parking survey identified that within the 200m radius there were a significant number of</p>	

Stakeholder	Question/Comment	Response
	<p>marked bays free, we have therefore concluded that where doctors bays are required to support the proposed health care use, some of these bays are converted to shared use bays to support parking for GP's and other health car professionals who may require the use of a car for home visits and other community related functions. We will therefore require the applicant to contribute as sum of £12,000 (twelve thousands pounds) towards a control parking review aimed at implementing additional on street wheel chair car parking spaces and shared use GP bays to support the function of the proposed health car facility.</p> <p>In relation to the residential aspect of the development the applicant has provided, 14 wheel chair accessible car parking spaces to support the 10% wheel chair accessible units proposed, the remainder of the development will be dedicated as a car-free development. we have considered that as the development is located in an area with a high public transport accessibility level with excellent connectivity and a control parking zone exits to restrict on street parking, the development is suitable to be dedicated as a car free development which is in line with the Council's Saved UDP Policy M10 Parking for Residential Developments, Saved UDP Policy M9 Car Free Development, the Council's Local Plan Policy SP7 and the Council's Development Management DMPD Policy DM 32, all of the above policies support car free developments.</p> <p>The applicant is proposing to provide 228 cycle parking</p>	

Stakeholder	Question/Comment	Response
	<p>spaces including 4 visitor cycle parking spaces in the form of Sheffield cycle parking stands the cycle parking proposed is inline with the London Plan cycle parking standards. We will require details on how the cycle parking facility will be secured and means of access for residents (keys or electronic fobs).</p> <p><u>Access and Servicing Arrangements:</u> Servicing of the proposed development will take place via the proposed vehicular crossover on Colina Road the applicant has provided vehicle swept path analysis of refuse vehicle entering and leaving the site to collect refuse for the residential aspect of the development. The servicing of the flexible commercial space will also be via Colina Road, details of which will be provided byway of a Service and delivery plan which will be secured by condition. The service and delivery plan will also need to include details of delivery of parcels by way of a parcel drop boxes or concierge service.</p> <p><u>Travel Plan:</u> The applicant has provided a draft Travel Plan as part of the application. The applicant will be required to provide a full Travel Plan as part no later than 3 months after the development has been occupied. The applicant's modal split target has a 8% cycle mode share which is much higher than the Haringey's average, we will therefore require a revised draft Travel Plan which includes a cycle strategy to achieve the 8% target mode share. The developer will be required to pay a sum of £3,000 per travel plan (£6,000) for the monitoring of the travel plan for 3 years post first occupation.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Highways layout:</u> The applicant has proposed a number of changes to the highways network in order to facilitate improved pedestrian access and safeguard pedestrians, as per Drawing No: PAR-199-PA-001-B, these include:</p> <ol style="list-style-type: none"> 1) Convert the existing segregated cycle track on Colina Road into a new shared use footway/ cycle track. 2) New entry treatment from Colina Road into Colina Mews, this will reduce vehicular speeds and improve the pedestrian environment. 3) Relocation of existing shared use parking bays on Colina Mews, improved street lighting and traffic calming measures along Colina Mews to facilitate the additional pedestrian movements. <p>The above highways improvements have been estimated to cost £78,540 (seventy eight thousand five hundred and forty pounds). The applicant will be required to enter into a S.278 agreement to fund the proposed improvements.</p> <p>During the construction period a significant amount of construction traffic will be generated by the development, the developer will be required to submit a Construction Management and Logistics Plan to minimise the impact of construction activity on the local highways network in particular impact on the operation of the bus lane on Green Lanes.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Conclusion:</u> On reviewing the above application and supporting documentation (Transport Assessments and draft Travel Plan) we have concluded that we would not object to the application subject to the following S.106/ S.278 obligations and planning conditions:</p> <p>Obligations:</p> <p>1) A residential travel plan must be secured by way of the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport:</p> <p>a) The developer submits a Travel Plan for each aspect of the development and appoints a travel plan co-coordinator for the private and affordable housing aspect of the development and the travel coordinator must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for no less than 3 years.</p> <p>b) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and time-tables to all new residents, travel pack to be approved by the Council's transportation planning team. Cycle parking to be provided in line with the London Plan (2015)</p> <p>c) The developer provides a cycle strategy as part of the travel plan to support the proposed 8% cycle mode share</p>	

Stakeholder	Question/Comment	Response
	<p>proposed as part of the Transport Assessment and Travel Plan. We will also require details on how the cycle parking facility will be secured and means of access for residents (keys or electronic fobs) and how this will be monitored.</p> <p>d) Establishment or operation of a car club scheme, which includes at least 2 (two) cars. The developer must offer free membership to all residents of the development for at least the first 2 years, and £50 (fifty pounds) car club credit for each unit. Evidence of which must be submitted to the Transportation planning team.</p> <p>e) The developer is required to pay a sum of £3,000 (three thousand pounds) per travel plan for monitoring of the travel plans.</p> <p>f) A site parking management plan. The plan must include, details on the allocation and management of on-site car parking spaces in order to maximise use of public transport. Electric Vehicle charging points (EVCPs) must be provided in accordance with the London Plan (2015)</p> <p>Reason: To promote travel by sustainable modes of transport to and from the site inline with Local Plan Policy SP7.</p> <p>2) A Commercial Travel Plan must be secured by the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport:</p>	

Stakeholder	Question/Comment	Response
	<p>a) The developer submits a Work Place Travel Plan for the commercial aspect of the Development and appoints a travel plan co-ordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.</p> <p>b) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team. Cycle parking to be provide in line with the London Plan (2015)</p> <p>c) The developer will be required to provide, showers lockers and changing room facility for the work place element of the development.</p> <p>d) The developer is required to pay a sum of £3,000 (three thousand pounds) per travel plan for monitoring of the travel plans. This must be secured by S.106 agreement.</p> <p>Reason: To promote travel by sustainable modes of transport to and from the site inline with Local Plan Policy SP7.</p> <p>3) The developer will be required to contribute by way of a S.106 agreement a sum of £12,000 (twelve thousand pounds) towards the feasibility, design and consultation relating to the implementation of shared use doctors and</p>	

Stakeholder	Question/Comment	Response
	<p>disable car parking bays in the area surrounding the site.</p> <p>Reason: To mitigate the impacts of the parking demand generated by the development proposal and to facilitate travel by sustainable modes to and from the site.</p> <p>4) The developer enters into a S.106 agreement including provision that no residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant is required to inform all resident of the proposed development that they are not entitled to apply for on street parking permits, evidence of which must be provided to the Council before and after the development is occupied. Details of the car restricted nature of this development proposal should be included in the residents lease where possible.</p> <p>Reason: To mitigate the parking demand generated by this development proposal on the local highway network by constraining car ownership and subsequent trips generated by car, resulting in increased travel by sustainable modes of transport hence reducing the congestion on the highways network.</p> <p>5) The developer will be required to enter into a S.278 agreement for the implementation of: a new shared use footway/ cycle track; new enter treatment from Colina Road into Colina Mews, this will reduce vehicular speeds and improve the pedestrian environment and the</p>	

Stakeholder	Question/Comment	Response
	<p>relocation of existing shared use parking bays on Colina Mews, improved street lighting and traffic calming measures along Colina Mews to facilitate the additional pedestrian movements. These works have been estimated to cost £78,540 (seventy eight thousand five hundred and forty pounds)</p> <p>Reason: To mitigate the impact of the proposed development on the local highways network.</p> <p>Pre-commencement conditions:</p> <p>1) The developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Green Lanes, Colina Road, Colina Mews and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.</p> <p>2) The developer is also required to submit a Delivery and Service Plan (DSP), details of which must include servicing of the commercial unite, and servicing of the</p>	

Stakeholder	Question/Comment	Response
	<p>residential units including facility to collect delivers for residents when they are out concierge or parcel drop.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation</p> <p>Informative:</p> <p>The new development will require naming and numbering. The applicant should contact the Local Land Charges section on 020 8489 5573.</p>	
Design	<p><u>Location, Policy context, Description of the site</u></p> <ol style="list-style-type: none"> 1. The site location is in the centre of the borough, on Green Lanes, the A105. It is just north of the designated Green Lanes District Centre, whose Town Centre boundary stops about 10 units to the south on this, the east side of the street, but on the west side stops at the junction with Beresford Road, opposite the middle of the site; in both cases as designated Secondary Frontage (in accordance with SP10 of the adopted Local Plan, Strategic Policies, March 2013 and policies DM42-47 incl. from the emerging Development Management DPD, pre-submission draft January 2016). It is also a Designated site in the council's emerging Site Allocations DPD (pre-submission draft 2016), as SA26, which identifies it for "residential led mixed use with a new medical facility". 2. The site is a roughly square plot, with street frontages west onto Green Lanes, south onto Colina Road and east onto Colina Mews, whilst its northern boundary 	Noted.

Stakeholder	Question/Comment	Response
	<p>is with the plots of a neighbouring building fronting Green Lanes and garage court on Colina Mews. In addition to the existing one/two storey retail outlet, set back behind a large car parking forecourt, it contains a London Underground ventilation shaft towards the south-western corner, with the parking wrapping in front of it. The land falls gently to the south.</p> <p>3. Physically, in terms of urban form, as opposed to formal planning designations, the site forms or marks the effective northern limit of the retail dominated town centre of Green Lanes. On this, the eastern side of the road, the frontage to the south is at least the majority in town centre uses like retail, food and drink, with either short front gardens used as terraces or outdoor display or buildings up to the pavement, with ornate shopfronts; whilst to the north of the site dramatically contrastingly, development is in the form of villa-like houses set behind large, long front gardens, albeit that some including the immediately neighbouring Langham Club are in non-residential use. On the opposite, western side, intense retail uses and built form up to the pavement edge continue to just north of the site, before switching to residential set back behind front gardens. Further south, the centre of the Green Lanes Town Centre is characterised by grand, consistent terraces of Victorian and Edwardian shopping parades with 2 or 3 floors of flats above.</p> <p>4. By contrast, the south side of Colina Road is typical of many other streets in a wide surrounding area that form the residential hinterland of mostly 2 storey terraced Victorian and Edwardian houses with short</p>	

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	<p>front gardens. Colina Road is distinctive for its repeated gable fronts with ornamental bargeboards, as well as the more typical bay windows. Colina Mews is different again and more unique; a narrower street with no pavements and a varied mixture of buildings right on the road edge, from single storey garages to three storey industrial buildings, as well as in a lot of places including much of directly opposite the site just high back garden walls and fences.</p> <p>5. The transport interchange of Turnpike Lane Underground and Bus Station is a short walking distance to the north of the site.</p> <p><u>Use, Form & Development Pattern</u></p> <p>6. The proposals are for a largely residential development of 133no. flats and maisonettes, along with 940sq m intended to be for a primary care health centre; with additional uses applied of as a fall-back position, should that use fall through. On use, the proposals meet a need established in discussions with the Council and NHS and contain provisions for changes of use; this is generally beyond the scope of this document, save for my observation that town centre uses and active ground floor frontage is something I would consider appropriate and important for the Green Lanes frontage. Indeed a prominent town centre use, especially one for significant community infrastructure, would contribute to the site's potential status as a gateway to the Town Centre section of Green Lanes.</p> <p>7. The pattern of the proposed development is street based, with new blocks lining the three existing</p>	

Stakeholder	Question/Comment	Response
	<p>neighbouring street, along with a new street-like-space running north-south across the site. The block facing west onto Green Lanes therefore also faces east onto this “internal street”, described by the applicant as a “mews courtyard”. A U-shaped block, or rather a continuous wall of street-lining, terraced blocks faces west onto the mews courtyard, south onto Colina Road and east onto Colina Mews, with an “internal court”, as well as small private gardens, behind. However whilst they form a continuous street-wall of development, with regularly spaced front doors to ground floor maisonnettes and cores to flats, they have distinct heights and characters depending on which street they face.</p> <p>8. The retained existing London Underground ventilation shaft forms the southern termination of the block facing Green Lanes, but the new block steps west of the vent shaft considerably at the “front” onto Green Lanes, creating a distinct courtyard space on the corner of Green Lanes and Colina Road, as well as also stepping slightly west of the vent shaft on the mews courtyard, so that the vent shaft effectively forms a “gateway” to the mews courtyard, tightening its entrance. The street lines then created in the mews courtyard line up with the back of the original three storey house and front of the two/three storey function room of the neighbouring Langham Club, no. 600 Green Lanes, north of the site, with the street visually extending the space of the single storey link block of the Langham Club. However to create a street level termination and a goal, an object of interest at the end of the mews courtyard, the</p>	

Stakeholder	Question/Comment	Response
	<p>proposal is that the Energy Centre for the development will be in a low 2 storey building closing the street vista.</p> <p>9. The north end of the Green Lanes block steps back on its upper floors and steps well away from the northern boundary, acknowledging the long front gardens of the properties to the north; the Langham Club and beyond, and the energy centre lines up with this, creating a second courtyard space at the northern end of the health centre block. As well as being an acknowledgement of the context north of the site, this and the courtyard to the south (in front of the vent shaft) give an impression of a setting, with an institutional, civic feel, to the block intended to contain the health centre, strengthening its urban reading as a gateway / termination to the town centre. A public footpath then connects the “top” of the mews courtyard with the northern courtyard facing Green Lanes.</p> <p><u>Height, Bulk & Massing</u></p> <p>10. The overall height of the proposal rises from 4 storeys alongside Colina Mews, to five storeys alongside Colina Road, five again (but with a higher height ground floor) between Green Lanes and the mews courtyard to seven storeys along the east side of the mews courtyard. In all cases the height is mitigated with set-back top floors and intelligent, elegant proportioning to give human scale and seek to mitigate the overall height. However it must be admitted that the highest overall height, at seven storeys, pushes at the limits of how such intelligent,</p>	

Stakeholder	Question/Comment	Response
	<p>considerate design and mitigation measures could successfully integrate the proposal into its two and there storey context.</p> <p>11. The lowest housing is that facing Colina Mews; this has a set-back 3rd floor and regularly spaced front doors to 2-storey maisonettes, so its appearance in this narrow street will be of a three storey terrace of houses. This would appear in keeping as there are existing buildings of this height amongst the disparate mix of existing buildings on Colina Mews.</p> <p>12. At the corner with Colina Road the proposal rises to 4-storeys, with a set-back 5th floor, in a four-square, symmetrical block, that architecturally embraces both corners, into Colina Mews and the mews courtyard, and with a symmetrical disposition of its two entrances and cores and its corner and central balconies. It marks a bold and confident step up from the existing context of two and two-and-a-half storey existing terraced houses, especially the consistent terrace on the south side of Colina Road, but as a step-up of no more than one to one-and-a-half storeys is not so significantly out of character with context as to be jarring and unacceptable.</p> <p>13. The block facing Green Lanes is of four storeys with a set-back fifth floor facing Green Lanes and both the northern and southern spaces, five storeys facing the mews courtyard, with a single storey projection facing Green Lanes, the northern space and the mews courtyard. This more complex composition creates its strongest verticality onto the small length onto the wider space of the southern corner space. To the long face onto Green Lanes its layered horizontality,</p>	

Stakeholder	Question/Comment	Response
	<p>accentuated with horizontal fenestration, would give it a strong linearity. The peeling back of these horizontal layers at the northern space, revealing a glimpse of its full five storeys, and reinforcing its transition to the much more set back building line north of the site. The two storey energy centre extends in plan up to this set-back building line, further helping its integration with the significantly lower and less built up neighbouring context to the north.</p> <p>14. The highest block, rising to 6 storeys with a set-back 7th floor, sits in the centre of the site, distanced as much as possible from harmful impact on existing neighbours; the only existing neighbour it closely overshadows, to its north, is the non-residential Langham Club functions hall. Its height is mitigated to some degree by setting-back its top floor, but otherwise it makes little attempt to hide or mitigate its height; it is designed with essentially identical layout and fenestration over those six floors, but the use of darker brick on the ground floor (as well as the recessed top floor, both also used facing Colina Road) divides the elevation into a base, middle and top the elevation proportioning and greater human scale. Nevertheless, this block is likely to appear overbearing and out of scale of the surrounding context when seen from within the mews courtyard and internal court, but</p> <p>15. However I am confident the height of the highest block will not have a detrimental effect on the surrounding existing public realm beyond the application site. The applicants have submitted</p>	

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	<p>several views of their proposals in the context of the surrounding streets, that demonstrate that only small glimpses of the greater height of the highest block will be visible, and therefore its visual impact will not be significantly harmful. There are no identified sensitive visual receptors, as defined in the Guidelines for Landscape and Visual Impact Assessment (GLVIA 2013), sufficiently close to be affected by views of the proposals and it does not meet the formal policy definitions of a tall buildings, 10 storeys or over. Surrounded on all sides by proposed and neighbouring blocks of progressively lower floors, it demonstrates the desired design strategy of building up gradually from the surrounding context. The Urban Characterisation Study (2015) identifies the site, if redeveloped, as suitable for new developments of mid-rise height; 12 – 21m / 3 - 6 storeys; the highest block adds just one, recessed floor to this recommended maximum; this is reasonable as the top floor, set back and in darker brick, is visually more analogous to a pitched roof than a whole additional floor, and the development grades down from this height to a height compatible with the surrounding context.</p> <p><u>Approach to the front door(s), Accessibility & Legibility of the street layout</u></p> <p>16. Residential blocks are laid out in an exceptionally clear and logical plan, with generally exemplary relationship of front doors to the street, however there have been some compromises made to maximise the capacity of the site. Each maisonette on the ground</p>	

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	<p>and 1st floor of the side facing Colina Mews has its own front door off the street, otherwise all flats and maisonettes are accessed off cores with a communal entrance, with a clear and direct relationship between block, core and street front door. However, apart from Colina Mews, it is disappointing that there are no other ground and 1st floor maisonettes and that no ground floor flats have their own front doors off the street.</p> <p>17. The flats above the Health Centre are accessed off a single core; there are 8no. flats per floor over three floors with 7no. on the 4th floor, 31no. in total, with the core opening directly off the mews courtyard. This is over the maximum (25no.) recommended in the Mayors Housing SPG so will require video entry phones systems (or 24hour concierge). It would have been preferable if this core had been accessed off the more important Green Lane frontage, but the applicants have prioritised maximising the high street frontage for the health centre, which as an important public service and therefore analogous to being a civic function, is a reasonable prioritisation. There is a danger that the entrance to this core will be further marginalised as it sits between parking spaces, set perpendicular to the street, but although the applicants landscaping intention for the mews courtyard is that it is a uniform hard paved space it will have a wide, demarcated area in front of the apartments' front door, which will be kept clear of parked cars. The parking is solely for disabled residents, and this space will be further animated by cyclists and pedestrians accessing 2no. residential</p>	

Stakeholder	Question/Comment	Response
	<p>cores on the opposite side.</p> <p>18. The highest, 7 storey housing terrace is arranged in 2no. identical cores accessed off the mews courtyard, each with two flats on each of the ground and 7th floors and four on each of the intervening five floors, 24no. in total. Both cores and that of the block opposite have stairs on their street side to add to animation on the street, as well as clearly located, accessible but subtly hidden away, so not overly visually dominant, cycle and refuse stores; these cleverly avoid creating long blank frontage but raise issues with ground floor bedrooms facing the street and lack of individual front doors, detailed further below. The cycle stores are behind the cores on the ground floor plans and give flats access to the central communal private garden east of this terrace.</p> <p>19. The terrace on the Colina Road frontage again contains two cores; these contain the corner flats to both corners; both access two ground floor flats suitable for the disabled; the western core then contains five flats on each of the 1st, 2nd and 3rd floors and three on the 4th, 20no. in total, including a flat on each floor above ground in the slightly recessed “link” between the Colina Road and mews courtyard blocks (on the ground floor refuse storage). The eastern core contains one fewer flat per floor, but on the 3rd floor gives access to the 9no. “upside-down” two storey maisonettes on the 2nd and 3rd floor of the Colina Mews terrace (25no. in total). These are entered off an access deck on the street side of the terrace, cleverly setting back the top floor to give this the appearance as a 3 storey terrace of houses and</p>	

Stakeholder	Question/Comment	Response
	<p>add animation to Colina Mews.</p> <p>20. Both the mews courtyard and Colina Road are animated by regular windows to habitable rooms, set behind short front gardens. I remain regretful that ground floor flats do not have their own front doors off the street; I am also concerned that there are so many ground floor bedrooms facing the street. However this may be somewhat less of a concern as all the flats concerned are adaptable for disabled people; assuming they are taken up by disabled people, it can be argued that many residents will welcome the combination of entrance controls from the communal front door with the opportunities to view passing life in the street.</p> <p>21. The health centre (or other non-residential) use is proposed to be housed in the ground floor of the block facing Green Lanes, in a floor that projects forward to close to the pavement line and is proportioned with higher floor to ceiling heights. Detailed layout, including entrance, to the health centre (or alternative uses if that proves not to be possible), will be subject to a separate application, but the proposals provide options of entering directly off the street and/or via the courtyards at its northern and southern end; both would be suitable for a health centre, with space for drop-off, buggy parking and a sense of separation and arrival suitable for such a building; the southern end also has enough space for a small amount of essential staff parking and vehicular access, including separate refuse collection, and is designed to be potentially suitable for use for markets or pop-up street events at the</p>	

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	<p>weekend if the health centre is not in sue then.</p> <p><u>Dwelling Mix, Block(s) Layout and Aspect</u></p> <p>22. The dwelling mix is mostly of 1 and 2 bedroom units, but contains a good number of 3 bedroom maisonettes on Colina Mews (both Ground/1st and 2nd/3rd floors), as well as 4no. 3 bedroom penthouse floors on the top floor beside Colina Road. It is recognised that developments in highly public transport accessible locations and close to facilities, such as this site, 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, such as Colina Mews and neighbouring streets east of the site, are more suitable for greater preponderance of family sized (3 and 4 bedroom) units. Therefore the mix contains within the development a balance appropriate for the location.</p> <p>23. It is notable that all the single aspect units in the proposal are one bedroom units, and not even all of the single bedroom flats are single aspect, and that single aspect units are only ever east or west facing, never north or south. This is perhaps one of the most impressive aspects of this generally good design and shows commendable care for high residential amenity.</p> <p>24. The proposal is laid out generally in terraces rather than blocks, with a fairly high number of cores, so that with only one exception there are never more than five units per floor or 25 in total accessed off a</p>	

Stakeholder	Question/Comment	Response
	<p>single core. This is much better than the Mayors Housing SPG maximum of eight. The one core that exceeds this is the bloc containing the potential health centre; this is of a different, more high street “mansion block” character and where video entry phones and/or 24hour concierges will be required.</p> <p><u>Residential Design Standards & Internal Layout(s)</u></p> <p>25. All flat layouts meet Mayors Housing SPG space and layout standards. It is particularly notable that care has been taken to provide some of the larger flats 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>26. Almost all flats and maisonnettes have private amenity space in the form of either a balcony or private garden facing the private communal courtyard garden. The only two exceptions are ground floor flats, suitable for the disabled, on the corners of Colina Road with Colina Mews and the mews courtyard; these have a much larger length of front garden. I would not normally regard front landscaped space as suitable for private amenity except in providing defensible space, separation, privacy and “green softening” to the street, but in this situation, given the large amount available, I consider this acceptable. Except for those above the health centre, all flats and maisonnettes also have access to</p>	

Stakeholder	Question/Comment	Response
	<p>the large private communal garden.</p> <p><u>Daylight, Sunlight and Overshadowing</u></p> <p>27. 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>28. 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 no. 600 Green Lanes (the Langham Club), both to rooms in the social club and to habitable rooms in the flats above, in houses in Haringey Road east of the site and in the unbuilt development that has received planning consent at 4-10 Colina Mews, would receive a noticeable loss in daylight, but the applicants consultants have been able to show that the reduction would not be to levels considered acceptable or in the case of the consented scheme, would not be to levels lower than a hypothetical mirrored scheme on the site.</p> <p>29. Two of the back gardens to neighbouring properties in Haringey Road would lose a noticeable amount of sunlight, taking them below the level defined by the BRE guide as required to make the space sunny; specifically they would no longer receive sufficient</p>	

Stakeholder	Question/Comment	Response
	<p>sunlight at the equinoxes. However, the applicants' assessment is this is not unacceptable as they would continue to receive good sunlight in summer. No other neighbouring private amenity spaces are affected to the level defined as noticeable by the BRE Guide, and no existing public amenity spaces are close enough to be affected at all. My assessment is that it is a concern that the neighbouring properties would lose noticeable amounts of sunlight at crucial times but that these benefit from an unusual situation at present when there is less than the expected amount of building mass on the application site. As both the neighbouring gardens affected are towards the southern end of the terrace, it may have been possible to mitigate through removing key small portions of the proposed development, but i consider this would have created greater harm to the architectural integrity of the proposal where it faces Colina Road, and has a strong architectural unity and a clear, logical design.</p> <p>30. The proposals show that most of the habitable rooms in the proposal receive adequate daylight. The exceptions are mostly bedrooms, where this is considered less important; all Living Rooms receive adequate daylight.</p> <p>31. The applicants assessment show that all the public, private communal and private amenity spaces within the development, will be capable of receiving adequate sunlight. I am not confident the ground floor flats on Colina Road and the southernmost ones on Colina Mews and the mews courtyard would receive much sunlight to their private gardens.</p>	

Stakeholder	Question/Comment	Response
	<p>However, these would receive sunlight to their front gardens, which is not private but does provide plant growing as well as a privacy buffer; more significantly they would have better than most flats' access to the private communal garden, which receives adequate sunlight.</p> <p><u>Privacy & Overlooking</u></p> <p>32. The nature of the site along with the design of the proposals minimise potential for concern from loss of privacy due to overlooking into windows to neighbouring residential habitable rooms or private amenity spaces.</p> <p>33. The site is bounded on 3 sides by streets; overlooking and loss of privacy is unlikely to be a concern where facing front windows of housing on the opposite side of a street, especially a wide street such as Green Lanes. Notwithstanding this, the flats above the potential health centre are set back to some extent behind roof terraces. Similarly both the existing townhouses and the proposed flats facing Colina Road are fairly well set back behind front gardens and in the case of the proposed housing, a widened pavement to contain space for cycling.</p> <p>34. However, the situation is not the same in Colina Mews, and this is where the greatest concern arises. The opposite side of the street to the site is formed by the back gardens of houses facing Harringay Road, to the east. The first properties on and facing the opposite side of Colina Mews start further north. What is more the gardens of the houses on Harringay Road are not very long, which means the windows of</p>	

Stakeholder	Question/Comment	Response
	<p>habitable rooms at the back of these houses are close; between 13 and 19metres away from the proposed development, and as <i>back</i> windows (and as the outdoor spaces are <i>back</i> gardens), neighbouring residents have a greater reasonable expectation of privacy. I therefore welcome that the 1st and 2nd floor windows in the proposal facing Colina Mews are designed as angles, projecting oriel windows to control the direction of outlook and prevent loss of privacy to neighbours.</p> <p>35. Within the development, the layout is at the maximum density to not be a concern over privacy, with the housing being set just over 20m apart across the mews courtyard and internal court. Internal corner situations can often create potential overlooking situations, but there this is avoided by recessing the units on one the east and west of the corner behind balconies and placing the stair cores, with either a window or door onto the core on the south side, and with bedrooms only further over on the south elevation of the court (these are dual aspect flats with their living rooms on the south faced, onto Colina Road). If these flats have a concern over privacy, they can reasonably curtain their windows. There are no places where there is any expectation of privacy to amenity spaces within the development, but balconies and private gardens are recessed or partially screened.</p> <p><u>Elevational Treatment; Fenestration Materials & Details</u></p> <p>36. The materials palette is simple with the primary</p>	

Stakeholder	Question/Comment	Response
	<p>material being brick, a robust material that is appropriate to the locality and Haringey (indeed London) generally. The simple brick palette uses just two different colours of brick; one darker and redder, the other lighter and yellow/browner. The darker, redder brick specifically will match the existing London Underground vent within to the site, whilst the yellow-brown will match many of the surrounding houses, including those houses unpainted on the south side of Colina Road and the east side of Colina Mews (many are, unfortunately, painted).</p> <p>37. The brick palette is deployed to reinforce and support the architectural composition. The whole of the block on Green Lanes is in the darker brick, save for lighter metal cladding within the recessed balconies. But for the other three blocks, in each case the ground floor and recessed top floor are in the darker brick with the remainder, or more dominant “middle” in the lighter brick, strengthening the sense of composition and human scale of the elevations. Conditions will be required to confirm the appropriate quality of materials.</p> <p>38. Balconies are generally recessed, except for the eastern elevations of the two blocks that look onto the internal mews courtyard and internal court. Vertical metal balustrades are used generally, coloured to match the metal windows and doors. The only exceptions are the solid painted metal balustrades to the full width balconies to the link blocks at the corners of Colina Mews and the mews courtyard with the Colina Road building, where the balconies emphasise these blocks’ separation. These would be</p>	

Stakeholder	Question/Comment	Response
	<p>pained a lighter colour, although precise colours are left to be decided; however the suggested colour palette of light and dark golden-browns is commended.</p> <p>39. The pattern of elevational treatment, of fenestration and gradation of floors, is elegant and orderly, arranged into clear and legible patterns expressing the functions within; living room, windows, bedroom windows, balconies and stairs clearly expressed and reinforcing the sense of architectural composition.</p> <p><u>Conclusions</u></p> <p>40. This proposal presents significant challenges, as it pushes to the edge of the maximum I would consider possible on the site. In particular, the way the height builds up to seven stories, albeit the seventh floor being only in the middle of the site, set back and treated as an attic architecturally. The layout and distribution of housing around the site also maximises the use of every corner of the site, pushing out to every corner and filling the edges of the site with built form.</p> <p>41. However the design of the housing, the street based urban forms with clear distinction between front and back, public and private, with clear front doors, as well as the humane and considerate attention to housing and amenity standards, with well designed flats and maisonettes, protecting privacy of both existing neighbours and prospective residents, creating interesting, well lit and sunny aspects, avoiding all single aspect units in undesirable aspects, make these proposals exemplary examples</p>	

Stakeholder	Question/Comment	Response
	<p>of well designed, considerate housing in a considerate, street based urban design. The materials proposed would be simple and robust, provided the quality suggested it retained in execution. In terms of adding to the much needed stock of housing, it increases the density and intensity of inhabitation in the area in a gentle and complimentary fashion; I am confident this scheme would fit into the area successfully.</p> <p>42. The main public benefit from the development would come from the services provided at the new health centre. The proposals do create a couple of small, part-time, pocket parks on Green Lanes at either side of and framing this, along with a “cut-through” path from Green Lanes through the “Mews Courtyard” to Colina Road, but otherwise are purely private, framing-the-street, “wallpaper” architecture of a background nature. But it is a superior form of background architecture that in an unostentatious manner, in simple and robust and appropriate materials, proposes elegant buildings lining elegant streets.</p>	
Pollution	<p>Contaminated Land: The site is currently occupied by a joint storage warehouse and retail outlet store. Also present on site is Electrical Sub-station in the north-eastern corner of the site. Previous historical uses include residential properties and Laundry facilities. Off site local light industrial uses include a Builder’s Yard, Underground Lines and Laundry facilities.</p>	Noted. Conditions as recommended will be attached to any grant of permission.

Stakeholder	Question/Comment	Response
	<p>A Phase1 Desk Study Report (CGL June 2016 Revision 1) has been submitted. The Desk Study has concluded that generally a low to medium risk is considered for the receptors identified. This is primarily due to the potential for contamination to be present in the Made Ground and underlying natural strata associated with the former industrial use of the site. There is also a potential risk for ground gas and possible organic contaminants to be generated from the Made Ground.</p> <p>The report recommends further investigation and assessment to evaluate the potential pollutant linkages identified in the preliminary Conceptual Site Model, a refinement of the model and the development of a robust remediation strategy to be developed if unacceptable risks are identified.</p> <p>The following conditions are recommended:</p> <p>1. Before development commences other than for investigative work:</p> <p>a) Using information obtained from the Phase1 Desk Study Report (CGL June 2016 Revision 1) additional site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> - a risk assessment to be undertaken, - refinement of the Conceptual Model, and - the development of a Method Statement detailing the remediation requirements. 	

Stakeholder	Question/Comment	Response
	<p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>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.</p> <p>2. 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.</p> <p>Air Quality: An annotated drawing showing the 'current proposal sixth floor' shows access to the terrace from flats on the sixth floor with a door immediately to the side of the flue. Another drawing 'Alternative proposal sixth floor' shows 'privacy' screens acting as barriers to the terrace on the north elevation, and no door access on the side of the flue.</p> <p>Drawing 'CHP and Boiler Flue Chimney Detailed Plans and Section 028_SK_058' shows the height of the</p>	

Stakeholder	Question/Comment	Response
	<p>chimney terminating 3m above the window /door but also indicates the 'preferred height' of the chimney is 1.5m above the window/door and the note states that flue termination above the window head to be confirmed upon completion of D1 Calculation. This is not acceptable as this could result in the chimney terminating 0.5m above the roof.</p> <p>The Chimney Height Memorandum states that an overriding minimum requirement is that 'a chimney should terminate at least 3m above the level of any adjacent areas to which there is general access (i.e. ground level, roof areas, or adjacent operable windows)'. Therefore the reference to the preferred height should be removed as it would not meet the minimum requirement to achieve 3m above the roof level (and bearing in mind the close proximity of the window and terraces). The drawings need to be amended to show the height as 3m and the 'Alternative proposal sixth floor' (Terrace – Flue Proximities Sixth floor bock B) drawing confirmed.</p> <p>ADDITIONAL COMMENTS:</p> <p>The CHP and Boiler Flue Chimney Detailed Plans and Section 028_SK_058 (A) has been amended to remove the reference to the preferred height and the General Arrangement Sixth Floor Plan - Flue Riser 028_SK_062 (A) now shows that the terrace on the same elevation as the flue is no longer accessible.</p> <p>The following conditions should be applied:</p>	

Stakeholder	Question/Comment	Response
	<p><u>Air Quality</u></p> <p>1. Prior to development a revised air quality assessment (including dispersion modelling and air quality neutral assessment) taking into account the comments of the pollution section shall be submitted, to the Local Planning Authority for approval.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p><u>Combustion and Energy Plant:</u></p> <p>2. Prior to commencement details of all the chimney heights calculations, diameters and locations (CHP units and boilers) will be required to be submitted for approval by the LPA. All parameters must, as a minimum, meet the requirements of the Chimney Height Memorandum and the Sustainable Design and Construction SPG.</p> <p>Reason: To protect local air quality and ensure effective dispersal of emissions.</p> <p>3. 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 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.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Construction Dust Management:</u></p> <p>A condition relating to the management of construction dust is also recommended.</p> <p>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.</p>	
Waste Management	<p>This proposed application for 133 x Units will require adequate provision for refuse and recycling off street at the front of the property. I would like to confirm that space must be provided for one 'Standard kerbside collection full set' for this property. Provided this advice is followed the plans for refuse and recycling storage and collection are adequate. The boxes indicated above provide some detail about accessibility, design and space requirements. Details of the 'Standard kerbside collection full set' are provided below:</p> <p>22 x 1100L Refuse 14 x 1100L Recycling 10 x 140L food waste 133 x Food waste kitchen caddy Bulk waste storage area with direct access for collection</p>	Noted. A waste management plan and full refuse details will be secured via a condition.
Head of Carbon	<u>Sustainability Assessment</u>	Noted. Conditions and S106 contribution as

Stakeholder	Question/Comment	Response
Management	<p>The applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a “Very Good” standard.</p> <p>This demonstrates policy compliance. We recommend the following condition is used on this site:</p> <p>Condition: You must deliver the sustainability assessment BREEAM New Construction (2014) as set out in “590-598 Green Lanes Shell BREEAM Pre-Assessment Summary Report” dated 6th June 2016 by Southfacing Services Ltd.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of BREEAM New Construction (2014) “Very Good” and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</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</p>	<p>recommended will be attached to any grant of permission.</p>

Stakeholder	Question/Comment	Response
	<p>authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reason: 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 SP04 of the Local Plan.</p> <p><u>Energy Strategy – Overall</u> The applicant has submitted a policy compliant Energy Strategy which delivers a 33% carbon reduction beyond building regulations (2013) and offers an offsetting contribution of £29,450.00.</p> <p>As such these aspects of the application should be conditioned to be delivered on this scheme.</p> <p>Condition: You must deliver the Energy measures as set out in the submitted “Energy and Sustainability” Report, dated 8th June 2016, by BOCCA Consulting.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and set out in Appendix and shall achieve the agreed carbon reduction of 33% reduction beyond BR 2013. Design aspects includes:</p> <ul style="list-style-type: none"> - Delivering the energy efficiency standards of: <ul style="list-style-type: none"> ○ U-values of 0.3 W/m2K on all walls; ○ U-values of 2.0 W/m2K on all windows; 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> ○ U-values of 0.20 W/m²K on the ceiling/roofs; - A CHP engine which delivers electrical output, 90 kW and a thermal output of 161 kW <p>All of this equipment and materials shall be maintained as such thereafter. Confirmation that these have been installed must be submitted to the local authority upon 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 SP04.</p> <p><u>Energy Strategy – CHP</u> There are delivering a new community heating network (powered by a combined heating and power unit - CHP). To ensure that this is designed and run efficiently we would want to see the following condition added.</p> <p>Condition: Upon completion you must demonstrate that the CHP network and its operational design has been delivered in line with the GLA's District Heat Manual for London and the ADE/CIBSE Heat Networks Code of Practice for the</p>	

Stakeholder	Question/Comment	Response
	<p>UK.</p> <p>Should this not be delivered the application will be required to undertake remedial works on site to ensure this.</p> <p>Reason: To comply with London Plan Policy 5.2 and local plan policy SP04.</p>	
EXTERNAL		
Transport for London	<p>Green Lanes forms part of the Strategic Road Network which TfL is the Traffic authority for. TfL is therefore concerned with any application which may impact the safe and normal function of the highway.</p> <p>Having reviewed the submitted application TfL has the following comments:</p> <p>The site has a Public Transport Accessibility Level (PTAL) of 6a (where 6b is the highest and 1 is the lowest).</p> <p>Given the high PTAL TfL welcome the restrained approach to providing parking. Indeed, the 'car free' (with the exception of blue badge parking) proposal is suitable in line with London Plan policies. In addition, future residents should submit to a permit free legal agreement within the s106 to restrict them from applying for current and future local parking permits.</p> <p>TfL welcome the provision of 14 blue badge parking spaces in line with standards set out in the Housing</p>	<p>Noted (no objection following receipt of additional information).</p>

Stakeholder	Question/Comment	Response
	<p>SPG. However, London Plan requirements state that <i>“Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access to the boot safely”</i>. TfL note that each space has a buffer zone on one side of it, however, none have a buffer on both sides or the rear. The applicant should therefore review the design of disabled parking provision.</p> <p>A provision of 224 long-stay cycle spaces are provided for the residential element of the development, with a further 4 short-stay spaces provided. In addition commercial cycle parking will be provided upon first occupation to be secured by condition. The quantum of cycle parking is agreeable in line with the London Plan.</p> <p>In addition to assessing the quantum of cycle parking TfL measure the suitability of cycle parking against the criteria set out in the London Cycle Design Standards. In keeping with this TfL request that the applicant revise the design of cycle storage. Indeed, TfL note that all long stay cycle parking is provided in the form of double stack stands. TfL require cycle parking to provide for all users. The use of double stack stands does not allow for enlarged cycles and therefore an assortment of stands would be preferred. In addition access to block A cycle storage appears restricted when car space 14 is occupied. Finally the applicant should provide details on how all cycle parking is secure to lock. Given this TFL request that full details of cycle parking be secured by</p>	

Stakeholder	Question/Comment	Response
	<p>condition in consultation with TfL.</p> <p>The applicant has provided an impact assessment including a proposed trip generation based on TRICS/TRAVL data. However, the 'public transport' mode should be separated into different modes within public transport. Moreover, it should be ensured that the mode share catches multi modal trips rather than just final mode share.</p> <p>The applicant has provided a Travel Plan which is welcomed. TfL find the overall principles of the Travel Plan to be acceptable in accordance with London Plan policies. The Travel Plan should therefore be secured by condition.</p> <p>Given the above TfL cannot support the development until further revisions are provided.</p> <p>ADDITIONAL COMMENTS: TfL welcome the additional details and based on the trip generation forecasts provided, TfL are content that there will be no material impact on the public transport network.</p> <p>In regards of the updated car parking, every space now has a buffer zone either side so therefore assume that the issue has been addressed.</p>	
London Underground	<p>I can confirm that the planning applicant is in consultation with London Underground on this project. As such we have no objection to the planning application</p>	<p>Noted. Condition as recommended will be attached to any grant of permission.</p>

Stakeholder	Question/Comment	Response
	<p>for the property above. This site is adjacent to London Underground ventilation shaft. Therefore, we do ask that a condition is included on any planning permission granted:</p> <p>Condition: The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:</p> <ul style="list-style-type: none"> - provide details on all structures - accommodate the location of the existing London Underground structures and tunnels - accommodate ground movement arising from the construction thereof - and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels. <p>The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p>	

Stakeholder	Question/Comment	Response
	<p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.</p>	
Thames Water	<p><u>Waste Comments:</u></p> <p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. They can be contacted on 0800 009 3921.</p> <p>Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution</p>	Noted. Conditions and Informatives as recommended will be attached to any grant of permission.

Stakeholder	Question/Comment	Response
	<p>to local watercourses.</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.</p> <p>Applications should be made at 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>A piling condition is recommended:</p> <p>Condition: 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</p>	

Stakeholder	Question/Comment	Response
	<p>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.</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>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 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:</p> <p>Informative: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's</p>	

Stakeholder	Question/Comment	Response
	<p>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/wastewaterquality.</p> <p>Sewage - Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p><u>Water Comments</u></p> <p>On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommend the following informative be attached to this planning permission:</p> <p>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.</p>	
Environment Agency	No comments to make on this occasion.	Noted.
Designing Out Crime	<p>I have viewed the online documents submitted with this application and have the following comments:</p> <p>The proposed development appears to be a good use of the site. I am especially keen on the improvements to</p>	Noted. A Secured by Design condition is recommended for inclusion on any grant of planning permission.

Stakeholder	Question/Comment	Response
	<p>Colina Mews, which has suffered from crime issues and feels rather rundown. The proposed mixed-use scheme has active frontages to the main elevations and will provide better guardianship and natural surveillance of the surroundings.</p> <p>The design of the main housing blocks, features primary and secondary doors which would be suitable for the Secured by Design scheme with the correct specification of doors, glazing and access control. There would need to be further consultation in order to achieve a Secured by Design award and we would require secure access control on each floor of the housing blocks. We can give further advice as necessary.</p> <p>Refuse Stores will need proper secure doors and access control, as there is history of abuse of these spaces in the local area. The store for Block B in particular will need careful design as it opens between street and secure courtyard - we can give further advice as necessary.</p> <p>The creation of defensible space and a buffer between the private space of homes and public areas / shared courtyards is good design. I am keen that the correct boundary treatment is chosen - railings to 1100mm work well for front elevations with a higher treatment necessary for rear (private) gardens onto shared courtyards, although I can give further advice as necessary. Its not clear from the drawings, but a low wall at the front of some properties can often be used for sitting / congregation.</p>	

Stakeholder	Question/Comment	Response
	<p>With proper consultation, particularly on the specification of doors, glazing and access control, a Secured by Design Award could be achieved at this scheme and we can obviously give further advice on the standards as required.</p>	
NEIGHBOURING PROPERTIES	<i>20 letters of objection and 1 letter of support:</i>	
Objections	<p>The plans on the whole look good, and it is worth remarking that the design of the development (with variable building heights) do mean that the nearby stretch of Green Lanes will not be massively overshadowed. However, it is utterly unacceptable that the developer is using the threat of an NHS facility to wriggle out of the need to build affordable housing. Haringey is not an overly affluent borough, and the stretch surrounding this development, particularly given its proximity to South Tottenham and West Green, is very close to some particularly deprived areas. To not even offer a *single* afford housing unit is abysmal and not in line with the demands of the area. Such a large development, with such a large number of new housing units promised, is a prime opportunity for the inclusion of affordable homes and this proposal must not be supported until this glaring omission is rectified.</p>	
	<p>The redevelopment work has affected our ability to park, we are not able to park on the existing business parking bays which are situated off Colina Mews, where the work is taking place. The next business parking bay areas are quite far from our shop and does affect our business from loading/unloading heavy catering equipment. I hope Haringey council will consider moving or creating business parking bays near to Colina Mews.</p>	
	<p>Comments: I am writing to express my concern and objection to this development in its current format. At seven stories the buildings would be completely out of scale to surrounding structures, dwarfing buildings and cutting out light and obstructing the views of the houses behind. Whilst I would welcome development of the existing site improving its appearance and use, I feel that this needs to be approached with sensitivity and restraint. The regeneration of the area is at a fragile stage and anything new needs to nurture this.</p>	

Stakeholder	Question/Comment	Response
	I do not agree with any building over the height of my house. The current building back of my house already block significant light coming in to my house and with 7 floors, It will make matters it even worse. I am extremely concern of losing privacy due to overlooking from the proposed build. Also has noise pollution taken in consideration? Additional population will also cause significant shortage of for school places. This also impact the local parking facility and create traffic congestions.	
	<p>Principle: I understand that previous planning applications were refused for this site due to the lack of affordable housing. There is still no affordable housing provision in this development, which is entirely unacceptable given the size of the development and the area of the development.</p> <p>Overlooking/Overshadowing: I have read the Daylight and Sunlight report and it is plain that a number of properties (including my own) will lose a significant amount of the daylight/sunlight that they currently receive. Furthermore, the author of the report has not considered the area properly as it they have treated my property as a house when in fact it is two flats and has failed to consider at all the overshadowing/overlooking of my roof terrace.</p> <p>Disturbance: The development will cause a significant disturbance to a residential area for a considerable period of time.</p> <p>Overbearing/Out of character: Seven stories is plainly overbearing and out of character for the area.</p> <p>Road safety: The proposal states that there will be parking for cyclists, but does not include the earlier proposal for a cyclist's café. It does not say that the parking will involve and whether it will be accessible for all local residents.</p>	
<i>(4 objections with same content)</i>	<ul style="list-style-type: none"> - Proposed 7 storey tower is too tall and out of scale with surroundings - The proposal is overbearing and will overshadow the garden spaces of the surrounding houses 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - 4 storey housing block along Colina Mews is too tall and will cause overshadowing to the houses and gardens of Harringay Road opposite - 4 storey housing block proposed for Colina Mews will cause overlooking as well as loss of sunlight and privacy to the back gardens along Harringay Road - Moving the parking bays across the Mews to the backs of Harringay Road gardens will cause an increases security risk as well as unwanted noise and air pollution problems - If parking bays are relocated to run alongside the back fences of Harringay Road gardens they will block or reduce existing access to the mews 	
	<p>I welcome the concept of a modern housing development to provide much needed housing for the borough. However, the scheme, as proposed, is too tall and too close to its neighbours, causing new problems of overlooking and overshadowing. It is overbearing and diminishes the amenity spaces of the surrounding dwellings. I have outlined the key reasons for my objection below and appeal to you to protect the rights of existing residents as well as potential new ones.</p> <p>Overlooking, overbearing, overshadowing: Residents 53-79 Harringay Road backing onto the site currently enjoy total privacy from windowless brick walls of the existing quiet 2 x storey storage warehouse along Colina Mews.</p> <p>1. A 4 x storey housing block is proposed along the boundary with Colina Mews to replace an existing 2 x storey blind warehouse and is to run the entire length of the site. This will cause extensive loss of outlook and overshadowing to the gardens and houses of nr.s 53-79 Harringay Road, which face south-west. The proposed scheme is oppressive and overbearing for existing residents used to a façade half the height and without windows. The proposal is oversized, out of scale and too close to the houses backing onto the mews. It diminishes the character of the surrounding area.</p> <p>a) There is no precedent for 4 x storeys along Colina Mews. 2 x storeys is typical for the mews and surrounding streets.</p> <p>b) 4 x storeys at between 8m and 18m from nr.s 53-79 Harringay Road will reduce both daylight and sunlight levels to the existing houses and devastate the sunlight hours currently enjoyed in their gardens. Whilst the daylight/ sunlight study may suggest that the reduced light levels fall with the minimum acceptable levels, I would question the justification of a planning decision that supported greater levels of daylight and sunlight for contentious top floor new dwellings than were required to remain for existing dwellings to the advantage of the applicant. The development is too tall and too</p>	

Stakeholder	Question/Comment	Response
	<p>close to the boundary with Colina Mews.</p> <p>c) No Rights to Light survey has been submitted to date.</p> <p>2. The proposed 4 x storey block is shown with floor to ceiling windows looking directly over the Harringay Road terrace and its gardens and is between 8m and 18m from the nearest windows at first and second floors. This will tower over the 2 x storey terrace blocking sunlight and massively overlooking their homes and gardens. The development is too tall and too close to the boundary with Colina Mews.</p> <p>3. The balcony/ walkway proposed for the 3rd storey runs the full length of Colina Mews and will cause a new problem of overlooking directly into the windows and gardens of the existing Harringay Road terrace.</p> <p>4. The existing warehouse steps back by some 10m to the north-east corner of site, affording house nr.s 73 and 75 Harringay Road total privacy, as well as maximizing daylight and sunlight from the west. Since the public consultation, an extra house + circulation block is proposed which occupies this space. How is it permissible or desirable for the existing building line to be in-filled to this extent?</p> <p>a) This will create a new problem of overlooking and loss of privacy and aspect.</p> <p>b) The increased proximity, mass and height of the proposal will create a newly oppressive and overbearing outlook for the houses opposite this part of the site, which are currently approximately 30m from the existing warehouse façade.</p> <p>c) This will cause significant overshadowing to these houses and their gardens. Whilst the daylight sunlight study confirms a minimal 2 hour period of sunlight for summer months, the actual loss of daylight hours to the rear gardens of 73 and 75 Harringay Road has not been stated. Common sense indicates that if you build a 13.5m high building just 6.5m away from a south-west facing garden fence, the loss of sunlight will be considerable and that afternoon/ evening sun, so valuable to a working family, will be minimal.</p> <p>d) Infilling to this extent adds to the overbearing nature of the street scene. It diminishes the existing character of the Mews by increasing the mass of the block. This further adds to the lack of contextual reference to the existing mews character and causes loss of aspect for existing residents.</p> <p>e) The proposed change of use from storage warehouse with minimal week-day occupation to high density residential 24-7 occupation will further impact on the privacy of the houses and gardens of Harringay Road both from noise disturbance and overlooking.</p> <p>5. A 7x storey tower block running south to north up the centre of the site will dominate the skyline and overshadow the adjacent residential 2x storey terraced houses along Harringay Road as well as those</p>	

Stakeholder	Question/Comment	Response
	<p>along Colina Road to the south and Park Road to the north. This is a sensitive site, which is nestled into a residential block with typically 2x storey terraced housing on three sides. A single façade addresses the local high street on Green Lanes, which is also flanked by residential housing. A 7 x storey tower block is oversized, oppressive, overbearing, and out of scale and proportion to the surrounding area.</p> <p>Road safety and parking:</p> <p>1. Whilst the proposal to improve the hard landscaping to Colina Mews is welcomed as part of the Section 106 agreement, it surely cannot be to the detriment of existing dwellings that abut the Mews. Since the public consultation, the plans now show existing parking bays moved to the opposite side of the Mews and spread along the length of the garden fences of Harringay Road houses opposite, limiting their existing access and damaging their amenity spaces.</p> <p>a) By seeking to enhance the street frontage of the new development, the proposal diminishes the street access for existing residents to a maximum of 1m between cars and a 1m pavement along the fence line. This is inadequate for residents' needs. How do you get a double buggy into your back garden, or even a single one laden with shopping? How do you move furniture in or out? How can the window cleaner bring ladders through such a narrow space? This development proposes reducing existing amenities to a regulatory minimum in order to add value to a new scheme, rather than out of necessity. It would, after all, be quite typical to have parked cars outside the frontages of the new development just as with most London terraces. The parking spaces should not be relocated to the detriment of existing residents in this way and should remain on the west side of the mews.</p> <p>b) This area has a high crime rate. Parking along the fence line effectively creates a ladder offering easy entry into the backs of Harringay Road gardens and homes, which greatly concerns me. Parked cars also offer privacy and concealment to anyone wishing to do so. This proposal will cause an increased security risk to our homes, which is totally unacceptable. By contrast, parking spaces left on the opposite side of the mews will have no affect on security.</p> <p>c) The proposal will also contribute unwanted noise and air pollution. Anyone sitting with the engine running whilst they make a call or waiting for someone will be directly polluting our amenity space with noise and fumes. Parking spaces, if left on the west side of the mews, will have no affect on the proposed amenity spaces, which are on the other side of the proposed building. The parking spaces should remain on the west side of the mews.</p> <p>d) The proposal to brick up our existing rear access with or without a small opening for a gate without</p>	

Stakeholder	Question/Comment	Response
		<p>our legal consent is of great concern. I must ask why we haven't been given choice regarding this construction on our property and why it is up to the developer to determine who retains the right to what access to the mews by virtue of the current state of their fence. Residents of Harringay Road must have total control over their own boundary going forward. This is also a legal principle, surely, not least because our legal property boundaries must be respected, rather than assumptions based on the surveyed plan.</p>
		<p>I don't object in principle to the proposal to turn this area into residential properties. However the problem is that in the developers obvious aim to squeeze in as many tiny properties into this area as possible they have omitted parking. 3 parking spaces for for 130+ residences is ridiculous. With the number of houses in the surrounding area already converted into flats, there is already incredible pressure on parking spaces. (this side of the road barrier on Harringay Road where I live is already divided into TWO parking zones so there just isn't 'other' places to park). I have seen other developments in Haringey where the entire ground level has been reserved for parking. This is what needs to happen here also.</p> <p>Obviously the most profitable thing for the developer is to squeeze as many tiny properties into the space possible. But you the council need to draw the line for them. Also the development needs to be gated community for security of the development residents and residents in the surrounding. There is already quite a large number of homeless people on Green Lanes. More and more every year it seems.</p> <p>I also believe the proposed 7 stories part is far too high for the surrounding area residential area which are all only 2 or 3 stories. A 7 storey construction is going to look like a tower block against the surrounding residential area</p>
		<p>1.The proposed development is totally out of keeping with the surrounding area which as you may be aware consist of 2 storey Victorian terraces, it makes no attempt to assimilate itself, be that in height or appearance, the construction materials appear to have no regard whatsoever for its location.</p> <p>2.Colina Road is threatened with a five storey frontage directly opposite, the rear gardens already have a tall warehouse backing onto them, who illegally raised their parapet by 1 metre, despite protests from the residents. I suspect there will be a similar loss of light at the front. I strongly suggest that the development is made to conform in height and construction to its surroundings.</p>

Stakeholder	Question/Comment	Response
	<p>3.The residents of Harringay Road whose gardens back onto the mews are also going to suffer. The developers would like them to believe that somehow some superficial landscaping will compensate them, for a total loss of privacy in their already inadequate gardens and a possible and highly likely loss of light !</p> <p>4.What consideration has been made for the increased traffic and burden to parking that will result from this over development?</p> <p>5.I would like to be at odds with the developer who make much of the benefits that this eyesore will bring to the area, whilst for obvious reasons totally disregard all the obvious detriments.</p>	
	<p>Firstly, the population is already overpopulated in the area, therefore bringing in 'even more' people would jeopardise the safety of the locals, as the risk of accidents and dangers would increase. Moreover, 'even more' vehicles would be used in the area meaning traffic, which is severely bad already, would increase in the area causing distress for the community. Furthermore, you do not have enough parking spaces for all your residents, thereby parking spaces in the area would be taken from the locals and road safety would be at a higher risk due to conflict for spaces and the impatience of waiting in traffic. To continue you are proposing to build 4,5 and 7 storey flats when the surrounding area only goes up to 3 storeys high. This means that the house that I own, which is located opposite the land you propose to build on would be restricted from natural sunlight coming into the house. In addition, all the houses in the area are 'Victorian style', therefore the new flats would contradict the time period and lower the appearance of the area. To continue, the new users would increase noise pollution in the area which would distress the neighbours and more complaints would arise. To conclude, the development of the new flats is 'not' a good idea as the negative effects outweigh the benefits.</p>	
	<p>My concerns regarding the development are mainly relating to the size of the development, in particular the number of stories (4-7 stories), which are planned. I would not be as opposed if a more suitable proposal was put together.</p> <p>As the proposal stands, I object on the following grounds:</p> <ul style="list-style-type: none"> - impact on local transport e.g. the buses from Beresford road which would have 100's more passengers. - parking - the development does not provide adequate parking for teh additional 100's of residents 	

Stakeholder	Question/Comment	Response
	<p>which would be living in the area</p> <ul style="list-style-type: none"> - loss of light - a 7 story block is 5 stories more than any other building in the area (which are all 2 story Victorian houses) - noise from the development - 100's more people living within a few metres from my home, not to mention the electrical substation which would be a stones throw from my garden - impact on appearance of the area - the proposed development is incredibly out of keeping with the rest of the area where Victorian 2 story houses are prevalent. A 7 story tower block will look incredibly out of keeping and destroy the character of the area - the site does not appear large enough for 113 flats 	
	<p>The Development has not taken into account our 3 flats as residential on the 1st and 2nd floors and instead has regarded the Langham Club purely as commercial. The allowances for daylight and sunlight are completely different between residential and commercial and this is a huge oversight which can drastically reduce the value of our flats next door to the development.</p>	
	<p>Firstly, there can be nothing gained from any of the residents of Colina road having a 5 story building towering over the front area of their houses directly overlooking bedroom windows and blocking out natural light. The buildings are also of a period where most residents have maintained a particular decor on the front exterior, keeping with the original design. In no way can this 5 story build compliment our houses other than create an eyesore.</p> <p>Please note, and importantly, that most of the houses on Colina Road are confronted with a "prison" style high wall, belonging to a warehouse, in the garden, that lends itself as an eyesore as well as blocking out natural light in the garden. The further extension of this warehouse wall a few years ago was in my mind as well as the other residents, already unjustified.</p> <p>Our road is already confronted with limited parking during certain times of the day /weekend and an unnecessary cycle lane that I have never seen used since it's arrival. What inconveniences to the residents have been considered with regards to the increase in traffic or parking that this build will inevitably produce.</p>	
	<p>Increased traffic along Colina Mews. The building in which I live, Colina House (a building containing</p>	

Stakeholder	Question/Comment	Response
	<p>four residential flats), fronts onto this road, as do four other properties further up the road. There is no pavement on Colina Mews and a reasonable amount of cars already use it regularly as a cut-through. The area, and this route, will see increased traffic as a result of the proposed development, which will impact upon local residents, and increasing the risk of hazard along Colina Mews.</p> <p>The letter from 590greenlanes makes reference to 'Substantial upgrades to Colina Mews, improving the streetscape, and refurbishing the cobbled surface to create a traditional London Mews' - currently the road is tarmac, not cobbled - is the plan therefore to change the road to a cobbled surface?</p> <p>There was a successful planning application (HGY/2014/2162, Rear of 600 Green Lanes N8 0RY) to build a block of flats that went through last year for further up Colina Mews, directly adjacent to your planned site. Are you aware of this approved application, and have your plans been considered in light of it and the combined impact on local residents?</p> <p>The proposal from 590greenlanes made no mention of social/affordable housing - how will the development serve such needs of the local population? Many people are already being priced out of the area, and surely this is an opportunity to provide affordable housing for those people, sustaining the diverse nature of the local community.</p>	
	<p>A development as large as this will be horrifically disruptive, and does not provide any guarantees for long term employment in the area or happiness for it's residence. Serious consideration towards more green space should be prioritised, where families and children can other residence can relax and play. I am concerned that this development is too high and should be reduced to 5 storeys. The increase in traffic to the are will make it impossible to commute down green lanes - the increase in pollution would be disgusting. Additionally the scales used to depict Colina Mews (the road on which I live) laughably misrepresent the scale of the street and seems to over stretch and over promise housing in the area - those houses would have to be tiny, and dark. I am concerned that efforts are being focused on squeezing as many people as possible into a space with no regards to it's surroundings and with no regards to their happiness or social enterprise. I would suggest ensuring that at least 30% of this development be made available to people who are on housing support. I will object to this project wholeheartedly until a long-term, social enterprise plan is concurrently proposed to help low income households gain more economic security. Otherwise I fear this development will ruin this diverse and</p>	

Stakeholder	Question/Comment	Response
	fascinating part of London by encouraging the building of more horrible tall buildings from other developers.	
	Objection on the grounds of mass, height, lack of affordable homes, loss of employment use, and the adverse impact on schools and other services.	
	My objection is based on the fact that the development is completely out of keeping with the surrounding local area which primarily comprises 2 and 3 storey Victorian terraced houses. Not only does this go against Haringey's Local Plan, SP1 and SP11, it also infringes the London Plan, and the CABE Guidance on tall buildings (see specific references below). Furthermore, in a decision in 2014 regarding an appeal on the adjacent site (rear 600 Green Lanes), the Planning Inspectorate concluded that a relatively much smaller (and lower – 3 storey) development “ <i>would be to introduce an unduly dominant and intrusive feature.</i> ” This new proposal with more than double the number of floors and of a massive bulk would be completely out of all proportion to the surrounding area. Given the planning policy infringements and the significant number of objections raised by the majority of the directly affected neighbouring properties, I therefore urge the Council to reject this proposal and to encourage a more sensitive development for the site.	
Support	Planning permission must be conditional upon the provision of the health centre and any failure to provide this facility should lead to a review of the provision of affordable rented homes on the site. I also welcome the proposal that the car parking facility on the south east corner of the site should be available for 'pop up' and community uses and believe that adequate measures to enable and require this and properly manage and market this facility should be a condition of the permission and no homes should be occupied until these measures are in place.	

Appendix 2: Plans and Images

Location Plan



Proposed Site Layout



Proposed Ground Floor

Planning Sub-Committee Report



Indicative Colina Mews Visual



Appendix 3A: QRP Note – Wednesday 18 May 2016

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Hawes and Curtis, 590 Green Lanes

Panel

Peter Studdert (chair)
Phyllida Mills
Hugo Nowell
Stephen Davy
Ann Sawyer

Attendees

Nairita Chakraborty London Borough of Haringey
John McRory London Borough of Haringey
Adam Flynn London Borough of Haringey
Sarah Carmona Frame Projects

Apologies / report copied to

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

Confidentiality

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Revisions

A number of revisions have been introduced in order to clarify and expand upon some of the points made within the report. All revised sections of text are prefaced by **.

1. Project name and site address

Hawes and Curtis, 590 Green Lanes, N8 0RA

2. Presenting team

John Ferguson CgMs Ltd
Alex Portlock Greenlanes Property Group
Danielle Torpey Greenlanes Property Group
Tricia Patel PTE Architects
Douglas Harding PTE Architects
Richard Broome Outer Space
John Cruse Project manager

3. Planning authority's views

The proposal is for redevelopment of the Hawes and Curtis site to provide 137 residential units and a 900sqm D1 Healthcare premises for the NHS. The Council has held a number of pre-application meetings and a new architect has been appointed, to address issues raised by officers and the Quality Review Panel (QRP). Officers now feel that the general layout of the development is acceptable. However, there are some concerns with the height of the rear building, potentially resulting in overlooking, enclosure and overshadowing issues. The development proposals are ambitious but could be acceptable in urban design and land use terms, if high quality design can be achieved. In terms of residential mix, the revised scheme proposes a higher number of 3-bed units, which is welcomed.

4. Quality Review Panel's views

Summary

The designs for the Hawes and Curtis site have significantly improved since the previous QRP meeting in January. The scheme now respects and enhances the setting of Green Lanes, and promises high quality development. The panel supports the design approach taken to the Green Lanes frontage and interface with Colina Mews, but recommends a reduction in height of the 8-storey block to the centre of the site. Further exploration of long views to the site and close views from neighbouring streets would be helpful to explore scale and massing. As part of this process, the panel would encourage adjustments to the massing of blocks on Colina Road to help to increase daylight and sunlight in the courtyard, and achieve a sympathetic relationship with existing properties opposite. The panel supports the provision of multiple cores to residential blocks, and the emerging articulation of the facades, provided by inset balconies and setbacks. More detailed comments are provided below.

Massing and development density

- **The panel finds much to admire in the revised proposals, but is concerned about the impact of the 8-storey block at the centre of the site, particularly in the light of the predominantly two-storey scale of the immediate neighbourhood. A block of this scale is likely to loom over the lower block fronting Green Lanes and will be clearly visible from long views along the road opposite the site. It will also throw afternoon and evening shadow across the communal garden.
- **In view of these concerns, the panel recommends a reduction in the height of the tallest element of the scheme, ideally from 8 to 6 storeys.
- **Reducing the height of the block fronting Colina Road by careful articulation of its massing could also help improve the scheme's relationship to the gabled two storey terrace opposite, as well as improving sunlight and daylight levels in the communal garden.
- The panel supports the approach to massing fronting onto Green Lanes, with the health centre projecting forward of the residential units above, lending prominence to this public facility.

Place-making, character and landscaping

- The current scale and heights of the buildings fronting the access route to the rear of the health centre potentially create a 'cavernous' space.
- Further thought about the access route to the rear of the health centre would be welcomed. This is the primary access for two of the residential blocks, as well as the health centre.
- Careful design will be needed to provide service access to the health centre, whilst also creating a welcoming and safe entry route for residents.
- **The panel notes that the distance between the building line and the inner edge of the footway on Green Lanes may not allow provision of street trees as proposed, but there may be some potential for tree planting within the public footway.
- The panel would like to see a section through Colina Road, to understand the relationship between the new development and existing terraced houses.
- The design of the corner of the development, at the junction of Colina Road and Colina Mews, would also benefit from further exploration.

Relationship to surroundings: access and integration

- The panel would encourage testing of the massing, layout and articulation through exploration of long views towards the site in addition to close views from neighbouring streets.

Scheme layout

- The panel broadly supports the revised configuration of the accommodation on site, and the provision of multiple cores within the residential accommodation.
- At a detailed level, further thought about the internal arrangement of the health centre could increase active street frontage whilst maintaining privacy for consulting rooms.
- This has particular relevance at the rear of the health centre, to avoid creating a sterile and unsafe service mews, which is also the primary access for a significant number of residential units.
- The design of the residential entrance within the rear of the health centre building requires further thought, to enhance safety and security and to create a welcoming sense of arrival.
- The panel feels that the location of the energy centre is works well.

Architectural expression

- The architectural expression of the scheme was not discussed in detail at this review, as the panel's comments were at a more strategic level.
- However, the panel welcomes the emerging articulation details such as inset balconies and setbacks, and supports the direction of design development.

Inclusive and sustainable design

- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.
- Analysis of sunlight and daylight is needed to demonstrate the quality of environment in the central courtyard, and lower levels of accommodation.

Next Steps

**The panel are generally supportive of the proposals. However, they feel that some further work is required (discussed in detail above). The panel would welcome a further opportunity to review the proposals; in particular they would like to see further investigation on the impact of the development in long and short views from surrounding areas, as recommended above.

Appendix 3B: QRP Note – Wednesday 20 January 2016

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Hawes and Curtis, 590 Green Lanes

Panel

Peter Studdert (chair)
Robert Aspland
Stephen Davy
Ann Sawyer

Attendees

Stephen Kelly London Borough of Haringey
John McRory London Borough of Haringey
Adam Flynn London Borough of Haringey
Deborah Denner Frame Projects
Sarah Carmona Frame Projects

Apologies / report copied to

Emma Williamson London Borough of Haringey
Nairita Chakraborty London Borough of Haringey
Richard Truscott London Borough of Haringey

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1. Project name and site address

Hawes and Curtis, 590 Green Lanes, N8 0RA

2. Presenting team

John Ferguson CgMs
Alex Portlock *Green Lanes Property Group
Dominic Spray *Green Lanes Property Group
Matt Allchurch MAA
Richard Broome Outer Space
John Cruse Project manager
**A subsidiary of Hadley Property Group*

3. Planning authority's views

The site forms part of Site SA26 in the Site Allocations DPD, which is currently out to public consultation prior to submission. The proposed site allocation comprises a redevelopment to create residential-led mixed use with a new medical facility. It was identified that the Site Allocations DPD is intended to maximise opportunities for

development, and represents a conservative estimate of the capacity of the site, given that there are a range of considerations (and policies) involved.

The Council has held two pre-application meetings with the applicants, during which time the proposals have developed to a significant degree. Officers feel that the redevelopment of the site to create a mixed use development comprising residential units, and healthcare floorspace is acceptable in principle, and in accordance with the site allocation for the site.

It was identified that some of the more significant challenges within the site are driven by uncertainty in the requirements of both London Underground (LUL) Transport for London (TfL) and the NHS. The Council may be able to assist in discussions with these third parties, to help establish a fixed set of parameters to be incorporated within the brief. This should help to provide certainty on such issues as servicing, routes and cost.

It was also identified that it may be useful for the applicants to explore other avenues of potential NHS funding for the NHS elements (capital investment rather than revenue stream) to allow decent provision (by the developer) of affordable housing on site. The Council can provide relevant contact details.

The Council also suggested that the applicant opens up discussions with the commercial arm of LUL, in order to gain engagement on the public realm adjacent to the ventilation shaft on Green Lanes. The potential for LUL to realise revenue out of the short term use of the space could help to ensure the delivery of a vibrant and cohesive piece of public realm fronting onto Green Lanes.

The Council acknowledges that there is a need to internally reconcile the advice coming from officers and from the QRP in order to ensure clarity for the applicants. This is particularly relevant with regard to the building line fronting onto Green Lanes, and the scale and nature of the six storey block and façade adjacent to the LUL ventilation shaft.

4. Quality Review Panel's views

Summary

The Quality Review Panel feels that whilst the proposals for the Hawes and Curtis site have some positive elements, there are also some significant issues remaining to be resolved due to the uncertainties of the requirements of the third parties involved on, or adjacent to, the site (LUL/TfL/NHS). The panel finds much to admire in the scale and articulation of the residential development fronting onto Colina Road and Colina Mews, but feels that the scale, density and bulk of the development fronting onto Green Lanes should be reduced.

The panel feels that the provision of a tall 'landmark' building fronting onto Green Lanes is not appropriate in this location, and that the development should pay greater respect to the remarkably consistent and coherent scale and character of this part of Green

Lanes. The panel expresses particular concern about the six storey blank façade facing south down Green Lanes, and other related design considerations stemming from the scheme's uncertain relationship with the LUL ventilation shaft. Some aspects of the central courtyard require further consideration, whilst the entrances to the main residential blocks have significant unresolved issues. Further detail is provided below.

Massing and development density

- Whilst the scale and form of the development on Colina Road and Mews was considered acceptable, it was felt that the scale and massing of the development fronting onto Green Lanes was excessive.
- The panel considers that a tall 'landmark' building at the back edge of the pavement is not appropriate as there is no clear urban design rationale for such an assertive intervention in this part of Green Lanes. It would also detract from the quality and prominence of the Grade II* Listed Salisbury Hotel to the south which, being situated at a major road junction, is a more appropriate location for a landmark building.
- The panel feels that the development should pay greater respect to the remarkably coherent scale and character of this part of Green Lanes, and a less ambitious scale and density on the front part of the site would be more appropriate.

Place-making, character and quality

- The panel would encourage further consideration of the central courtyard to increase its size and improve its amenity value by improving sunlight and daylight penetration.
- The panel welcomes the character and detail proposed in the development along Colina Road and Colina Mews, and feel that these aspects work well.
- Although the LUL site on Green Lanes falls outside the current application site, the panel supports the investigation of making short term improvements to the public realm here, including possible pop-up commercial uses.
- The car parking on the northern part of the Green Lanes frontage needs further thought to reduce its prominence in the street, although it is accepted that this needs to be close to the entrance to the NHS facility.

Scheme layout

- The entrances to the frontage blocks of residential accommodation need further consideration, both to improve their prominence and to provide more generous internal and external space.
- The panel feels that the scheme design suffers from the uncertainties surrounding the detailed parameters of the LUL/TfL and NHS components of the scheme.
- In particular, the changing requirements of the NHS brief have had the consequence of the scheme feeling 'squashed' and incoherent in the layout, especially in the west of the site, fronting Green Lanes.
- The panel suggests a re-visit of earlier design iterations, to help re-establish the fundamental principles and priorities within the design proposals, to ensure that they are reinforced within the process, not discarded.

- This could help create a more coherent arrival point to the development, and help to clarify access and circulation (and servicing) to the different parts of the scheme, including the central courtyard.
- The panel welcomes the provision of multiple cores within the residential development, in addition to the emphasis on dual aspect residential accommodation.

Architecture

- Whereas the panel welcomes the design approach on Colina Road and Colina Mews, it feels that the architecture of the Green Lanes frontage is too assertive and out of character with the textures and materials found on this section of Green Lanes.
- The panel is particularly concerned about the proposed six storey unarticulated flank wall fronting onto the LUL site.
- This is a key location on the street (with regard to long views and streetscape) that the design needs careful consideration to ensure that it will work whether the LUL site is redeveloped or not.

Healthcare facilities and affordable housing

- The panel acknowledges the proposed subsidised provision of healthcare facilities on site, but feels this should not compromise the provision of affordable housing on site. The panel notes that planning officers have offered to facilitate conversations with the NHS on funding to assist this.

Inclusive and sustainable design

- It was noted that 10% of the residential accommodation was allocated as wheelchair accessible, and 90% as Category 2 dwellings (with a higher level of accessibility under Approved Document M of the Building Regulations).
- The panel highlighted the requirement of step-free access for Category 2 dwellings, which would necessitate the provision of lifts to all blocks of accommodation (not currently provided for all blocks within the scheme).
- The panel feels that daylight and sunlight analysis of the central court is essential to check levels of overshadowing, as the courtyard currently seems narrow, and lacking in amenity.

Next Steps

The panel would welcome the opportunity to review the scheme again following resolution of the outstanding briefing issues (LUL/TfL/NHS), but prior to submission of the planning application.

Appendix 4: DM Forum Note

A Development Management Forum was held on 16 June 2016.

Five local residents were in attendance.

The issues and questions raised were as follows:

- Overlooking from balconies
- Overlooking from development facing Colina Mews
- Back to back distances
- Traffic on Colina Mews – currently used as a rat run and is unsafe for pedestrians
- Could a shared surface be used on Colina Mews?
- Has a survey or research been done on traffic or parking on Harringay Ladder?
- Clarification sought on the parking spaces and parking allocation
- Will the NHS facility be provided at cost and would this be in lieu of a CIL payment?
- The ‘pocket space’ (in front of the LUL vent) should be kept open and accessible
- Have Crime Prevention consultants been engaged?
- Security issues, access, gated areas
- Need to control/be aware of anti-social behaviour in the area, and the potential for it to move to this site
- Daylight/sunlight assessment does not include a property at the top end of Haringey Road
- Potential overshadowing and leaf issues from proposed trees on Colina Mews
- Width of Green Lanes footpath compared to existing and surrounding?
- Impact on infrastructure, utilities, public transport
- Clarification of set backs on Green Lanes
- Is the NHS facility definite?
- What will the width of Colina Mews be?
- What works are proposed to Colina Mews and Colina Road?
- The density seems high for a ‘quiet’ area
- What are the timeframes for construction?
- Will there be any affordable housing?
- Will there be any wheelchair units?

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2016/1562**Ward:** Muswell Hill**Address:** Land to Rear of 3 New Road N8 8TA

Proposal: Demolition of the existing buildings and construction of 9 new residential homes (4 x houses and 5 x flats) and 446sq.m of office (Use Class B1a) floorspace in a building extending to between 2 and 4 storeys in height and associated car parking, landscaping and infrastructure works

Applicant: Mr Dane Cummings**Ownership:** Private**Case Officer Contact:** Gareth Prosser**Site Visit Date:** 16/03/2016**Date received:** 11/05/2016 **last amended date:** 13/09/2016

Drawing number of plans: HW361 E001, HW361 E002, HW361 E300, HW361 E301, HW361 E302, HW361 E303, HW361 P001 Rev A, HW361 P002 RevA, HW361 P100 Rev A, HW361 P101 Rev A, HW361 P102 Rev A, HW361 P103 Rev A, HW361 P104 Rev A, HW361 P200 Rev A, HW361 P201 Rev A, HW361 P300 RevA, & HW361 P301 RevA.

1.1 Site is a major application.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a mixed use development is appropriate on this site and would retain existing levels of employment as well as additional housing.
- The proposed residential accommodation would be of an acceptable layout and standard
- The design and appearance of the proposal is acceptable
- The impact of the development on neighbouring residential amenity is acceptable
- A financial contribution in accordance with policy is proposed towards the provision of affordable housing.
- There would be no significant impact on parking
- There overall benefits of the proposal would outweigh any 'harm to the conservation area.

- The application is in accordance with the development plan

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 15.11.2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow;
- 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; and
- 2.4 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

- 1) Development begun no later than three years from date of decision
- 2) In accordance with revised plans
- 3) Construction Management Plan (CMP) and Construction Logistics Plan (CLP)
- 4) Pollution
- 5) Contaminated Land
- 6) Pilling method statement
- 7) Construction dust
- 8) Details of Gas boilers
- 9) Renewable Energy
- 10) Refuse and recycling
- 11) Drainage surface water
- 12) SUDS
- 13) Hard and soft landscaping
- 14) Cycle parking facilities
- 15) B1 Office Use
- 16) General Permitted Development
- 17) Accessible dwellings
- 18) Energy Measures
- 19) Carbon

- 20) Green Roof
- 21) Details of louvred screens and opaque glazing
- 22) Satellite Dishes

Informatives

- 1) Co-operation
- 2) Ownership
- 3) Hours of construction
- 4) Party Wall Act
- 5) CIL liable
- 6) Street Numbering
- 7) Sprinklers
- 8) Surface water drainage
- 9) Thames water
- 10) Groundwater
- 11) Minimum pressure
- 12) Asbestos

Section 106 Heads of Terms:

- 1) Affordable housing contribution of £204,918 paid prior to occupation of the last four residential units
 - 2) Participation in Construction Training and Local Labour Initiatives
 - 3) Car Club membership (two years membership and £50 credit)
 - 4) Provision of 10% wheelchair accessible dwellings
 - 5) Section 278 Agreement for highways works
- 2.4 In the event that members 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:
- 1) The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing or a financial contribution in lieu would have a detrimental impact on the provision of much required affordable housing stock within the Borough. As such, the proposal is contrary to policy SP2 'Housing' of the Council's Local Plan March 2013, emerging policy DM13 'Affordable Housing' of the Development Management, Development Plan Document (pre-submission version January 2016), and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.

- 2) In the absence of an agreement to work with Construction Training and Local Labour Initiatives, 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.
 - 3) In the absence of participation in car club membership, 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.
 - 4) In the absence of Provision of 10% wheelchair accessible dwellings the proposal would have an unacceptable impact on accessible housing provision. As such, the proposal would be contrary to Local Plan policy SP2 'Housing' of the Council's Local Plan March 2013 and saved UDP policy UD3 'General Principles'.
 - 5) In the absence of Section 278 Agreement for highways works, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.
- 2.6 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

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 3.1 This is an application for the demolition of the existing buildings and construction of 9 new residential homes (4 x houses and 5 x flats) and 446sq.m of office (Use Class B1a) floorspace in a building extending to between 2 and 4 storeys in height and associated car parking, landscaping and infrastructure works. The general arrangement and design of the scheme has been realised into three separate elements, tied together through common materials.

These elements are:

- Mews Houses (4no. Mews Houses)
- Mixed Use (B1 Office at Ground floor and 5no. Flats on floors above)
- Commercial B1 Office

- 3.2 The 9 residential units consist of 2no. 4 bed mews houses, 2no. 3 bed mews houses and 5no. 2 bed flats. Office use would be located at the ground floor within the central, mixed use element and over three storeys (including a mezzanine level) within the solely commercial element of the proposal.

Site and Surroundings

- 3.3 The site is located on the land between New Road, Lynton Road and Park Road and is predominately surrounded by car parking. The site sits within the Crouch End Conservation Area and fronts New Road - No. 3 New Road is a locally Listed Building. The neighbouring properties on New Road consist of detached and semi-detached houses with rear gardens, and a 3 storey apartment block. Lynton Road's terrace houses with small rear gardens are located to the North of the site. Coulsden Court, a very high 4 storey apartment block accessed from Park Road is located to the West. All surrounding buildings are brick facing.
- 3.4 Park Road consists of shops, restaurants and bars, and is situated on the W7 bus route. The site is within walking distance of Crouch End which is the main high street with a large selection of stores, public houses, cafés and restaurants. Parkland and open space is close by at Priory Park, Highgate Woods and Alexandra Palace.
- 3.5 Crouch End Playing Fields which include Cricket Grounds, Tennis Courts and Park Road Leisure Centre are located within walking distance up Park Road to the North. The site falls within PTAL level 3 and therefore enjoys a good level of accessibility via public transport - served by several bus routes. Crouch Hill Overground Station is just under a mile away, Hornsey National Rail Station is 0.7 miles to the North East, and Highgate Underground Station (Northern Line) is 1 mile to the South West.

- 3.6 The entrance to the site is located to the side of the 'Locally Listed Buildings of Merit' 1 and 3 New Road, which sits just outside of the application site.

Relevant Planning and Enforcement history

- HGY/1995/0397 REF 01-08-95 1- 3 New Road London Conservation Area Consent for demolition of existing warehouse and out-building.
- HGY/1995/0486 REF 01-08-95 Land R/O 1- 3 New Road London Demolition of existing warehouse and store/sheds and erection of six two bedroom houses and associated car parking.
- HGY/1997/0634 GTD 29-07-97 Rear Of 3 New Road Hornsey London car parking, new toilet block and re-cladding of elevation. microphone and receiver production, office use with stores, Change of use from builders yard/office/stores to radio
- HGY/1997/1350 GTD 30-09-97 Land rear of 3 New Road London Approval of Details pursuant to Condition 6 (machinery) attached to planning permission HGY/52925
- HGY/2010/2288 REF 02-02-11 3 New Road London Construction of vehicle footway crossing
- HGY/2011/0700 GTD 31-05-11 Micron House 3 New Road Hornsey London London Borough of Haringey Construction of a vehicle crossover
- HGY/2015/3769 PN GRANT 11-02-16 3 New Road London Prior approval for change of use from B1(a) (office) to C3 (dwelling house) - Scheme 1 (1 dwelling)
- HGY/2015/3770 PN REFUSED 11-02-16 3 New Road London Prior approval for change of use from B1(a) (office) to C3 (dwelling house) - Scheme 2 (four dwellings)
- HGY/2016/1211 PN GRANT 14-06-16 3 New Road London Prior approval for change of use from office (B1) to dwelling house (C3) (3 dwellings)
- PRE/2016/0013 PASENT 03-05-16 Rear of 3 New Road London Demolition of existing buildings on site and redevelopment to provide 9no. residential dwellings and 480sq.m of commercial (B1) floorspace

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- LBH Head of Carbon Management
- LBH Housing Design & Major Projects
- LBH Housing Renewal Service Manager Housing & Health
- LBH Housing Design & Major Projects
- LBH Flood and Surface Water
- LBH Cleansing - West

- LBH Conservation Officer
- LBH Emergency Planning and Business Continuity
- LBH Building Control
- LBH Transportation Group
- London Fire & Emergency Planning Authority.
- Thames Water Utilities,
- Transport for London

The following responses were received:

Internal:

- 1) Transportation: No objections subject to condition
- 2) EH Pollution: No objections subject to condition
- 3) Carbon Management – No objection subject to condition
- 4) Conservation – Objection - proposed development which I think is quite intensive which in turn has a detrimental impact on the setting of the conservation area. The site is a back land site used for ancillary uses. Whilst there is no objection in principle to the redevelopment of the site, the proposed development would no longer be ancillary and in that context be considered harmful. I can qualify this as less than substantial as no historic fabric is being lost, but I see no heritage benefits apart from replacing the ugly building that is there at present. This, in my opinion, would not outweigh the harm.
- 5) Sustainability and Drainage: No objections subject to conditions requesting more information regarding backup system for proposed pumps, design details and specification for the green roof and a maintenance schedule outline for SuDs

External:

- 6) Thames Water – No Objection
- 7) TfL – No comment/objection

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 137 Neighbouring properties
- Hornsey CAAC
- Coulsden Court Residents Association

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

No of individual responses:

Objecting: 22

Supporting: 0

Neither: 1

5.3 The following local groups/societies made representations:

- The Coulsden Court Residents Association

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:

- Increased parking pressure/disturbance (only 4 parking spaces provided)
- Insufficient parking provision
- Risk to security
- Reduction in light
- Density too high
- Refuse collection via Coulsden Court Car Park unacceptable
- Detrimental to conservation area
- Detrimental to amenity of the neighbouring properties
- Increased noise
- Loss of light to No1 New Road
- Use of alley next to No1 New Road unsuitable for bike and bin store
- Too high/overbearing in relation to surroundings
- Entry and exit routes do not work
- Access for refuse, recycling and deliveries via Coulsdon Court would increase vehicular traffic
- Loss of light to existing communal garden
- Loss of local building and employment
- No social housing included

5.5 The following issues raised are not material planning considerations:

- Construction logistics/disturbance
- Loss of private view
- Impact on property values
- Rights of access/covenants/title deeds

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Affordable Housing
3. The impact on the amenity of adjoining occupiers
4. Design and Density
5. The impact of the proposed development on the character and appearance of the conservation area

6. Impact on Locally Listed Building of Merit
7. Parking and highway safety
8. Living conditions for future occupants
9. Affordable Housing
10. Trees
11. Waste Storage
12. Sustainability
13. Drainage

Principle of the development

- 6.2 The proposal, the subject of the planning application is for the demolition of the existing commercial buildings and construction of 9 new residential homes (4 x houses and 5 x flats) and 446sq.m of office (Use Class B1a) floorspace in a building extending to between 2 and 4 storeys in height with associated car parking, landscaping and infrastructure works. Saved UDP Policy EMP4 states that planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use provided 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 The existing employment use is relatively low-key, being a modest sized warehouse and accompanying outbuilding of 390m² floor area combined. The site is not designated employment land. The proposal would replace this with a mixed use development providing 446m² of commercial space (B1 office use) and 9 residential units. The proposed commercial space would increase, therefore retaining and enhancing the employment provision on the site. It would redevelop an unattractive site currently underutilised with a more appropriate mixed use development which is better suited to the surrounding environment.
- 6.4 With regard to the provision of additional housing, Local Plan Policy SP1 sets out the council's strategic vision to provide up to 8,200 new homes by 2026, which aligns with the aspirations of Policy SP2 and emerging Policy DM10 of the Development Management, Development Plan Document (pre-submission version January 2016), which has a current target of providing 820 new homes a year in Haringey; which is likely to be increased to 1,502 under the London Plan (FALP) 2015'.
- 6.5 Therefore, the provision of housing and a commercial unit would in principle be supported as it would augment the Borough's housing stock and prevent the loss of employment floor space in accordance with UDP Policies HSG2 and EMP4, Local Plan Policies SP1 and SP2, emerging DMP Policies DM10, DM38 and DM40 and London Plan Policy 3.3.

Affordable Housing

- 6.6 The National Planning Policy Framework (NPPF, 2012) recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing.
- 6.7 There is provision in the Council's adopted Planning Obligations SPD (2014) to allow for an off-site contribution on sites for 1 – 9 units where it would not be practicable to provide on-site affordable housing.
- 6.8 In November 2014, a ministerial statement directed all local planning authorities in England not to apply affordable housing contributions or any other tariff style contributions for sites of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. The reason given was to support small-scale house builders. A judicial review of this decision by West Berkshire District Council and Reading Borough Council v Department for Communities and Local Government [2015] EWHC 2222 (Admin) (31 July 2015), quashed that direction and its implementation in national planning policy with the result that Local Planning Authorities could in practice return to implementing local policies setting thresholds for affordable housing requirements on proposed developments.
- 6.9 The decision referred to above was appealed by the Department of Communities and Local Government in March 2016, with the appeal allowed (May 2016) meaning that the Government was not acting unlawfully when it created the stipulation in guidance that affordable housing should not be required on sites of 10 units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. This was restored to the national policy in the National Planning Practice Guidance in May 2016. Although this proposal is for less than 10 residential units the floor space proposed is greater than 1,000m² and an affordable housing contribution is therefore required in accordance with Local Plan SP2 and the Planning Obligations SPD.
- 6.10 It is accepted that on sites of 1-9 units it is not practical to provide affordable housing on site and therefore a financial contribution will be sought in this instance. The Council's Planning Obligations SPD (October 2014) sets out the rates for the provision of off-site financial contributions on sites of 1-9 net units which for the Muswell Hill ward is £357 per m² of residential accommodation. The total contribution is 574m² x £357 = £204,918.00, which is policy compliant. This contribution has been sought by way of a section 106 agreement.

Impact on the amenity of adjoining occupiers

- 6.11 The London Plan 2011 Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect, noise, pollution and of fume and smell nuisance. Draft Policy DM1 'Delivering High Quality Design' of the Development Management DPD pre-submission version 2016 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 6.12 The proposed redevelopment is set within a central courtyard surrounded by residential properties. To the north, the proposal would face the rear gardens of the two to three storey properties facing Lynton Road and to the west Coulsden Court a four storey residential block (with commercial use at ground floor level) facing Park Road. The proposal is set back approximately 20m from each of the aforementioned properties with a distance of 21.5m to the rear of Lynton Road and a distance of 19.5-22.5m to Coulsden Court, This distance is considered acceptable, providing an adequate separation between the proposal and the existing sites in order to avoid loss of light and significant overlooking. Whilst a degree of inter-visibility is accepted, this is to be expected in an urban context and is not considered 'significant'.
- 6.13 In closer proximity are the properties to the south facing New Road, in particular, Nos 1, 3, 5 and 7. The developer has made significant efforts to 'design out' overlooking in this section of the development, paying particular attention to the rear facades of the aforementioned properties. Significantly, the mews houses are dual aspect facing east to west away from the properties in closest proximity. The View from No3 New Road is currently the existing commercial shed which has a window at ground floor level, looking directly into the rear garden. The proposed development removes this window and replaces with a solid wall at the rear of the garden space, reducing overlooking. The two south facing windows at first and second floor levels (looking towards the rear of No 3 New road) are obscured glass, remedying any additional form of overlooking to the south whilst still providing adequate daylight for the proposed residential units
- 6.14 In addition, louvred screens have been used to block / direct away any views which will look into neighbouring habitable rooms or directly overlook garden areas. They have been use in two locations; on the terrace at the rear of the mews houses (see below) and on the terraces at first and second floor within the flats facing Coulsden Court, blocking any overlooking to the gardens of Lynton Road. Opaque glazing is also proposed allowing light into rooms whilst preventing any overlooking of surrounding gardens or habitable rooms.
- 6.15 The larger windows of the proposed commercial element face east into the car park of 9-37 New Road (Crouch End Community Health Headquarters) thus removing any substantial impact. Overall the proposal is not considered to result in

material loss of amenity to neighbouring properties regarding loss of daylight/sunlight, overlooking / loss of privacy or an increased sense of enclosure.

Design

- 6.16 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. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6 and Policy DM1 'Delivering High Quality Design' of the Development Management DPD pre-submission version 2016 continues this approach and requires development proposals to relate positively to their locality.

Density

- 6.17 The density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location taking account of the guidance set out in the Density Matrix of the London Plan.
- 6.18 The site red line site area is 0.0926 hectares, the surrounding area is considered to be urban, and the site has a PTAL of 3. The density proposed is 97 units per hectare (9 units /0.0926 Ha) and 443 (41/ 0.0926) habitable rooms per hectare which complies with the 45–120 u/ha and 200–450 hr/ha set out in the London Plan. 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.

Design

- 6.19 SPG1a 'Design guidance' in accordance with the expectations of the NPPF, saved UDP Policy UD3, emerging policy DM1 'Delivering High Quality Design' of the Development Management DPD pre-submission version 2016 and London Plan Policies 7.4 and 7.6, 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. Development shall be of the highest standard of design that respects its local context and character, to contribute to the creation and enhancement of Haringey's sense of place and identity.

- 6.20 The proposal was presented to Haringey's Quality Review Panel (QRP) on 16th March 2016. The proposal was positively received by both the Panel and the Borough's Design Officer, with a few elements highlighted for further design development/amendment.
- 6.21 The Quality Review Panel warmly supports the proposals, and feels that the scheme holds great promise as a potential exemplar backland development. The Panel comments that the scheme 'establishes a positive relationship with the houses to the north and south of the site, and will create a significantly improved rear outlook for all adjacent buildings. The panel supports the proposed scale and massing, residential typology, and architectural expression'.
- 6.22 A number of changes have taken place in response to comments from the Panel and Design Officer. The size of the south facing window to Flats B and D has been increased to full height to improve light levels internally. The windows are obscure glazed below 1.7m above finished floor level with only the top pane opening to prevent overlooking. A north east facing window has also been introduced to Flat D. The balconies to Flats B and D have been reduced in size to increase light levels to the units and increase the sizes of the lounges.
- 6.23 In addition Green roofs have been added to the majority of the roofs to adhere to the proposed drainage strategy and the front elevation to the houses has been revised. The windows are now evenly sized and the projection increased in height to improve its verticality, whilst the windows have been handed to provide interest and less regularity. The amended scheme is considered to be high quality design which is sympathetic to its setting and the existing surrounding development and the visual amenity of the locality and streetscene generally.

Character and appearance of the conservation area

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

- 6.26 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.

- 6.27 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. The policy tests above concern 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.

- 6.28 The site sits inside Crouch End Conservation Area. It is located in Sub Area 2: New Road / Elder Avenue. The site is accessed to the left of No. 3 through an existing access route. The existing warehouse and porta-cabin extension which are proposed for demolition are of no architectural merit, and do not complement the surrounding buildings.

- 6.29 Planning Officers consider that the proposed contemporary scheme is considered to both enhance and respect the Crouch End Conservation Area. The Conservation Area itself has a variety of building scales and masses, styles and materials, allowing for a broad pallet of solutions. The development will not be visible from any area of the wider public realm with the exception of the gap between 64 and 68 Park Road. This means it will not only have no impact on the

views of Locally Listed 1 and 3 New Road but this also ensures there is no adverse impact on views in and out of the conservation area.

- 6.30 The public views of the site are extremely limited. There are only two locations where the proposed building can be seen. The first is through the gated entrance under 3 New Road and the second is between Coulsden Court and 68 Park Road. Both views provide only partial glimpses of the proposal.
- 6.31 An objection has been received from the Borough's Conservation Officer, stating that the scale of the proposed development would have a detrimental impact on the setting of the conservation area. The officer states that, 'The site is a back land site used for ancillary uses. Whilst there is no objection in principle to the redevelopment of the site, the proposed development would no longer be ancillary and in that context be considered harmful'. The Officer quantifies this as 'less than substantial as no historic fabric is being lost'; however she continues that there are no heritage benefits apart from replacing the unattractive building which would 'not outweigh the harm'.
- 6.32 This objection states that the 'scale of the proposed development would have a detrimental impact on the setting of the conservation area'. This is in conflict with the advice of the Quality Review Panel who stated that they support 'the proposed scale and massing, residential typology, and architectural expression'. National Planning Policy Framework paragraph 134 states that '*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use*'. The harm has been given great weight however given the Panels support and given that the Conservation Officer quantifies the harm as 'less than substantial as no historic fabric is being lost' and supports in principle the redevelopment of the site, then there is a strong case that the proposed development is a more beneficial use of the site than the existing. Indeed, given that the proposed development is in excess of 1000m² floorspace, an affordable housing contribution is payable on top of the additional 9 residential units provided on site. This would contribute to the provision of housing in the borough which is a strategic objective.
- 6.33 Given the very limited views of the proposal and the clear benefits of redevelopment of an architecturally poor site with increased housing and employment provision, on balance the proposal and subsequent benefits is considered to outweigh the 'less than substantial' harm to the character and appearance of the conservation area. The proposal brought forward is considered to optimise the viability and use of the site in accordance with the NPPF (para 134)
- 6.34 The primary material for the mews houses would be Timber cladding (second and third storey on the west elevation and second storey on the east) above a brick facade ground floor. The recessed third floor would be zinc when viewed from the west encompassing the second storey to the east elevations. The ground floor of

the central 'mixed uses element would also be brick with the first and second floor residential element faced with a quality render. The recessed third floor would continue the use of zinc as per the remainder of this level. The commercial element differs from the above being finished with timber shingle with a green roof above. The ground floor brickwork matches that of the rest of the proposal unifying the three distinct elements of the proposal.

- 6.35 The choice of material is considered to compliment the character of the surroundings, being visually soft with a high quality appearance as well as visually breaking down the massing of the building and contributing to a more interesting and domestic appearance, fitting of this section of the conservation area. Whilst clearly contemporary in appearance, the proposal seeks to compliment, rather than emulate the character and appearance of the conservation area, an approach which is supported by officers and the conservation officer.

Parking and highway safety

- 6.36 Policy SP7 of the Local Plan 2013 – 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.
- 6.37 The Council's Transportation Team has been consulted on this planning application and has advised as follows~

The site is located to the rear of No. 3 New Road, it is also to the eastern side of Park Road and south of Lynton Road. It has a PTAL value of 3, which is considered to have 'moderate' access to public transport services, 5 bus services are available within a 3 to 5 minute walk. The nearest railway stations are Hornsey and Crouch Hill, both of these are located outside of the PTAL assessment distances however they are both in walking distance - a 15 to 20 minutes walk. It is noted that the site is close to shops, goods and services and a short walk from Crouch End Broadway. The site is within the Crouch End 'A' CPZ which has operating hours of 10.00 - 12.00 Monday to Friday. This does provide a degree of on street parking controls in the locality.

- 6.38 The existing site is accessed through the Coulsden Court Car Park, which currently contains 35 spaces, of which 4 are allocated to the existing light industrial usage. It is proposed that these access arrangements remain for the proposed development, and that the 4 parking spaces are retained for the new residential development use. There is a pedestrian and cycle access from New Road as well. The parking area within which the four spaces are retained has a gated access, it is assumed that the rights for the four spaces and access to the parking area is to be retained.

- 6.39 18 cycle parking spaces are proposed, these will be for the residential element of the development and meet the numbers required by the London Plan (two spaces per residential unit). There are also 6 spaces proposed for the B1 office use. The residential and commercial cycle parking spaces are shown within the site, however there is little detail and it is not confirmed how these cycle parking spaces will be both secure and weatherproof. Fully dimensioned details showing the system intending to be used, the layout, space around the cycle parking and the means of keeping the cycles protected from the weather and secure need to be provided. This can be by condition prior to commencement of the works to ensure appropriate and suitable cycle parking is provided.
- 6.40 In terms of Transport considerations for this proposal, potential parking impacts is one of them. 2011 Census figures for the (Muswell Hill) ward and postcode for this development detail an average car ownership of 0.85 (postcode) to 0.9 (ward) cars per residence. The TA makes reference to the adjacent Crouch End Ward and this has an average of 0.75 cars per residence. Based on 9 residential units, a worst case scenario for car parking demand that could be realised is 8 cars based on Muswell Hill 2011 census data. The onsite provision is for 4 cars. A parking stress survey was carried out and is included in the Transport Assessment accompanying the application. This was carried out in accordance with the 'Lambeth' methodology, both for the standard overnight mid week survey time and surveys were also carried out mid morning and mid afternoon to ascertain parking conditions during the working day with reference to the office/commercial floorspace parking demand.
- 6.41 The Parking Stress Surveys recorded higher stresses during the working day rather than overnight, for the survey area the 2.30pm surveys recorded an average of 89% stress, with 35 spaces available within the study area (200 metre/2.5 minute walk of the site). Therefore whilst levels of parking are relatively high, the likely demand from the office floor space will only be low and perhaps no more than one or two cars a day, not for the whole day. The site does have moderate public transport accessibility so visitors or employees to the office space will have that option. Considering the parking stress overnight, the stresses recorded in the survey area averaged 71%, with 90 spaces available within the 200m walk area. As commented above, the potential shortfall in car parking provision on the 1 demand arising from the site either during the day or overnight.
- 6.42 With regards to servicing and waste collection arrangements, it is proposed that refuse and recycling collections take place in the same manner as for the existing development at Coulsden Court - which is on the basis of the refuse collection vehicles entering the car parking area and making collections. There is reference to the Mews House refuse and recycling being picked up from New Road, there is a hard standing off the highway there but full details will need to be approved by our colleagues in Waste.

- 6.43 For other servicing trips such as home deliveries and the like, there is no detail provided. Nor are the existing arrangements for Coulsden Court. There does not appear to be a dedicated service bay within the car park however it is assumed that the existing residential units are serviced from here. A Delivery and Servicing Plan should be provided that details the arrangements for deliveries and servicing, including the number of trips predicted on a weekly basis, the vehicles that will visit, and the arrangements for stopping and waiting. This may need to confirm permitted arrangements for access to and from the Coulsden Court parking area, and the proposed arrangements should there be any restrictions.
- 6.44 A Travel Plan Statement has been included in the application. Although the site is below the threshold for requiring a Travel Plan, this is welcomed as it does propose measures that should encourage residents and employees to utilise sustainable transport modes. Included are a sustainable travel notice board, welcome packs and information on local cycle routes and safe cycling, and local car club facilities.
- 6.45 Finally, a construction logistics plan/method statement should be provided and approved prior to commencement of the works, to detail how the development will be build out, and demonstrate how impacts on the highway will be minimised. It is particularly important to understand if there will be any impacts on the existing car park during construction that may result in a loss of car park capacity with implications for the highway and local parking conditions.
- 6.46 Summarising, this application is for demolition of the existing buildings and construction of 9 new houses and flats plus 447 sqm of office space. From the transportation perspective this should not result in any adverse capacity or network implications for the highway or public transport services, and although there may be some resultant on street parking demand arising from the proposal, there is sufficient on street parking capacity in the locality to accommodate it. More details are needed however in relation to the following;
- Cycle parking
 - Delivery and Servicing arrangements
 - Refuse and Recycling arrangements
 - Construction Logistics
- 6.47 These can be covered by condition prior to commencement of the works. Subject to satisfactory submissions for these Transportation does not object to the application.

Layout and standard of accommodation

- 6.48 London Plan 2015 Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor's Housing Standards Minor Alterations to the London Plan March 2016. The greater emphasis on securing high quality housing across London has been translated into Haringey Local Plan Policies SP2 and SP11 and Emerging Policy DM12 of the Development Management, Development Plan Document (pre-submission version Jan 2016).
- 6.49 The proposal would comprise 2 x 4 bed mews houses, 2 x 3 bed mews houses and 5 x 2 bed flats. All of the proposed units (including individual room sizes) would meet the minimum standards set in the London Plan SPG with floor to ceiling heights of all habitable rooms a minimum of 2.5m. The five self-contained flats are located above the proposed commercial unit at ground floor and will have an appropriate vertical arrangement. A minimum amenity space of 5m² per 1-2 person dwelling with 1m² per each additional occupant is proposed with all balconies having a minimum depth of 1.5m². The proposal is therefore considered to result in acceptable living conditions for future occupiers of the new development
- 6.50 The mews houses all have access to private gardens to the rear (in addition to first floor balconies) with access from the existing entrance from New Road, through a newly created mews and through to the existing parking courtyard to the rear. The 5 x 2 bed flats each have private balconies in accordance with the aforementioned standards. It is considered that all habitable rooms proposed have acceptable levels of daylight with dual aspect designs and suitable outlook in accordance with the above policies.
- 6.51 The commercial accommodation offers a large amount of flexibility allowing for internal subdivision if required. Flexible ground floor access systems can be easily adapted for goods delivery. High standards of insulation to mitigate any noise overspill from future alternative uses in the buildings are included. Features such as super-fast broadband connections, flexible desk arrangements and flexible spaces for meetings are proposed. Overall, the proposal offers high quality employment space, significantly improving the current facilities on the site.
- 6.52 All the units will meet the Lifetime Homes standards; and will be easily adaptable for wheelchair users. A noise report has been provided which demonstrates that the noise levels at the dwellings would not exceed acceptable levels. Overall the proposal provides reasonable living conditions for prospective occupiers in accordance with London Plan Policy 3.5, Local Plan Policy SP2 and DMP emerging Policy DM12.

Waste Storage

- 6.53 Saved UDP Policy UD7 'Waste Storage', requires 'appropriate' provision for waste and recycling storage and collection. The Council's waste management team have advised that there are no objections to the residential waste and recycling proposed ensuring the standard kerbside collection is provided, that collection is from Cline Rd and that the residential waste is kept separate from the commercial waste.
- 6.54 The residential bin chamber must be able to store sufficient waste and recycling bins to hold waste produced from the proposed development without any build up of side waste. The "pull line" from the chamber to the refuse vehicle must be free from kerbs and drops, with minimum slopes that would hinder the safe collection by the refuse crews. Waste storage for the mews houses is located near the front doors and near the proposed pedestrian entrance from New Road.
- 6.55 Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system. A separate storage for commercial waste is shown to the west of the site. This would be accessed via Park Road.
- 6.56 Waste must be properly contained to avoid spillage, side waste and windblown litter. Waste collection arrangements must be frequent enough to avoid spillage and waste accumulations around the bin area and surrounding land both private and public.
- 6.57 The project is compliant with Haringey's Waste Management Requirements for refuse and recycling; there is no objection to the proposed development from the Council's waste department.

Sustainability

- 6.58 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 set 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).
- 6.59 The applicant's revised energy statement outlines how the development has been designed to achieve a total reduction in CO2 emissions of 37.01% over the TER

ADL 2013 through Be Lean and Be Green measures. It delivers the target of a 35% reduction in CO2 over Approved Document Part L (ADL) 2013. In addition the applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a "Very Good" standard. . The proposal will incorporate energy efficiency measures and meets the 35% London Plan of target reduction. Subject to condition LBH have no objections.

Drainage

- 6.60 London Plan (2015) Policy 5.13 'Sustainable drainage', Development Management, Development Plan Document (pre-submission version January 2016) emerging Policy DM25 'Sustainable Drainage Systems', Local Plan (2013) Policy SP5 'Water Management and Flooding'

- 6.61 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.

- 6.62 The applicant has provided a drainage strategy which states that the proposal will utilise SUDS and conform to the London Plan hierarchy. Haringey SUDS have been consulted and are satisfied with the drainage strategy presented by the developer. However, the department has commented that they would prefer not to see pumps being used unless they can be satisfactorily justified. Wherever possible gravity feed is the preferred method to dispose of the water. If there are no options other than the use of pumps then details of a backup system should the pumps fail and the site become overwhelmed must be supported with a maintenance schedule.

- 6.63 In addition, final design details for the green roof and a maintenance schedule for the SUDS are requested. These additional details are to be provided as a condition of planning permission. The proposal will therefore provide sustainable drainage and will not increase floor risk in accordance with London Plan (2015) Policy 5.13, Development Management, Development Plan Document (pre-submission version January 2016) emerging Policy DM25, and Local Plan (2013) Policy SP5.

6.64 Planning obligations

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

- 1) Affordable Housing Contribution of £204,918 paid prior to occupation of the last residential unit
- 2) Participation in Construction Training and Local Labour Initiatives
- 3) Car Club membership (two years membership and £50 credit)
- 4) Provision of 10% wheelchair accessible dwellings
- 5) Section 278 Agreement for highways works

6.66 Conclusion 6.67 The proposal is a high quality, sustainable design that respects the surrounding development and will not have a significant impact on the amenity of neighbouring properties or result in overdevelopment. The proposal would retain current levels of employment provision and assist with the provision of additional housing. The proposal would not impact on parking, highway safety or drainage. The proposal, whilst increasing the presence, massing and scale of development on site is considered to cause some harm to the conservation area, although this is considered 'less than substantial.'

6.68 National Planning Policy Framework paragraph 134 states that '*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use*'. Whilst the harm has been given great weight given the Design Panels support and given that the Conservation Officer quantifies the harm as 'less than substantial as no historic fabric is being lost' and supports in principle the redevelopment of the site, then there is a strong case that the proposed development is a more beneficial use of the site than the existing.

6.33 Given the very limited views of the proposal and the clear benefits of redevelopment of an architecturally poor site with increased housing (including affordable housing contributions) and employment provision, on balance the proposal and subsequent benefits are considered to outweigh the 'less than substantial' harm to the character and appearance of the conservation area. The proposal brought forward is considered to optimise the viability and use of the site in accordance with the NPPF (para 134).

6.68 Therefore, subject to the imposition of conditions and the signing of a section 106 legal agreement securing financial contributions and other relevant clauses, the planning application for the proposed development is recommended for approval.

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

7. CIL

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £41,380.43 (962sqm x £35 x 1.229) and the Haringey CIL charge will be £268,696.22 (962sqm x £265 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.

Applicant's drawing No.(s) HW361 E001, HW361 E002, HW361 E300, HW361 E301, HW361 E302, HW361 E303, HW361 P001 Rev A, HW361 P002 RevA, HW361 P100 Rev A, HW361 P101 Rev A, HW361 P102 Rev A, HW361 P103 Rev A, HW361 P104 Rev A, HW361 P200 Rev A, HW361 P201 Rev A, HW361 P300 RevA, & HW361 P301 RevA.

Subject to the following condition(s)

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 s91 TCPA and to prevent the accumulation of unimplemented planning permissions.

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

HW361 E001, HW361 E002, HW361 E300, HW361 E301, HW361 E302, HW361 E303, HW361 P001 Rev A, HW361 P002 RevA, HW361 P100 Rev A, HW361 P101 Rev A, HW361 P102 Rev A, HW361 P103 Rev A, HW361 P104 Rev A, HW361 P200 Rev A, HW361 P201 Rev A, HW361 P300 RevA, & HW361 P301 RevA.

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

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

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

4. Before development commences other than for investigative work:

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

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

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

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

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site as per

approval.

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP.

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

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

7. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. This shall be with reference to the GLA's SPG "The Control of Dust and Emissions During Construction and Demolition". In addition either the site or the Demolition Company 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.

Reason: In order to protect amenity of surrounding residents and the wider locality and to comply with the London Plan 2015 Policy 7.14.

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

Reason: As required by The London Plan Policy 7.14.

9. The development hereby permitted shall be built in accordance with the approved renewable energy statement and the energy provision shall be

thereafter retained in perpetuity.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2015, emerging Policy DM21 of the DM,DMP (pre-submission version January 2016), and Policies SP0 and SP4 of the Local Plan 2013.

10. Details of a scheme for the storage and collection of refuse and recycling from the hereby approved commercial unit as well as delivery and servicing arrangements shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey UDP 2006 and Policy 5.17 of the London Plan 2015.

11. No development shall take place until a detailed surface water drainage scheme for the site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 40% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion and shall subsequently be implemented in accordance with the approved details before the development on Site is occupied and retained thereafter for the lifetime of the development.

Reason: In order to ensure that the mechanism for the detailed drainage proposals to be approved as the scheme is developed.

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

(a) Further details of the proposed pumps and backup system.

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

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013 and emerging Policy DM25 of the DM,DMP (pre-submission version January 2016).

13. Details of a scheme depicting those areas to be treated by of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details and retained thereafter. Any trees which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

14. Details of the cycle parking facilities, as shown on the approved plans, shall be submitted to and approved by the Local Planning Authority prior to implementation of above ground works. These cycle parking facilities shall be provided prior to first occupation of the dwellings hereby approved and permanently retained thereafter to the satisfaction of the Local Planning Authority.

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

15. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any statutory instrument revoking and re-enacting that Order, the premises shall be used as a B1 business use only and shall not be used for any other purpose unless approval is obtained from the local planning authority.

Reason: In order to restrict the use of the premises to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Saved Policy UD3 of the Haringey UDP 2006.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking or re-enacting that Order, no roof extensions, rear extensions, etc. shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations

consistent with Policy 7.4 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP 2006.

17. All residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes and to comply with Haringey Local Plan 2013 Policy SP2 and the London Plan 2015 Policy 3.8.

18. The development must deliver the Energy measures as set out in the document entitled - The Energy Strategy for Land to the Rear of 3 New Road, London N8 8TA (Version C) dated 18th July 2016, by Energist.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP04

19. You must deliver the Energy measures as set out in the document entitled - The Energy Strategy for Land to the Rear of 3 New Road, London N8 8TA (Version C) dated 18th July 2016, by Energist, unless alternative energy measures are proposed which shall have first been submitted to and approved in writing by the Local Planning Authority.

The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 35% beyond Building Regulations 2013. The equipment and materials related to energy 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

20. Details of the proposed Green Roof(s) shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced.

Reason:

In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed roof and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

21. Full detail of proposed louvred screens and opaque glazing hereby approved shall be submitted and approved by the local planning authority prior to occupation of all units.

Reason: To ensure no significant impact to the amenity of neighbouring properties in accordance with saved Unitary Development Plan Policy UD3 General Principles.

22. 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

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 : 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: Land Ownership

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

INFORMATIVE: 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 : 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 plans, the Mayor's CIL charge will be £41,380.43 (962m² x £35 as up-rated for inflation x 1.229) and the Haringey CIL charge will be £268,696.22 (962m² x £265 as up-rated for inflation x 1.054). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

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

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

INFORMATIVE: Legal changes under The Water Industry (Scheme for the Adoption of

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

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

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

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

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Carbon Management	<p>Additional information provided. Condition below recommended:</p> <p>You must deliver the Energy measures as set out in the document entitled - The Energy Strategy for Land to the Rear of 3 New Road, London N8 8TA (Version C) dated 18th July 2016, by Energist.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 35% beyond Building Regulations 2013. The equipment and materials related to energy 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 SP04</p>	Condition added.
Transportation	<p>Summarising, this application is for demolition of the existing buildings and construction of 9 new houses and flats plus 447 sqm of office space. From the transportation perspective this should not result in any adverse capacity or network implications for the highway or public transport services, and although there may be some resultant on street parking demand arising from the proposal, there is sufficient on street</p>	<ul style="list-style-type: none"> • Cycle parking – Condition Added • Delivery and Servicing arrangements – Condition Added • Refuse and Recycling arrangements – Condition added

Stakeholder	Question/Comment	Response
	<p>parking capacity in the locality to accommodate it. More details are needed however in relation to the following;</p> <ul style="list-style-type: none"> • Cycle parking • Delivery and Servicing arrangements • Refuse and Recycling arrangements • Construction Logistics <p>These can be covered by condition prior to commencement of the works. Subject to satisfactory submissions for these Transportation does not object to the application.</p>	Construction Logistics – Condition Added
Pollution	<p>Before development commences other than for investigative work:</p> <p>a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>Contaminated land – Part A:</p> <p>Before development commences other than for investigative work:</p> <p>a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be</p>	Conditions and informative added.

Stakeholder	Question/Comment	Response
	<p>submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> • a risk assessment to be undertaken, • refinement of the Conceptual Model, and • the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>Contaminated Land – Part B: Before development is occupied:</p> <p>d) 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</p>	

Stakeholder	Question/Comment	Response
	<p>Planning Authority before the development is occupied.</p> <p>Reason To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Control of Construction Dust: 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. This shall be with reference to the GLA's SPG "The Control of Dust and Emissions During Construction and Demolition". In addition either the site or the Demolition Company 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.</p> <p>Combustion and Energy Plant: Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh (0%).</p> <p><i>Reason: As required by The London Plan Policy 7.14.</i></p> <p>As an 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.</p>	
SUDS Officer	We are satisfied with the drainage strategy for this and it meets Haringey's criteria. We would however prefer not to see	Drainage Report submitted and accepted.

Stakeholder	Question/Comment	Response
	<p>pumps being used unless they can be satisfactorily justified, wherever possible gravity feed is our preferred method to dispose of the water. If there are no options other than the use of pumps we would need to see details of a backup system should the pumps fail and the site becomes overwhelmed this must be supported with a maintenance schedule.</p> <p>We would also like to see the final detail design for the green roof and a detailed specification for this. We also require a maintenance schedule for the SuDS that are proposed for this site and confirmation who will be responsible for the maintenance for the lifetime of the development.</p> <p>If there is a standard condition that could be applied to include the above detail that would be ideal.</p>	<p>Conditions added.</p> <ul style="list-style-type: none"> • Details of backup system – condition added • Details of green roof – Condition Added • Maintenance schedule for SUDS – Condition Added
EXTERNAL		
Thames Water	<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>Thames Water recommend the following informative be attached to this planning permission. 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. On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p>	<p>Informative added.</p>
NEIGHBOURING PROPERTIES	<ul style="list-style-type: none"> • Increased parking pressure/disturbance (only 4 parking spaces provided) • Insufficient parking provision 	<ul style="list-style-type: none"> • No objection from LBH Transportation

Stakeholder	Question/Comment	Response
8 Coulsden Court 9 Coulsden Court 12 Coulsden Court 13 Coulsden Court 15 Coulsden Court 19 Coulsden Court 23 Coulsden Court Coulsden Court Residents Association 4 New Road 6 New Road 12 New Road 14 New Road 13 Lynton Road 25 Lynton Road 33 Lynton Road 37 Lynton Road 64 Park Road Metropolitan	<ul style="list-style-type: none"> • Risk to security • Reduction in light • Density too high • Refuse collection via Coulsden Court Car Park unacceptable • Detrimental to conservation area • Detrimental to amenity of the neighbouring properties • Increased noise • Use of alley next to No1 New Road unsuitable for bike and bin store • Too high/overbearing in relation to surroundings • Entry and exit routes do not work • Access for refuse, recycling and deliveries via Coulsdon Court would increase vehicular traffic 	<ul style="list-style-type: none"> • Proposal increases natural surveillance • Any loss of light not considered 'substantial' • Density in accordance with The London Plan (2015) standards • Noted. Condition added • Harm is considered 'less than substantial' and public benefit outweighs harm • Not considered significant • Noise Assessment requested via condition • Not considered significant in urban context • No objection from LBH Waste and LBH Transportation • Design Panel and LBH Design Officer consider scale and massing acceptable • Reasons unclear. No objection from LBH Transportation. • No objection from LBH Transportation.

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Loss of light to existing communal garden • Loss of local building and employment • No social housing included 	<ul style="list-style-type: none"> • Not considered significant • Employment provision retained onsite • Developer to provide off-site affordable housing contribution in accordance with Local Plan Policy

Appendix 2 Plans and Images

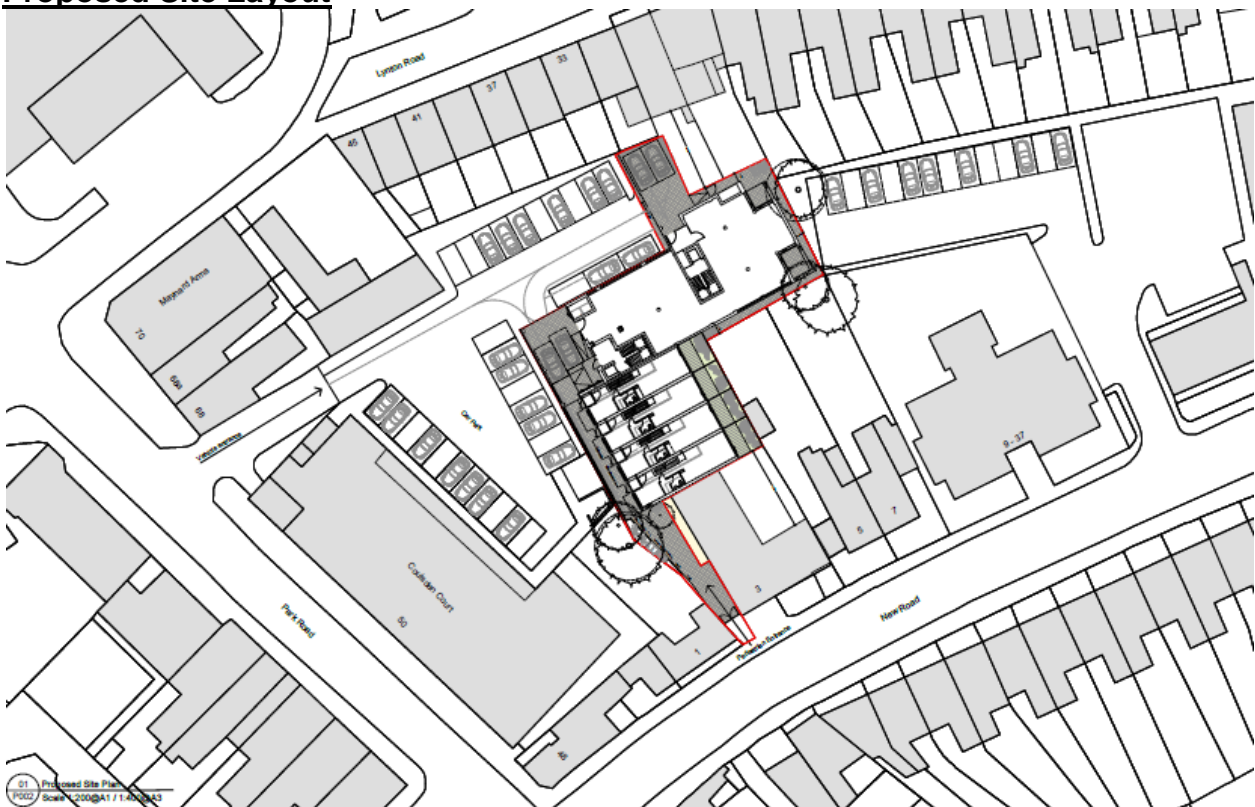
Location Plan



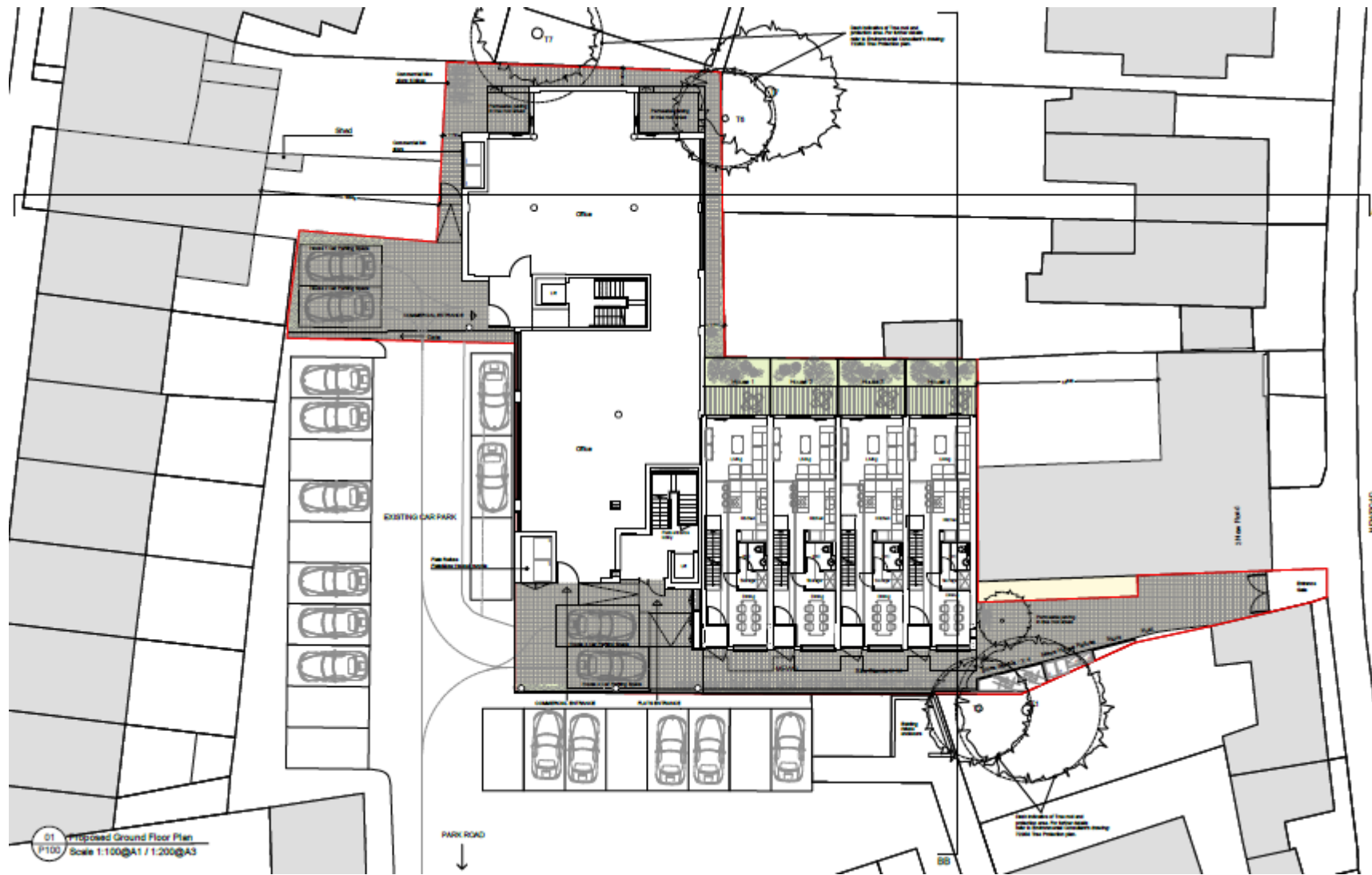
Existing Site Plan.



Proposed Site Layout



Proposed Ground Floor Plan

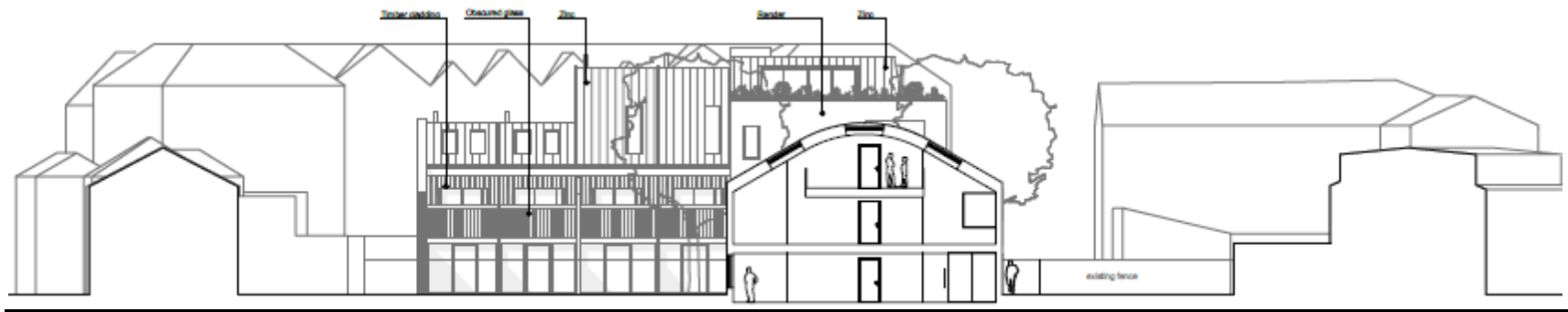


Proposed Sections and Elevations



Proposed Sections and Elevations





Appendix 3: Quality Review Panel Notes

CONFIDENTIAL**London Borough of Haringey Quality Review Panel****Report of Formal Review Meeting: Rear of 3 New Road, Crouch End**

Wednesday 16 March 2016

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

Panel

John Lyall (chair)

Robert Aspland

David Lindsey

Wen Quek

Attendees

Stephen Kelly

London Borough of Haringey

Richard Truscott

London Borough of Haringey

Gareth Prosser

London Borough of Haringey

Sarah Carmona

Frame Projects

Apologies / report copied to

Emma Williamson

London Borough of Haringey

Matthew Gunning

London Borough of Haringey

Nairita Chakraborty

London Borough of Haringey

Deborah Denner

Frame Projects

Declarations of interest

John Lyall is currently working with Vectos (transport consultants) on an unrelated project; Vectos are part of the project team for the site to the rear of 3 New Road.

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.

CONFIDENTIAL**1. Project name and site address**

Site to the rear of 3 New Road, Crouch End, N8 8TA

2. Presenting team

Julian Hampson	Acorn Property Group
Dane Cummings	Acorn Property Group
Chris Hampson	Hampson Williams
Elena Thatcher	Hampson Williams
Andrea Chiarelli	Hampson Williams
Simon Myles	Bidwells

3. Planning authority's views

The proposal seeks to demolish an existing, single storey, light industrial warehouse and construct a development of both commercial and residential use up to 4 storeys. A contemporary mews has been proposed at the south of the site, which will consist of 4 no. 3 storey mews houses. To the north of the site a mixed use development has been proposed with office space at ground and first floor, and residential units above. Officers feel the development is appropriate in the context of the locally listed building (3 New Road) and the conservation area adjacent. However, they are concerned that the low level of car parking provision will increase parking pressure on local streets. The applicant will be required to submit a transport statement to address this.

4. Quality Review Panel's views*Summary*

The Quality Review Panel warmly supports the proposals, and feels that the scheme holds great promise as a potential exemplar backland development. The scheme establishes a positive relationship with the houses to the north and south of the site, and will create a significantly improved rear outlook for all adjacent buildings. The panel supports the proposed scale and massing, residential typology, and architectural expression. Scope exists for further refinement of some details of the design. A physical model of the proposal would help in exploration of materiality, and would also be very helpful as part of the planning submission. The panel further recognises that challenges presented by the difficult nature of the site (including overlooking issues and rights to light), have been skilfully handled. Further thought is required in terms of the relationship of the development to the car park; to include issues such as access, layout and landscaping. The applicants should seek to establish a positive dialogue with the owners of the car park, in order to agree (and improve) some of these critical issues. More detailed comments are provided below.

CONFIDENTIAL*Massing and development density*

- The panel broadly supports the massing of the proposed development, and understands the constraints and limitations that have shaped the response to the site.
- Further consideration (and refinement) of the massing composition in three dimensions would be encouraged.
- This could explore and develop the idea of an element at ground level that wraps around, with a different element above.
- The panel thinks that there would be benefit in increasing the floor-to-ceiling height of the ground floor accommodation by 0.5m.
- This would visually provide a more generous base to the development, whilst also increasing the levels of daylight into the ground level rooms.
- The panel understands that there is a slope in the site (of 0.6m), and they would encourage further consideration of how the development will respond to this.

Relationship to surroundings and place-making

- The panel highlights that the current relationship to the car park is uncomfortable.
- They would encourage efforts to improve the car park, through landscape and layout changes, and strategic re-location of some of the parking bays where possible.
- The proposed private entrance to the development from the car park is restricted by the two parking spaces immediately adjacent.
- The panel recommends that the applicants engage in positive dialogue with the car park owners (Metropolitan Housing Association) in order to address some of the conflicts and issues.
- Further thought about the site boundary adjacent to the car park and to the Coulsdon Court communal garden could strike a balance between opening up some limited glimpses in and out, whilst retaining privacy.
- In this context, a planted barrier may help to improve the nature of the residential approach, and the views of the development from the garden and car park.
- The panel acknowledges the aspiration to create an intimate mews space through which the residential units are accessed.



CONFIDENTIAL

Scheme layout

- The panel understands and supports the rationale underpinning the configuration of the mews houses on site.
- Pulling back the mews houses away from the boundary (compared to the existing building location on site) allows additional 'breathing room' for the existing adjoining dwellings.
- The proposed office accommodation has the potential to be a very high quality environment, ideally suited to design studio space as anticipated.
- The panel would expect that the development takes into account requirements regarding access and refuse collection, and access for fire fighting.

Architectural expression

- In broad terms, the panel supports the architectural expression proposed, but suggest the following areas for refinement.
- The panel note that the development is conceived as three different parts, and would encourage careful consideration of a coherent palette of materials across the whole of the scheme.
- Junctions and construction details across all three parts of the development will also require further thought to ensure that the building visually hangs together.
- This is especially the case with curved buildings and elements.
- The panel recognises that the external finishes within the development have yet to be finalised, and would encourage the use of a 3D physical model as a means of exploring the materiality of the different parts of the scheme.

Inclusive and sustainable design

- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.
- They suggest that green roofs could be incorporated, alongside a sustainable approach to drainage, perhaps utilising attenuation tanks.

Next Steps

- The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2016/2573**Ward:** Northumberland Park**Address:** White Hart Lane Railway Station White Hart Lane N17 8HH

Proposal: Works to extend the operational railway station at White Hart Lane. Creation of a new station entrance, ticket hall, station facilities and station forecourt. Provision of a new pedestrian entrance from Penshurst Road. Improved access and lift access from street level to platforms, including the erection of new platform canopies. Demolition of the existing station entrance and 33 local authority owned garages. Enhanced public realm and cycle parking facilities. Improvements to the former station building. Plus associated works.

Applicant: Rail for London Ltd**Ownership:** Transport for London**Case Officer Contact:** Gareth Prosser**Site Visit Date:** 22/06/2016**Date received:** 02/08/2016 **Last amended date:** N/A

Drawing number of plans: 615-DR-A-2000, 615-DR-A-2001, 615-DR-A-2002, 615-DR-A-2003, 615-DR-A-2004, 615-DR-A-2005, 615-DR-A-2006, 615-DR-A-2010, 615-DR-A-2110, 615-DR-A-2111, 615-DR-A-2130, 615-DR-A-2301, 615-DR-A-2302, 615-DR-A-2401, 615-DR-A-2401, 615-DR-A-2402, 615-DR-A-2403, 615-DR-A-2404, 615-DR-A-2800 & 615-DR-A-2801

1.1 This application has been brought to committee because it is major development

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Improvements to White Hart Lane station are an essential element in the successful regeneration of the area and delivery of specific schemes such as High Road West, Northumberland Park and the Northumberland Development Project as well as other projects such as the White Hart Lane Public Realm Improvement scheme.
- In terms of accessibility, the station enhancement project will be transformative and provide a more legible, generous, less congested and step free route from street to platform level.

- The design and appearance of the proposal is acceptable
- The proposed development would respect the character of the area and not harm the Conservation Area
- The application is in accordance with the development plan

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission, subject to the Council not being directed to refuse the application following referral to the Mayor, and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives
- 2.2 That, following completion of the agreement(s) referred to in resolution (2.1) planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.3 That delegated authority be granted to the Assistant Director 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) Materials submitted for approval
- 4) Refuse and Waste Storage
- 5) Demolition and Construction Management Plan
- 6) Signage Strategy
- 7) Pollution 1
- 8) Considerate Constructors Scheme
- 9) Arboricultural Method Statement
- 10) Local Labour
- 11) Details of the Ultra Low NOx boilers
- 12) Contamination 1
- 13) Contamination 2
- 14) Air Quality and Dust Management Plan
- 15) Air Quality
- 16) Demolition and Construction
- 17) Drainage
- 18) Landscaping
- 19) Architect

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act

2.4 Legal Agreement Heads of Terms:

- 1) Section 278 Agreement under the Highways Act 1980 to implement the highways works on White Hart Lane and Love Lane which forms part of the Public Realm/Highway.
- 2) Section 8 Agreement under the highways act 1980 for the long-term maintenance of the section of highways which form part of the TFL rail operational land.
- 3) S. 72 agreement for the dedication of land on Penshurst Road to form part of the adopted footways to be maintained at public expense in the future.
- 4) S.247 under the Town and Country planning act 1990 for the stopping Up of land which has been identified as adopted highway, which is required to construct the new access to the station.

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

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

- 3.1 This is an application for works to extend the operational railway station at White Hart Lane. Creation of a new station entrance, ticket hall, station facilities and station forecourt. Provision of a new pedestrian entrance from Penshurst Road. Improved access and lift access from street level to platforms, including the erection of new platform canopies. Demolition of the existing station entrance and 33 local authority owned garages. Enhanced public realm and cycle parking facilities. Improvements to the former station building. Plus associated works.

Site and Surroundings

- 3.2 The site is located on the eastern side of the borough and the proposed development is within the High Road West regeneration area. The station is part of a raised railway embankment that runs parallel and to the west of Tottenham High Road, providing connections to Enfield Town and Cheshunt to the north and Liverpool Street to the south. This embankment separates the residential community along Penshurst Road to the west from those along Love Lane to the east.
- 3.3 The embankment itself is characterised by its vaulted brick platform arches constructed as part of the Stoke Newington and Edmonton Railway in 1872, though these are partially obscured from view by perimeter walls and adjacent structures dating predominantly from the 20th Century. It also incorporates the former station building on its eastern side, which while no longer in use as part of the operational railway, is a building of architectural and historic quality and is typical of a group of similar stations located along this line including those at Bruce Grove and Edmonton Green.
- 3.4 The two main thoroughfares in the vicinity of the station are Tottenham High Road which is located approximately 200m to the east and White Hart Lane which forms the northern perimeter of the proposed development site.
- 3.5 The site is located within the North Tottenham Conservation Area and the station also forms a group with the locally listed building of interest on the north side- No. 52. This is a detached two-storey house built as the Station Master's house following the opening of White Hart Lane station in 1872.

Relevant Planning and Enforcement history

- OLD/1960/1032 GTD 15-06-60 White Hart Lane Station White Hart Lane The extension of existing platform.
- OLD/1961/1082 GTD 10-07-61 White Hart Lane Station White Hart Lane The formation of a pedestrian exit to White Hart Station.

- OLD/1978/1562 GTD 08-02-78 White Hart Lane Station White Hart Lane 12/12/77 Erection of new booking hall on site of existing.
- PRE/2016/0240 White Hart Lane Railway Station White Hart Lane London Works to extend the operational railway station at White Hart Lane. Creation of a new station entrance, ticket hall, station facilities and station forecourt. Provision of a new pedestrian entrance from Penshurst Road. Improved access and lift access from street level to platforms, including the erection of new platform canopies. Demolition of the existing station entrance and 35 local authority owned garages. Enhanced public realm and cycle parking facilities. Improvements to the former station building. Plus associated works.

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- LBH Transportation
- LBH Cleansing (east)
- LBH Building Control
- LBH Tottenham Team NW
- LBH Food and Surface Water
- LBH Emergency Planning and Business
- LBH Head of Carbon Management
- LBH Conservation Officer
- LBH Economic Regeneration
- LBH Pollution
- LBH Arboriculture
- LBH Noise
- Tottenham Hotspur Football Club
- Tottenham CAAC
- Love Lane Residents Association
- Northumberland Park Residents
- Northumberland Park Neighbour Residents Association
- Tottenham Civic Society
- Historic England
- Greater London Authority
- Thames Water Utilities
- Network Rail
- Transport for London
- Arriva London
- Designing Out Crime
- London Fire Brigade
- London Borough of Enfield
- Greater London Archaeological Advisory Service
- British Transport Police

The following responses were received :

Internal:

- 1) LBH Conservation: No objection
- 2) LBH Transportation – No objections subject to s278 agreement
- 3) LBH Cleansing (east) – No objection
- 4) LBH Emergency Planning and Business – No objection
- 5) LBH Economic Regeneration – Support/No objection
- 6) LBH Pollution – No objections, subject to conditions
- 7) LBH Tottenham Team NW
- 8) LBH Drainage – Objection (additional information required)

External:

- 9) Tottenham Hotspur Football Club – Support (but request changes)
- 10) Historic England – No objection/comments
- 11) Transport for London – No objection
- 12) London Fire Brigade – No objection
- 13) Greater London Archaeological Advisory Service – No objection/comments
- 14) British Transport Police – Support (original request for conditions withdrawn)
- 15) Greater London Authority (GLA) – Stage 1 consultation response

NB: The Stage 1 consultation response from the GLA had not been received at the time of publication of this report. This is because of the tight timescale associated with the planning application and the need for a committee resolution. Should the GLA raise any fundamental objections to the application that require material changes to the application it planning application will be again reported to Members.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 986 Neighbouring properties
- 3 Residents Association
- 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:

Objecting: 3

Supporting: 1

Others: 0

A petition (dated 2014) relating to the High Road West Regeneration Masterplan

5.3 The following local groups/societies made representations:

- Tottenham Hotspur Football Club – Support (but request changes)
- Historic England – No objection/comments
- Headcorn Tenterden Beaufoy Gretton Residents Association

5.4 The following Councillor made representations:

- Cllr Bevan – Support (subject to conditions)

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

- Adjacent railway bridge should be refurbished
- Link between High Road and street to west of station improved
- Use of terracotta pots could encourage nesting/increase pigeon population
- Impact of major events of properties to west of station
- Conflict between spectators and residents on narrow south side of White Hart Lane
- Lack of toilet facilities
- Staircase too close to 1 and 11 Penshurst Avenue – loss of light/privacy
- Increased noise/disruption during events
- Increase in traffic to the streets west of the station
- Boundary fencing should be improved
- Bus stop locations should be given further consideration given the relocation of the station
- More comprehensive signage requested
- Arches should be opened up as concessions
- Existing staircase should remain open – loss would reduce essential business (particularly on match days) to businesses to the west of the trainline
- Closing gateline on match days would deny trade to businesses to the west of the station.
- Station design has capacity to accommodate forecast demand on Major Event Days
- Station management should be flexible and not restricted
- Use of existing stairs should not be ruled out - Objector would like to see existing, fixed staircase to remain open for businesses and residents to the west

5.6 The following issues raised are not material planning considerations:

- Council monitoring of disabled badge abuse during events
- How data is collected
- Reorganisation of wider transport network

6 MATERIAL PLANNING CONSIDERATIONS

- 6.1 The main planning issues raised by the proposed development are:
1. Principle of the development
 2. Design
 3. The impact of the proposed development on the character and appearance of the conservation area
 4. Transport
 5. Accessibility
 6. Biodiversity and Trees
 7. Noise and Dust
 8. Contamination
 9. Archaeology
 10. Waste
 11. Local Employment

Principle of the development

- 6.2 London Plan Policy 2.13 identifies the 'Upper Lea Valley' as an 'opportunity area'. More specifically, the Local Plan Policy SP1 identifies Northumberland Park (which includes Tottenham Hotspur Football Stadium) as an 'Area of Change' where the Council will promote development. The existing station sits on the western perimeter of the Northumberland Park Area of Change within the Upper Lea Valley and is identified as critical to enabling the regeneration of the area.
- 6.3 Policy SP1 sets out the Council's strategic aspirations for the areas of change which include provision of a mix of land uses including the redevelopment of the football stadium, provision of renewed and new build housing, retail and leisure uses, enhancements to the historic environment and contributions to open space and community facilities.
- 6.4 Policy 2.13 and 6.1 of the London Plan (2015) and Local Plan Policy SP7 support improved interchanges between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London.
- 6.5 The site is also located within the 'North Tottenham' growth area as identified in the emerging Tottenham Area Action Plan and is within the NT5: High Road West site allocation. The aforementioned site allocation outlines an indicative development capacity of 1,200 units, 4353m² of commercial development, a new high quality public square and an expanded local shopping centre. The High Road West site allocation neighbours additional site allocations including NT4: Northumberland Park and NT7 Tottenham Hotspur Football Stadium.
- 6.6 Improvements to White Hart Lane station are an essential element in the successful regeneration of the area and delivery of specific schemes such as High Road West, Northumberland Park and the Northumberland Development Project

as well as other projects such as the White Hart Lane Public Realm Improvement scheme. Its implementation is a key element of the High Road West Masterplan and delivery of the scheme objectives, which include:-

- To create a new attractive, vibrant and economically successful local centre within the south of the Site, which supports both the future community and the creation of a leisure destination alongside planned THFC development, whilst also measurably increasing employment opportunities
- To deliver high quality design which will create a healthy, safe and economically active neighbourhood and high quality architecture that responds to the existing character and heritage of the area
- To significantly increase the amount and quality of public space in the area, including delivering a new high quality public square, which is activated with community and other uses, to link White Hart Lane station to the High Road

6.7 Specifically, the proposal would provide a safer, more accessible White Hart Lane Station, with improved train services and a modern entrance to the south, onto a new station forecourt. These objectives and the wider principles of the High Road West Masterplan are transferred to the Council's Tottenham Area Action Plan, part of the emerging Local Plan.

6.8 The Tottenham Regeneration Team has been a key stakeholder in the development of the station scheme and through a co-ordinated approach to the scheme design process, is confident that the proposal fully contributes to these objectives in relation to its operational aspects and design approach, supporting improved economic health and environmental quality, particularly in relation to supporting modal shift towards sustainable transport, promoting economic uplift and attracting investment to support the High Road West scheme.

6.9 The proposal will be key in delivering effective movement of fans from the Northumberland Development Project, which will include an increase in numbers of passengers from football and other events, ensuring that a sustainable approach can be delivered in North Tottenham. The proposal is also closely linked to the delivery of the Council led White Hart Lane Public Realm Improvements, which supports this movement specific to the Northumberland Development Project but also to wider economic, environmental and social benefits. The design of the station closely complements the emerging public realm scheme design and ensures a co-ordinated approach to achieving these objectives and enhancing White Hart Lane as a vibrant, attractive and safe environment and economically successful part of the High Road North Local Centre.

6.10 Therefore there is strong strategic and local level Policy support for the improvement of the station interchange at White Hart Lane Station to support and contribute to the regeneration aims for this area. The scheme has the support of the borough's Head of Economic Development and Growth

Design

- 6.11 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. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and requires development proposals to relate positively to their locality.
- 6.12 The application is supported by a Design and Access Statement which explains the careful consideration that has been afforded to the design of the scheme. The proposed development is described in detail in the Statement, however, the main design features are summarised below:
- creating a fitting entrance to a major regeneration area;
 - capacity for population and leisure growth;
 - adaptability to cope with events and matches;
 - step-free access to platforms;
 - a more central location for platform connections;
 - an enhanced setting for historical rail structures;
 - improved public realm; and
 - formation of a new east-west pedestrian link.
- 6.13 On 22 June 2016, the station upgrade proposals were presented to the London Borough of Haringey's Quality Review Panel and the Mayor's Design Advisory Group where overall, the scheme was positively received by the Panel. In particular, the Panel welcomed the local historical narrative that has been woven through the design of the buildings and landscape in the choice of materials. The Panel noted the importance of the materials to achieve a high quality design and consequently a condition has been imposed requiring further details and samples of materials to be provided for consideration as part of any planning consent.
- 6.14 The quality of the design will create an attractive landmark station which, in combination with the improvements to the existing, locally listed station building and the wider North Tottenham Growth Area, will make a significant contribution to improving the public realm in the area greatly assisting the regeneration aims for the area. As such the design of the proposed extension is considered to be high quality and will greatly enhance the visual amenity of the area, whilst setting the tone for high standards of design for any future proposed developments in the locality.

- 6.15 The proposal is considered acceptable in terms of bulk and massing being surrounded by high rise development to the east and three storey development to the west and north. Overall, the proposal is considered to sit comfortably on the wider street scene as well as complimenting the future plans of the area as outlined above. Therefore, the proposal is in accordance with Local Plan Policy SP11 and London Plan Policies 7.4 and 7.6.

Safety by design

- 6.16 London Plan Policies 7.3 and 7.13 and Local Plan SP11 advise that Development should include measures to design out crime that, in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help defer its effects by following the principles set out in 'Secured by Design' and Safer Places.
- 6.17 The applicant has provided a crime prevention statement which states that the proposal has been prepared in consultation with British Transport Police's Community Liaison Officers. The specific design elements that will have a beneficial impact on prevention of crime and improved perception of crime are noted as follows:
- Increased passive surveillance onto Love Lane and Penshurst Road;
 - Provision of a more generous concourse and open meeting places;
 - Direct lines of sight;
 - Safer spaces for cycle parking;
 - Improved Lighting Levels;
 - Improved wayfinding;
 - Expanded CCTV coverage within station;
 - Flexibility in terms of event flow management;
 - new high-level security gates
- 6.18 In addition, the existing underpass adjacent to White Hart Lane is to be taken out of public use and provided with secure steel doors, to be given over to station related storage. Additional security measures include the incorporation of toughened and laminated glazing at the upper levels of the building to minimise the risk of falling glass through impact or explosion
- 6.19 Therefore the proposal is considered to be in line with the principles of 'Secured by Design' and 'Safer Places' and complies with London Plan 2011 Policy 7.3 and Haringey Local Plan 2013 Policy SP11 in this respect.

Character and appearance of the conservation area

- 6.20 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be

given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."

- 6.21 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.
- 6.22 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.
- 6.23 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. 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.

- 6.24 The site forms part of the North Tottenham Conservation Area. White Hart Lane is significant in that it has retained buildings representative of each period from Georgian through mid to late Victorian (including the railway-related development) up to post-war housing. White Hart Lane station (1872) is in stock brick and two storeys, similar to the one at Bruce Grove, with three brick relieving arches at ground floor and eight windows with pointed arches at the upper, platform level under bracketed eaves. The architectural language of the station follows on from the other stations built along this line including Bruce Grove Station in Haringey, London Fields Station in Hackney and Cambridge Heath Station in Tower Hamlets.
- 6.25 The station also forms a group with the locally listed building of interest on the north side- No. 52. This is a detached two-storey house built as the Station Master's house following the opening of White Hart Lane station in 1872. The house appears to be in good condition, in yellow stock brick with gauged brick flat arches over the sash windows and a slate roof. The high stock-brick wall on the frontage also appears to be original.
- 6.26 Together, the Station and No 52 form a group which contributes positively to the conservation area. However, the original station is partially concealed, vacant and in poor condition with a number of broken windows and unsympathetic signage. Further south, the large number of modern, flat roofed, parking garages with a cement wall separating them from the railway arches detracts from the station and its contribution to the conservation area.
- 6.27 The proposed station upgrade will reinstate the earlier building façade at this end and enhance its historic significance by strengthening the connection between the station and the Station Master's House. In addition, improvements would be made to the former station building on the eastern elevation, in better revealing this historic structure and providing an enhanced setting. As such the proposal would enhance the group value of the building and its contribution to the conservation area.
- 6.28 The new entrance hall will be erected on the eastern side of the station, to the south of the former station building. The conservation officer is of the opinion that the new structure will be of high quality modern design using materials which reference the local history of the area. In particular, the use of terracotta and brick is directly linked to the early manufacturing industry of the area which influenced the growth of Tottenham. The new station and the old station would be distinct in appearance and would complement each other in design terms.

- 6.29 The proposal would remove the garages that currently detract from the setting of the conservation area and replace it with hard and soft landscaping. This would further enhance the setting of the conservation area.
- 6.30 Overall, both Planning and Conservation Officers consider the proposals to be of a high quality that would enhance the setting of the conservation area as well as the significance of the Station and its appearance. As such no harm is caused by the proposal to heritage assets. No objection was received from Historic England. The proposed development, by virtue of its high quality design would enhance the conservation area and its setting. The scheme is, therefore, acceptable from a conservation point of view.

Transport

- 6.31 Local Plan Policy SP7 states that in line with the London Plan, the Council will work with its partners to promote travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by minimising congestion and addressing the environmental impacts of travel by promoting public transport, walking and cycling. This approach is continued in Draft DM Policies DM31 and DM32.
- 6.32 This application is for the upgrade and remodelling of White Hart Lane Railway Station, to include new and improved access arrangements, a physical connection from Penshurst Road to Love Lane, and improvements to the public realm in Love Lane at the new station access. To facilitate this the existing highway arrangements in the vicinity of the new entrance will be amended and 33 short term lease garages to the west side of Love Lane demolished.
- 6.33 The station is located to the south side of White Hart Lane, on the railway viaduct. The stepped access is to and from the north end of the station onto White Hart Lane. The station is currently not DDA compliant (does not have step free access). It is the physically closest station to Tottenham Hotspur Football Club (THFC) who are redeveloping the football ground to increase capacity from 36,000 to 61,000.
- 6.34 The proposed improvements include creation of a new station entrance, ticket hall, station facilities and station forecourt, all accessed off Love Lane, roughly at midpoint of the station. A pedestrian cut through from Love Lane to Penshurst Road will also be created to improve accessibility and reduce severance from each side of the station.
- 6.35 The project will provide two additional sets of stairs to the platforms and a lift to each platform. There will be a ticket gateline with 6 aisles (including one wide aisle) for oyster/ticket users. The concourse will provide a better circulation area for passengers than at present. The additional sets of stairs feed to the north and south directions onto the platform, and these will be wider than the existing which

will enable quicker movement through the station when accessing or leaving it. The northbound stairs will be 2300mm wide, and the southbound 2900mm wide.

- 6.36 Coupled with the station works will be improvements to the station forecourt off Love Lane, including public realm works and the provision of 20 no. cycle parking spaces an increase of 10 compared to present, and 33 no. Haringey Council owned garages are to be demolished to facilitate this. These garages are rented on short term leases.
- 6.37 The section of Love Lane immediately outside the station entrance will have the road surface raised to that the kerb height reduces from 125mm to 60mm, to provide a raised table type feature to create an improved environment for pedestrians moving between the station and the stadium/Tottenham High Road. At this location there will also be provision of new set down/drop off bays plus blue badge parking bays. The existing 13 parking bays will be removed to provide this arrangement. These are formal CPZ bays in the Tottenham North CPZ, and in order to appropriately manage the public realm and highway works the applicant will need to enter into a Section 278 agreement with the Highway Authority.
- 6.38 Haringey is overseeing regeneration in the wider area associated with the High Road West Masterplan, in addition to the redevelopment of the THFC ground, there is to be renewal of housing, plus provision of employment, community and leisure facilities and floor space. Also part of the area wide proposals is the Northumberland Park Opportunity Site. As part of this, there will be a public square close to the THFC stadium, which is along the foot route between the remodelled White Hart Lane station and THFC. A major benefit from the remodelling of the station is the re routing of match day attendees from the narrow footways along White Hart Lane through these new and forthcoming areas of public realm towards THFC and the High Road.
- 6.39 There are two scenarios to be considered for the operation of the new station, (a) the standard 'day by day' use and (b) match days. TfL have used their own 'Railplan' Strategic Modelling tool to derive the future year (2031) flows and loadings taking into account future development and any service capacity enhancements.
- 6.40 At present, for the routine use of the station, In the PM peak approximately 1200 passenger use the station between 1600 – 1900. By the year 2031, taking into account the build out of the regeneration currently progressing and the increase in population and jobs, the passenger numbers are predicted to double. For the 2031 scenario the AM peak demand (0700 – 1000) is predicted to be 2,700 passengers, and for the PM period (1600 – 1900) 3,000 are predicted. The access arrangements on a 'standard' day include the northbound stairs from the new main station entrance (the southern facing sets will be match day only) and the lifts. The existing sets of stairs at the northern end of the platforms will be for emergency use only (and potentially match days as well).

- 6.41 The pedestrian modelling carried out by TfL details that the redeveloped station will offer considerable benefits for passengers taking into account population and passenger growth, and will be able to accommodate the increased passenger numbers predicted in greater comfort than the existing situation for the current levels of passenger numbers.
- 6.42 On match days (anything between 19 and 25 a season on average), at present, around 8,000 spectators will use White Hart Lane station to attend the match. The numbers passing through the station post match are slightly lower (7500). An assessment of the existing situation for match days details that there are problems with Northbound Platform congestion with midweek games when fans and commuters are present, and given the existing stairs to exit are at the northern end of the platforms, this creates a pinch point. The assessment comments that centrally placed stairs would ease this and with the redevelopment of the station there will be two centrally placed sets of stairs, providing better placed higher capacity means of entering and leaving the station.
- 6.43 The modelling for the future scenario for the station predicts 16,000 passengers using the station on a match or event day, this is an increase of 8000 compared to present. The southern facing centrally placed sets of stairs will be brought into use, and the ticket gateline suspended to facilitate easier pedestrian flows into and out of the station. With the relocation of the stairs to the centre of the platforms and the doubling in number of them, the station will be able to cater for the increased passenger numbers on match days. Relocation of the stairs will facilitate a more even flow to and from the platforms, compared to present where all movements take place from the northern end. If required these existing stairs can be brought into use. The applicant considers that with the new arrangements in place, there will be no need for active queue management of arrivals.
- 6.44 Post match there will be crowd management required, the proposed arrangements are for southbound passengers to queue to the east side of the station on Love Lane, then enter the station from the east side and use both sets of stairs to access the platform. Northbound passengers will queue to the west side of the station and use the north facing entrance to access both sets of stairs on that side of the station. The through route connection Penshurst to Love Lane will be closed during these periods.
- 6.45 The pedestrian modelling carried out by TfL details that the increase in stadium capacity match day passengers using the station will result in longer waiting times, however this is resultant not from the station access/capacity, but from the train service pattern which is apparently not planned to increase in terms of frequency/capacity on match days.
- 6.46 As exists at present, a working group comprising the Club, the Polices and the Council (plus other appropriate stakeholders) oversees day to day management of

match day movement and travel, and this will continue for the new arrangements taking into account the redevelopment of this station and the ongoing development and public realm works in the locality.

- 6.47 The low number of service movements during the operational phase once the station has been constructed will be able to be accommodated using the existing loading facilities along Love Lane, or the drop off/set down area adjacent to the new station access.
- 6.48 In conclusion, this application seeks to improve and remodel White Hart Lane station to provide improved access arrangements, better wet weather protection with extended platform canopies, and improve the public realm arrangements at the station access. As proposed, Transportation welcome the proposals, as they will lead to a much improved experience both for routine day by day users of the station and on match and event days. The new access arrangements will enable greater comfort and capacity compared to present and will align with the forthcoming and ongoing regeneration and public realm improvements in the locality. The station will become fully accessible and add to the manifold improvements in the area.

Cycle Parking

- 6.49 New cycle parking facilities will be provided within the forecourt area to the south of the new station building on Love Lane. Ten Sheffield stands will be provided, accommodating 20 cycles. There is space to increase cycle parking provision if additional demand is identified. The concourse location will provide improved natural surveillance for the cycle parking facility, and the area will be covered by CCTV.
- 6.50 The Transportation Team has reviewed the cycle parking provisions and consider that the cycle parking provision that is proposed as a whole as part of the bus station upgrade will provide much improved cycle parking provision to deal with the immediate and medium term growth in cycle parking demand at the interchange.
- 6.51 Therefore, overall it is considered that the proposal would promote public transport, cycling and walking, improve the quality of public transport and assist in reducing congestion in accordance with the Councils, Strategic Policies, SP1 Managing Growth, and SP4 Working towards a Low Carbon Haringey, SP7 Transport and The London Plan 2015 policies.

Accessibility

- 6.52 London Plan policies 6.1 and 7.2 and Local Plan SP11 seek the highest standards of access in all buildings and places; and that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.

- 6.53 At its core the White Hart Lane Station Upgrade is primarily about improving access to London's transport system. Today the station entrance is ill-defined within its streetscape, crossing facilities for pedestrians are poor and the environment around the station is weighted predominantly to vehicular access. Within the station, the only means of access to the platforms is via flights of stairs and there is no entry point from the west. The current location of the stairs at the north end of the platforms also means that walk-distances at platform level are long if customers wish to use the southern carriages of the train.
- 6.54 In terms of accessibility, the station enhancement project will be transformative and provide a more legible, generous, less congested and step free route from street to platform level. Key aspects of the public realm and station design that will have a significant beneficial impact on access for all passengers include:
- a dedicated parking space for blue badge holders directly opposite the main station building, along with set down bays for other private vehicles;
 - provision of dropped kerbs with tactile paving to provide a step free route across the raised table on Love Lane to the station;
 - 60mm high kerbs along the raised table to benefit visually impaired users to recognise the edge of the highway;
 - the use of contrasting kerb and paving materials in the station forecourt;
 - the use of flush jointed brick paving to provide a smooth and comfortable surface around the station for mobility impaired users;
 - very shallow gradients within the station forecourt and along Love Lane;
 - London Overground benches incorporating high visibility, DDA compliant handrails and back supports, adjacent to both station entrances to the main concourse;
 - a shallow gradient (+1:21) ramp as well as steps on the Penshurst Road entrance to provide full access where street level and the level of the underpass differ;
 - steps with contrasting nosings and between Penshurst Road and the west entrance to the station, and a raised table with 60mm high kerbs to provide a better environment for crossing pedestrians where Penshurst Road runs adjacent to the west entrance.
 - level thresholds for both points of entry to the new concourse
 - two new 16 person lifts providing step free access to both platforms with 1.6 metre deep waiting space outside each lift doors, set away from primary pedestrian flows;
 - a fully accessible ticket office with a split level counter, knee recess, induction loops and a flexible card reader which will be fully compliant with DfT standards for accessible stations.
- 6.55 The proposed development is considered to significantly improve the accessibility for all users of the station, in accordance with London Plan policies 6.1 and 7.2 and Local Plan SP11

Biodiversity and Trees

- 6.56 London Plan Policies and Local Plan Policy 7.19 SP13 state that where possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity).
- 6.57 There are 18 individual trees or tree groups within or immediately adjacent to the site boundary. The trees are generally in fair to good condition and provide a reasonable degree of amenity to the local area. An Arboricultural Impact Assessment has been developed to identify the likely direct and indirect impacts of the proposed development with suitable mitigation recommendations where appropriate. A Tree Protection Plan has also been produced to illustrate trees to be removed and how retained trees can be successfully protected. One individual tree (T16) will need to be removed to facilitate the proposed development. This tree is of low quality and its loss will not have a significant impact on the amenity of the area despite some limited loss of screening of the railway. The tree to be removed is also arguably unsuited for long term retention due to its proximity to the adjacent building. The loss of this tree be mitigated by the safe retention of the remaining trees on and adjacent to the site and through the introduction of new high quality trees in the station forecourts in Love Lane and Penshurst Road.
- 6.58 The Council's Arboriculture Officer has been consulted and does not object, subject to implementation of the tree protection measures recommended in the submitted Arboricultural Impact Assessment

Noise and Dust

- 6.59 Policies 7.14 and 7.15 of the London Plan and UDP Saved Policy ENV6 aim to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils' Document 'The control of dust and emissions from construction and demolition' and locate potentially noisy developments where ambient noise levels are already high and where measures are proposed to mitigate its impact.
- 6.60 The applicant has provided a noise impact assessment which presents the assessment of the noise and vibration impacts associated with the station upgrade. The report concludes that the new station structure will screen train noise along a short section of track at receptors on the east side of the station. Consequently, residential units to the east of the proposed development are likely to benefit in minor reductions of train noise due to the development.
- 6.61 In addition the report concluded that changes in road traffic flows due to construction traffic will result in changes in road traffic noise below the lowest observable adverse effect level (LOAEL). Design criteria for potential upgrades to PA systems has also been derived to ensure that future PA noise levels will be

below the LOAEL at nearby sensitive receptors. The council's Environmental Health Officer has been consulted but has not objected subject to condition.

- 6.62 With regard to dust, the Council's Pollution Officer has raised no objections subject to the receipt of 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. This has been added as a condition of planning permission.

Contaminated Land

- 6.63 Saved Policy ENV1 requires 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. The applicant has submitted a Land Contaminated Report. The Council's Environmental Health Pollution Officer raises no objections subject to imposing conditions requiring a Phase II site investigation and a report that provides verification of completed remediation works, of which the former would be submitted and approved prior to the commencement of any works and the latter approved in writing by the Local Planning Authority before the development is occupied.

Archaeology

- 6.64 The Greater London Archaeological Advisory Service (GLAAS) which provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter have considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application. The service concludes that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and therefore recommend 'No Archaeological Requirement' with no further assessment or conditions necessary'.

Waste

- 6.65 Local Plan Policy SP6 states that the Council supports the objectives of sustainable waste management set out in the London Plan. To achieve these, the Council shall seek to minimise waste creation and increase recycling rates in relation to commercial, industrial and municipal waste in order to achieve the Mayor's recycling targets.
- 6.66 The boroughs Waste department has been consulted and states that 'The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a

properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system’.

- 6.67 A condition has been attached requiring further details of the waste and recycling facilities and the provision of a site waste management plan prior to the commencement of works on site to comply with Local Plan Policy SP6.

Local Employment

- 6.68 A condition has been attached requiring that TfL works with the Council to ensure that employment and training opportunities are provided by the construction process further assist the regeneration and employment aims for the area. This element of the proposal is supported by London Plan Policy 4.12, Local Plan 2013 policies SP8 and SP9

Conclusion

- 6.69 There is strong strategic and local level Policy support for the improvement of the station interchange at White Hart Lane to support and contribute to the regeneration aims for this area. The proposal will create an attractive landmark station which will make a significant contribution to improving the public realm in the area greatly assisting the regeneration aims for the area. The design is considered to be high quality and will greatly enhance the visual amenity of the area.
- 6.70 The proposal will greatly improve access to the public transport network by substantially improving accessibility and legibility within the station. Improvements to White Hart Lane station are an essential element in the successful regeneration of the area and delivery of specific schemes such as High Road West, Northumberland Park and the Northumberland Development Project as well as other projects such as the White Hart Lane Public Realm Improvement scheme. Its implementation is a key element of the High Road West Masterplan
- 6.71 The proposal is considered acceptable in terms of conservation, biodiversity, contaminated land, and archaeology. The impacts of the proposal and the construction process in terms of noise, dust, air quality and impact on the transport network can be satisfactorily addressed by conditions. A condition requiring that TfL works with the Council to ensure that employment and training opportunities are provided by the construction process further assist the regeneration and employment aims for the area.

- 6.72 Therefore overall the proposal is considered to comply with the Local Development Plan and National Planning Guidance. Therefore, subject to the imposition of appropriate conditions the planning application is recommended for approval.
- 6.73 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7.0 CIL

Based on the information given on the plans, the Mayoral CIL charge will be £26,411 (614 sqm x £35 x 1.229). 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) 615-DR-A-2000, 615-DR-A-2001, 615-DR-A-2002, 615-DR-A-2003, 615-DR-A-2004, 615-DR-A-2005, 615-DR-A-2006, 615-DR-A-2010, 615-DR-A-2110, 615-DR-A-2111, 615-DR-A-2130, 615-DR-A-2301, 615-DR-A-2302, 615-DR-A-2401, 615-DR-A-2401, 615-DR-A-2402, 615-DR-A-2403, 615-DR-A-2404, 615-DR-A-2800 & 615-DR-A-2801

Subject to the following condition(s)

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 s91 TCPA 1990 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:

615-DR-A-2000, 615-DR-A-2001, 615-DR-A-2002, 615-DR-A-2003, 615-DR-A-2004, 615-DR-A-2005, 615-DR-A-2006, 615-DR-A-2010, 615-DR-A-2110, 615-DR-A-2111, 615-DR-A-2130, 615-DR-A-2301, 615-DR-A-2302, 615-DR-A-2401,

615-DR-A-2401, 615-DR-A-2402, 615-DR-A-2403, 615-DR-A-2404, 615-DR-A-2800 & 615-DR-A-2801

Reason:

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

3. Samples of materials and a schedule of the exact product references to be used for the primary external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. The approved materials are then to be implemented as part of approved development.

Reason:

In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development in order that the local planning authority are satisfied with the appearance of the building hereby approved as the site is located in Conservation Area and to safeguard the visual amenity of the wider locality.

4. No above ground works shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2015.

5. Prior to any works associated with the demolition or commencement of the development hereby granted a Demolition and Construction Management Plan and Construction Logistics Plan (CLP) must be submitted to and approved by the Council in consultation with Transport for London. The Demolition Management Plan and the Construction Management Plan shall include but not limited to:

- details of phasing and methodology to be used in the demolition process;
- the times during which works may be undertaken and the times during which deliveries may be made to the Site consistent with the Council's Environmental Code of Construction Practice;
- the routes which construction traffic shall be directed to use;

- any measures to deliver construction materials and remove construction waste by rail;
- any necessary temporary road closure orders or diversions on the highway network in the vicinity of the Site;
- details of the form siting and installation of temporary wayfinding signage to the Destinations;
- measures necessary to ensure the continued provision of bus and taxi services to White Hart Lane Station station;
- measures to ensure the safety of the public during the period in which works are being carried out on the Site including lighting in the streets surrounding the Site;
- measures to monitor construction traffic impacts generally;
- measures to mitigate against the effects of the Development works on the Site including the effects of dust noise and vibration on the amenity of occupiers in the vicinity of the Site including any infrastructure protection measures in respect of TfL's assets
- measures to be taken prior to road closures and construction
- details of such matters which are likely to cause nuisance during construction including noise, dust, smoke, road cleaning and any other matters relevant to this particular site.
- construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

Reason:

To ensure there are appropriate safeguards during the demolition and construction process to allow the continued operation of the station interchange, the necessary safeguards for TfL infrastructure protection, to reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network and to ensure that the construction does not prejudice the ability of neighbouring occupiers' reasonable enjoyment of their properties and with regard to Policy 7.15 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

6. Prior to the completion of construction activities, details of a signage strategy for the immediate vicinity of the station shall be submitted to and approved by Transport for London and the Local Planning Authority. The approved details shall be installed prior to the completion of the station works.

Reason:

To ensure the safe movement for passengers and members of the public have safe, legible routes to access the station.

7. Before development commences other than for investigative work a discovery strategy shall be submitted and approved by the LPA prior to the commencement of any works and the agreed strategy thereby implemented. Waste soils removed from site as a result of the redevelopment are to be sampled and analysed and disposed of in accordance with current regulations.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

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

Reason: In order to ensure that the amenity of surrounding residents is safeguarded.

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

Reason:

In order to ensure the safety and well being of the trees adjacent to the site during constructional works that are to remain after works are completed consistent with Policy 7.21 of the London Plan, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

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

Reason:

In order to ensure that the scheme provides employment opportunities within the Borough and for the local community.

11. Prior to installation, details of the Ultra Low NOx boilers for space heating and hot water should be forwarded to the Local Planning Authority and the approved

details thereby implemented. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20mg/kWh

Reason: To ensure control over NOx emissions.

12. Before development commences other than for investigative work:

a) Using this information from the Phase 1 Desktop Study a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced and a Phase II site investigation shall be carried out. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

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

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

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 the remediation being carried out on site.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP.

13. 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.

14. 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 'Control of Dust and Emissions During Construction and Demolition' and shall also include a Dust Risk Assessment.

Reason: To Comply with Policy 7.14 of the London Plan

15. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/EC for both NO_x and PM and 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.

16. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

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

17. No above ground works 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.

18. Details of a scheme depicting those areas to be treated by of hard and soft landscaping shall be submitted to and, approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details and retained thereafter. Any trees which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

19. The existing architects or other such architects as approved in writing by the Local Authority acting reasonably shall undertake the detailed design of the project.

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

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 £26,411 (614 sqm x £35 x 1.229). 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 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.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	Support subject to	
LBH Pollution	Request for conditions and informative	Conditions and informative added
LBH Trees	No objections subject to condition	Conditions added.
LBH Conservation	Overall, I consider the proposals to be of a high quality that would enhance the setting of the conservation area as well as the significance of the Station and its appearance. As such the proposal is acceptable from a conservation point of view. In making this assessment, I have given great weight to the preservation of the heritage assets as per the Council's statutory requirement. The proposed development, by virtue of its high quality design would enhance the conservation area and its setting. The scheme is, therefore, acceptable from a conservation point of view.	Noted.
LBH Waste	The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.	Noted.
EXTERNAL		
NEIGHBOURING PROPERTIES Headcorn Tenterden Beaufoy Gretton Residents Association/3 Tenterden	<ul style="list-style-type: none"> Consultation with TfL poorly publicised 	A letter drop with a radius of circa 500m was undertaken inviting local residents to the station consultation event held on 24 June 2016 and the Tottenham Conference event on 2 July 2016. We were made aware from one local resident at the station event that a letter had not

Stakeholder	Question/Comment	Response
Road 190 Galliard Road 25 Camden Road	<ul style="list-style-type: none"> • Use of terracotta pots in the elevation design and potential use by nesting pigeons • The planning application allows for increased provision 	<p>been received. Approximately 60 attendees engaged directly with the project team and circa 500 leaflets were distributed at the station event informing local residents of the planned improvements and forthcoming planning application.</p> <p>The Project Team logged all comments received at the two events, informing the planning application. Without detail of the issue that is considered outstanding, we cannot provide further details at this stage. We would be happy to do so if more information can be provided.</p> <p>The sizing of the gaps between the terracotta pots and the in-set sub frame is less than 50mm at its narrowest point and the lips of the pots extend c65mm from the face of the facade. This does not create perch points large enough for pigeons to roost and the free-flowing air gaps between the pots will mean that debris and dust will be removed by the wind. On the inner face, the pots have inset terracotta 'lids' which are set 60mm back from the face of each pot, to prevent thrown objects being trapped on the inside face of the pots and to prevent pigeon roosting. These 'lids' will be removable to expose fixing bolts inside each pot, making single pot removal possible in the unlikely event of terracotta failure or breakage.</p> <p>Sheffield cycle stands have very little</p>

Stakeholder	Question/Comment	Response
	<p>of Sheffield stands for cycles when other stations on the line have secure compounds Can the applicants explain why the provision at White Hart Lane differs</p> <ul style="list-style-type: none"> • The Transport Statement 5.4.4 correctly refers to events as the new stadium is being built to provide events additional to football and is the only document in the application to do so These together with increased commercial events likely to be marketed for such an expensive development impact further on our properties close to the new station but our buildings are not shown on all plans submitted • We are concerned at the plans for crowd control and waiting for trains after events at the stadium The proposals for north bound passengers is that they use the area around the current staircase on the western side of the line which opens onto White Hart Lane and wait alongside the viaduct to access the entrance. The pavement on the south side of White Hart Lane under the railway line is narrow and would not afford local residents access beside the homebound spectators We are further concerned that it will encourage spectators to use Whitehall Street to walk under the viaduct, through our estate and access the station from the west. Due to lack of toilet provision in the area we frequently witness public urination and fear 	<p>maintenance associated with them and are easy to install. Each stand can park two cycles whilst allowing a range of locking positions. Sheffield cycle stands provide greater flexibility as the number of stands can be increased/decreased on an individual basis as demand dictates. A secure compound, due to its size, could also detract from the design and appearance of the new station building.</p> <p>Reference to 'events' at Tottenham Hotspur's Football Stadium is made in the planning application submission documents, including (but not being limited to) the Transport Statement, Design and Access, Planning Statement and Crime Prevention Statement</p> <p>In the post-event condition, active queue management will be employed as today to control flows. A final event day crowd management strategy will be developed and confirmed in consultation with the station operator and event day management teams and the necessary authorities responsible for safety. It is considered unlikely for northbound passengers to use Whitehall Street via Tenterden Road as they will be joining the northbound fans queue from the wrong end and this involves a circuitous route. Northbound fans will be directed to White Hart Lane and down the strip of land to the west of the railway. By</p>

Stakeholder	Question/Comment	Response
	<p>this will increase without positive measures to prevent such access.</p> <ul style="list-style-type: none"> • The new Station plan refers to sound improvement afforded by new station buildings on the eastern side and their impact on flats scheduled to be demolished but fails to take into account the impact on homes nearby on the western side where less building of the new station occurs particularly 1 and 11 Penshurst Road These two flats will see Staircase 4 adjacent to them resulting in loss of light impact on their privacy and suffer disturbance created by passengers and noise from public address system at that end of platform • The passenger movement being further south on the platforms falls nearer our properties and noise impact increases at height Noise and disturbance would occur daily but will be of greater impact on our members during events due to increased numbers and use of Staircase 4 There are no proposals to improve the southern end of the platforms which are wooden nor raise platform/boundary walls which are currently low 	<p>utilising space alongside the railway off White Hart Lane for the northbound queue the amount of queuing on the narrow pavement of White Hart Lane will be reduced. More detail is provided in the Design and Access Statement (pages 11-12) and the Transport Statement.</p> <p>As set out in the Noise and Vibration Assessment, the new station building will provide partial screening of train noise for some receptors on the east side of the station. Properties on the western side of the station do not currently benefit from train noise screening and as such the proposed development will not result in higher noise levels for these properties.</p> <p>The design and scale of the staircases, coupled with the separation distance between the proposed development and nearby residents, is considered to satisfactorily preserve their residential amenity and will not result in a loss of light to these buildings. Additionally, passengers are unlikely to be on the staircases for a prolonged period of time as they will be continuing with their journeys.</p> <p>As addressed above.</p>

Stakeholder	Question/Comment	Response
	<p>and topped with chain link fencing providing no sound insulation We therefore request that Haringey ask the applicant to include appropriate measures to reduce the impact on local residents to the west of the station and consult with us on improving the design and provisions on the western side of the station</p> <ul style="list-style-type: none"> • The Noise Statement has measured at 2-28 and 1-19 Penshurst Road only on the western side We consider further properties on Penshurst Road would be affected as well as those in Headcorn and Tenterden Roads Headcorn and Tenterden Road flats together with the majority of houses are of timber-frame construction the flank walls being brick Residents already report increased noise levels from the new station tannoy and should also be considered for sound reduction works as this plan moves the station buildings further south and nearer to them We can report tannoy disturbance up to 250 metres from platform and we have previously contacted TFL concerning its operation • The plans included in the application only show a gate closing the unpaid link under the viaduct yet the Planning Statement shows two sets of gates at the junction of paved entrance/pavement from Penshurst Road and at the start of the walkway under the viaduc. We therefore request that all plans truly reflect the station design and position of gates and advise local residents accordingly 	<p>Noise and vibration effects have been assessed and are representative of the nearest noise sensitive receptors to the proposed development. The Noise and Vibration Assessment demonstrates that noise levels are suitably controlled at the key receptors identified and as such, noise levels will correspondingly be suitably controlled at all sensitive receptors within the area. Properties elsewhere on Penshurst Road and Headcorn Road are at a greater distance from the proposed development. Design criteria for potential upgrades to the Public Address (PA) systems has been derived to ensure that future PA noise levels will be below the Lowest Observable Adverse Effect Level (LOAEL) at nearby receptors.</p> <p>The Planning Statement provides a site location plan, but does not contain any detailed plans.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • The station plan reduces parking in the area of the station, has reduced provision for disabled, and set-down provision The current provision of CPZ parking bays in Penshurst Road is not fully used, except on match days when there are many more vehicles Our inspection of Penshurst Road on 20 August 2016 just before the match started identified eight vehicles without permits or blue badges six vehicles with blue badges, some being commercial vehicles using badges and 5 displaying resident parking permits Our residents who have disabled parking badges advise us that they could not manage to walk from Penshurst Road to the Stadium which far exceeds the walking distance tolerance to be awarded a blue badge yet we seldom see wheelchair use or any other mobility aid Our observation is that vehicle users are able to walk the distance at speed and without assistance • Parking bay use on both sides of the road does not allow two-way traffic to pass as the roadway is reduced to one lane only We therefore urge Haringey Council to increase frequency of monitoring for disabled badge abuse during events, increase frequency of parking attendants in area and reconsider street markings to allow for better access for local residents and provision for emergency vehicles in the event of incidents Our concern is that current monitoring of Penshurst Road will create a 'soft option' for set-down and meeting passengers and increase traffic volume to an otherwise peaceful area 	<p>There will be no net loss of disabled parking spaces, as set out in Section 10 of the planning application form and detailed within the Transport Statement.</p> <p>There are no changes to the parking bays on Penshurst Road.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="621 235 1383 418">• The plan has no upgrade to boundary fencing Foxes are in the surrounding area and can frequently be seen crossing the railway lines Could some consideration please be given to improving the boundary fencing to transport property boundaries <li data-bbox="621 1008 1383 1230">• There is no clear statement on the timing of closure of the Penshurst Road entrance to the station on event days Clearer guidelines and information would be of benefit to local residents. Otherwise an event spanning 4 to 5 hours impacts on our access for 17 hours of operation <li data-bbox="621 1279 1383 1386">• The Transport Statement 3.8.1. refers to the Northumberland Park Opportunity Site as west of Tottenham High Road. It should be noted that the 	<p data-bbox="1402 467 2032 932">The west side of the station on Penshurst Road forms a key entry point to the station. Open spaces on either side of the entrance are intended to give a sense of generosity and security and avoid this entrance feeling like the station's 'back door'. For the northernmost three bays of the station, a perforated weathering steel screen forms the main enclosure. It requires no maintenance and can be brush cleaned from the internal face to remove any dust or debris. At low level, these northern three bays will incorporate a fence formed of weathering steel fins with a solid section towards its foot.</p> <p data-bbox="1402 971 2032 1170">At the southern end of the western side of the station building, the façade adopts terracotta pots taken from the main concourse building. More detail on the Penshurst Road façade is provided in the Design and Access Statement, specifically pages 20 and 21.</p> <p data-bbox="1402 1240 2032 1396">A final event day crowd management strategy will be developed and confirmed in consultation with the station operator and event day management teams and the necessary authorities responsible for safety.</p>

Stakeholder	Question/Comment	Response
	<p>correct description is east of Tottenham High Road</p> <ul style="list-style-type: none"> • The Transport Statement 4.7.3 describes cycle facilities in the vicinity of the station as limited. It further states that to the west of the station White Hart Lane is denoted as a quieter route recommended for cyclists. This connects to an east-west 'Blue' route on Church Road/Park Lane to the south of the station via Beaufort Road. We wish to point out that the local road is Beaufoy Road (not as stated in the report) which runs north east/south west from White Hart Lane to Church Road with a vehicular barrier near its northern end. At no time has it been designated as a cycle route. Occasional users endanger pedestrians by using the pavement either side of the road barrier and we therefore wish to actively discourage any publicity suggesting it is a cycle route as we consider it would increase the risk of injuries to pedestrians and inappropriate cycling on pavements. • The Transport Statement 4.7.6 refers to Cycle Superhighway 1 linking White Hart Lane with the City of London. We wish the applicant to note that Cycle Superhighway 1 ends at the junction of Church Road and the High Road. We are concerned that their assertion that Cycle Superhighway 1 continues to White Hart Lane in the report is endangering local pedestrians and encouraging cyclists to use an unapproved route Local residents were not consulted on the route or impact of Cycle Superhighway 1 beyond Church Road and in our neighbourhood We 	<p>Noted.</p> <p>White Hart Lane is recommended as a quieter route for cyclists. A quieter route refers to the level of traffic on a carriageway, rather than necessarily having a designated cycle lane.</p> <p>Cycle Superhighway 1 runs between White Hart Lane and Liverpool Street. Reference to White Hart Lane is stated generically, without making reference to either the football stadium or London Overground station. It is correct that</p>

Stakeholder	Question/Comment	Response
	<p>therefore question and challenge the statement given to Planning.</p> <ul style="list-style-type: none"> • Passenger figures supplied in the application do not state how they were collected We would ask whether they are based on fare paying passengers or a headcount due to the high volume of ticket evasion on the line due to no gatelines in use at White Hart Lane and elsewhere on the line We frequently witness travellers using the oyster point at Seven Sisters in the walkway leading from the escalator to the Overground line and note that the increased use of Revenue Inspectors on the overground line and at White Hart Lane station frequently challenge travellers without tickets 	<p>CS1 ends at the junction of Church Road and High Road.</p> <p>Observed passenger demand figures are based on passenger count surveys undertaken in 2015 which would include all passengers within the station, fare paying or otherwise. A key benefit of the proposed scheme is the introduction of a gateline at the station, which will reduce the level of fare evasion highlighted.</p> <p>Bus stops and sustainable transport interchange: The comments largely focus on the movement of existing bus stands which does not form part of the planning application. The new station concourse is located to the east of the railway and is positioned c75 metres south of White Hart Lane and as such, is not considered to adversely impact passengers interchanging between White Hart Lane London</p>

Stakeholder	Question/Comment	Response
		<p>Overground Station and bus stops in the vicinity of the station. The area to the east of the railway is undergoing significant change as part of Haringey's High Road West Masterplan, opening up views of the station from the High Road. Roundels on the building façade will be visible from a distance and assist in wayfinding (detailed further on page 28 of the Design and Access Statement).</p> <p>Concessions and business units in the arches: It is our future aspiration to bring the Victorian Station building back into use through the introduction of commercial units, creating active frontages, however, this does not form part of the current planning application.</p> <p>The proposals assume the current special match day timetables, including the use of eight car trains, will continue to operate in the future.</p> <p>The proposals enable the station to operate more flexibly than today, with additional staircases and access points offering the potential for entry and exit only points. A final event day crowd management strategy will be developed and confirmed in consultation with the station operator and event day management teams and the necessary authorities responsible for safety. More detail is provided in the Design and Access Statement (pages 11-12) and the Transport Statement.</p>
The Railway Freehouse, 65 White		<p>The objection primarily relates to the closure of the existing staircases on match days and the</p>

Stakeholder	Question/Comment	Response
Hart Lane		<p>resultant impact to those on the west side of the viaduct, including local businesses. I would like to clarify a couple of points:</p> <p>In the Transport Assessment, paragraph 6.2.4 states “The existing staircases at the northern end of the station will be retained as an emergency exit and will open directly on to White Hart Lane.” This statement refers to pedestrian flows during normal operation and not during event day operation as suggested by the objection.</p> <p>Paragraph 6.3.1 states “On event days, the gateline will be suspended. Boarding and alighting passengers will be able to use all four flights of stairs leading to the platforms and potentially the existing stairs to exit the station [my emphasis], which are being retained for emergency exit only in normal operation.” This is also shown in Figure 12 of the Transport Assessment. This provides flexibility should the existing stairs be required during event days.</p> <p>In the pre-event day period, and due to the proximity of The Railway Freehouse to White Hart Lane Station, it is not considered that the closure of the existing fixed staircases would prevent trade to the pub or other local businesses to the west of the viaduct.</p> <p>Following receipt of the comments made to the High Road West Regeneration Masterplan (September 2014) consultation, which raised objection to the removal of the existing fixed</p>

Stakeholder	Question/Comment	Response
		<p>staircases at the northern end of the station, the scheme was revised to enable the staircases to remain in situ and to be used for emergency purposes during normal operational hours and potentially on event days for pre-match exit. Mr Price attended the public consultation event held at White Hart Lane Station on 24 June 2016 where the Project team were able to talk through the scheme.</p> <p>To the west of the railway, along Penshurst Road and Tenterden Road, the area is characterised by two and three storey townhouses and apartments. During the station consultation event, residents welcomed the new pedestrian link between Penshurst Road and Love Lane. The link will be closed during event days which is not only required for crowd management purposes, but is also vital to protect the residential amenity of those living to the west of the station from noise disturbance. A final event day crowd management strategy will be developed and confirmed in consultation with the station and event day management teams and the necessary authorities responsible for safety.</p> <p>The new station layout has significant benefits in accommodating both population and THFC's stadium growth, when compared to the existing station layout. The modelling demonstrates that on non-event days the redesigned station can accommodate the 2031 forecast demand and generally provides a more comfortable environment for passengers. The major</p>

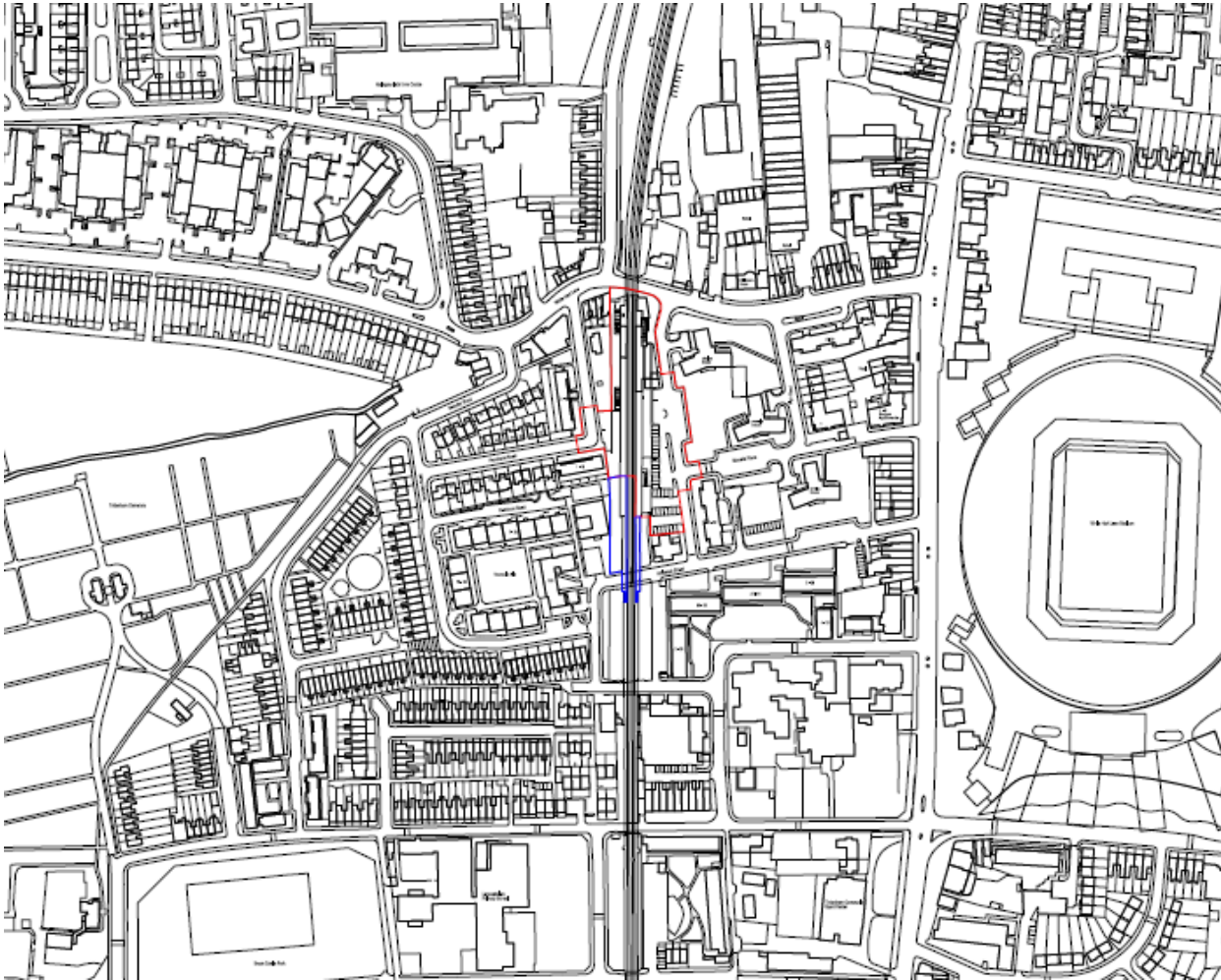
Stakeholder	Question/Comment	Response
		increase in THFC's stadium capacity will lead to longer wait times for passengers in the post-event condition. However, the proposed layout offers significantly better performance when compared to the existing station layout.
Tottenham Hotspur Football Club	<ul style="list-style-type: none"> It is important at the current planning stage to retain the flexibility to modify and adapt the Station Control procedures. The Design and Access statement includes drawings and comments that show "event day accesses" and "event day routing", which if taken as final, would place constraints on the future operation of the station and surrounding areas on an event day. In particular, the commentary in the Design and Access statement appears to preclude use of Penshurst Place in response to local community concerns. This should be kept open to allow for future flexibility of operation. Furthermore, the provision of a third door for Event Day use in the main ticket hall is only shown in one drawing and there is no associated narrative defining its purpose and potential use on event days. Limiting access to the station has the potential to increase the size and duration of queuing in the public realm after events. This has an operational impact, in terms of resourcing and equipment, but there may also 	<p>The proposed station design has a degree of flexibility in how it is operated. The event day crowd management shown within the planning application represents the following discussions with the station operator, British Transport Police and local stakeholders. A final event day management strategy is to be confirmed with the parties above. Penshurst Road has not been shown as an event day access route due to an mindfulness of existing residents apprehension of an increased impact on amenity.</p> <p>TfL has been working closely with the Tottenham Regeneration team at Haringey Council on the integration of public realm proposals and has agreed the palette of materials shown in the planning application. This coordination will continue in the next stage of the project.</p> <p>A provisional programme has been shared with Haringey Council and TfL will continue to work with the local authority and THFC to develop an integrated programme for construction works in North Tottenham.</p>

Stakeholder	Question/Comment	Response
	<p>be crowd safety and security impacts associated with more extensive queuing that would need to be considered and mitigated against.</p> <ul style="list-style-type: none"> Given the impact on spectator experience, this has the potential to reduce the extent to which White Hart Lane is used by visitors travelling to and from events, thereby risking the ability of the Club to meet its transport mode targets – a commitment that has been made by the Club in order to minimise the impact of the event day travel on the local community. Finally, whilst noting the historical reference to terracotta in the proposed station cladding, we are concerned about its potential robustness and durability; and the likelihood of it providing an attractive perch for pigeons and other birds 	<p>The construction of the connection underneath the existing railway will require possessions of the railway. The duration and timing of these possessions are to be confirmed.</p> <p>It has been assumed in the design that existing station control procedures will be used to manage future demand, i.e. controlling platform loadings by managing post-match queues outside of the station entrances.</p> <p>The extent of platform canopies is being increased, with new canopies being introduced as an extension of the new station building roofs. The existing platform canopies will remain.</p> <p>Cycle parking provision is in line with TfL guidelines and is an improvement on the current provision both in terms of the quantity, quality and security. There is space provision to increase the level of cycle parking spaces in the future in line with demand.</p> <p>The design includes the provision of three entrances from the main concourse, including an 'event day door' referenced by Tim Spencer Co and Movement Strategies. The operation of entrances will be the</p>

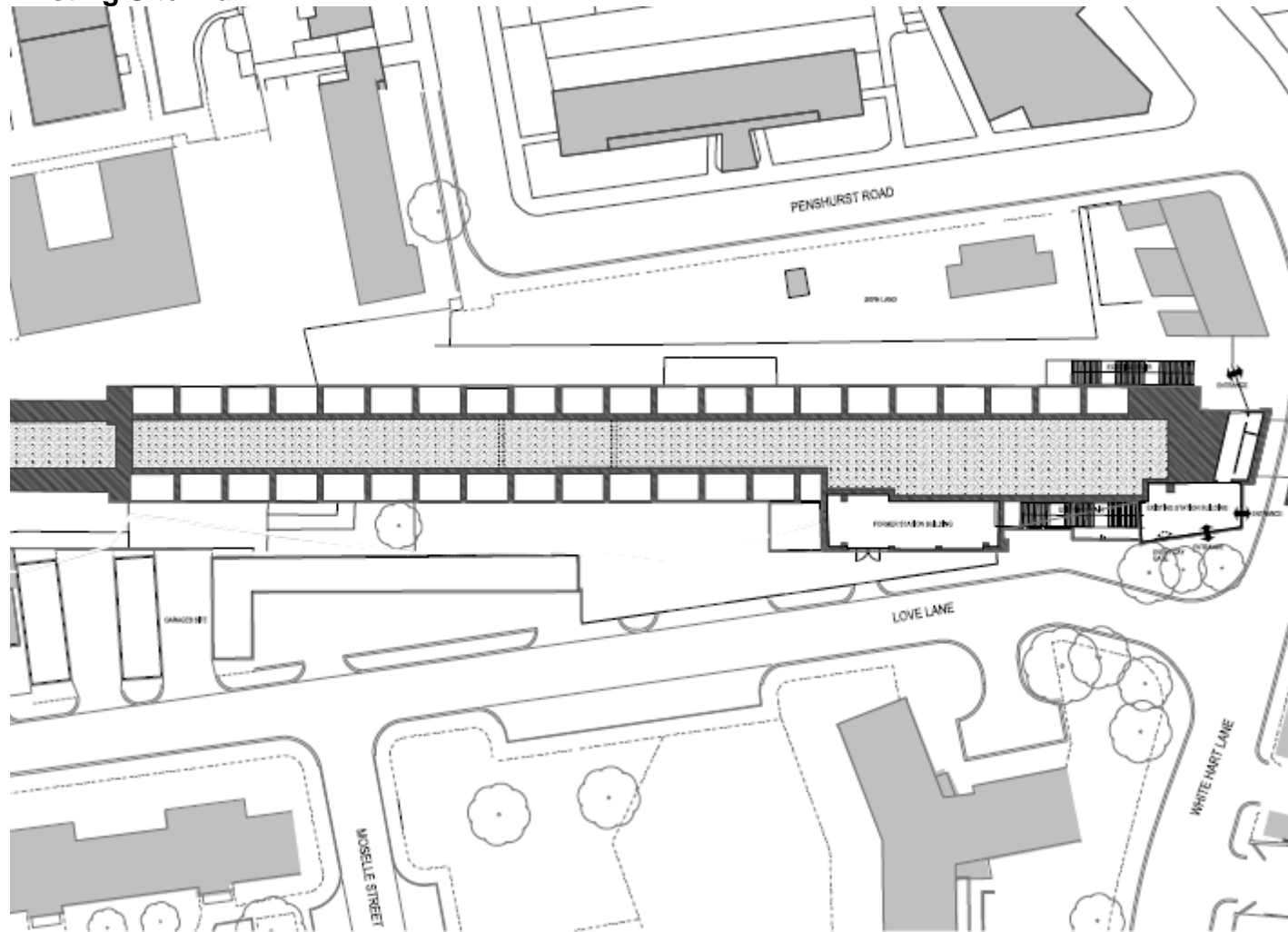
Stakeholder	Question/Comment	Response
		responsibility of the station operator. Response to materials in above section.
British Police	Transport Original request for conditions withdrawn	Noted

Appendix 2 Plans and Images

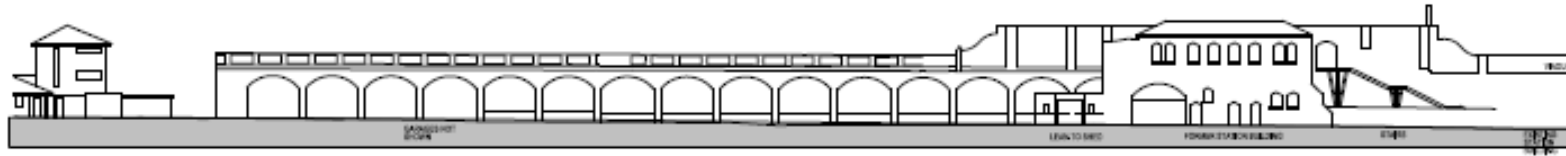
Location Plan



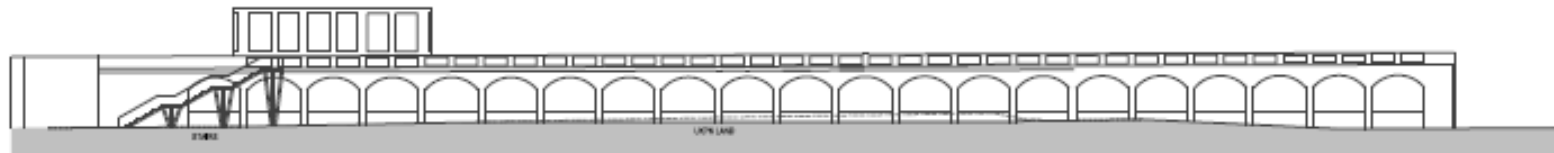
Existing Site Plan



Existing elevations and section:



01 EXISTING - EASTERN VIADUCT ELEVATION
1800 @ N1 / 1800 @ A2



02 EXISTING - WESTERN VIADUCT ELEVATION
1800 @ N1 / 1800 @ A2



Proposed elevations and section:



01 EASTERN VIADUCT ELEVATION
1/8" = 1'-0" / 1:24



01 WESTERN VIADUCT ELEVATION
1/8" = 1'-0" / 1:24



East Elevation (looking north)



East Elevation (looking south)



Interior



Appendix 3 QRP Note

CONFIDENTIAL**London Borough of Haringey Quality Review Panel****Report of Formal Review Meeting: White Hart Lane Station Upgrade_revA****Wednesday 22 June 2016**

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

Panel

Peter Studdert (chair)	HQRP
John Lyall	HQRP
Phyllida Mills	HQRP
Ann Sawyer	HQRP
Esther Kurland	HQRP
Patricia Brown	MDAG
Graeme Sutherland	MDAG

Attendees

Richard Truscott	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
John McRory	London Borough of Haringey
Matthew Maple	London Borough of Haringey
Louise Duggan	Greater London Authority
Deborah Denner	Frame Projects
Sarah Carmona	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey

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.

Declarations of interest

It was noted in the meeting that Esther Kurland is the Director of Urban Design London, which is hosted by TfL (the client for the White Hart Lane Station upgrade). However, part of Urban Design London's role is to provide (and attend) design review of TfL projects, which was not considered a material conflict in this instance.

1. Project name and site address

White Hart Lane Station Upgrade

White Hart Lane London Overground Station, White Hart Lane, London, N17 8HH

2. Presenting team

Chris Lovewell	Transport for London
Laura Stritch	Transport for London
Adam Brown	Landolt+Brown
Abraham Gordon	Landolt+Brown
**Wendy Hardie	Landolt+Brown collaborating artist
Florence Moon	LDA Design

3. Planning authority's views

The new station (and re-vitalisation of the viaduct alongside it) presents a key opportunity to create and reinforce a sense of place into the locality around White Hart Lane, which is an area likely to undergo substantive change. This will be a new rail gateway which in future will be visible from the High Road, as well as from White Hart Lane itself. Relocating the station entrances will enable more efficient use of the platforms, in addition to creating new pedestrian links to the west of the railway. The development also seeks to build on the redevelopment of Tottenham Hotspur Football Club stadium and the creation of a new leisure destination for London. A new public space will create a route from the Station to the High Road and stadium, bringing improved town centre and leisure uses to the North Tottenham area, in addition to providing space for new community and leisure uses. New employment opportunities will be created from the expanded local centre, leisure destination and delivery of new high quality workspace.

The proposal has received positive feedback at pre-application stage both for its design which includes references to the historic industries of the area and its contribution to the movement of the wider area.

4. Views of the Quality Review Panel and Mayor's Design Advisory Group*Summary*

The review was held in conjunction with members of the Mayor's Design Advisory Group, in order to enable a coordinated and coherent response from both panels. The joint panel offers very warm support for the scheme, and welcomes the thought and effort that has gone into the proposals and presentation materials. The panel recognises that the scheme represents a huge opportunity for renewal of the area, and highlights some aspects that have scope for further improvement. They would like to see further consideration of the architectural approach to the western side of the site fronting onto Penshurst Road. More thought needs to be given to the relationship of the station structure to the utilities located in this area, and the design



of the ramped section of the new link needs further refinement. Whilst the panel warmly support the ambitious architectural treatment of the eastern side of the site, they would encourage an increase in the height of the lower glazed element of the façade at entry level as well as providing increased continuity in the floor finishes from outside to inside the station. The proposed planting on the station forecourt also needs some further thought to ensure that it is robust enough for the increased footfall on match days. The panel would encourage TfL to bring forward proposals to bring the disused Victorian station building into both short-term and long-term use. Further details on the joint panel's comments are provided below.

Massing and development density

- The panel broadly supports the massing of the proposed station building; however, some questions were raised about the scale and design of the western section of the development, onto Penshurst Road.
- The panel would encourage a reduction in scale of the roof structure on the western side, perhaps limited to sheltering the stairways.

Architectural expression

- The panel warmly supports the ambitious proposals for the eastern station structure, but would encourage the design team to revisit the design of the western structure to enable greater coherence between both sides.
- The level of thought embedded within the choice and expression of materials on this eastern elevation was applauded.
- The panel would welcome further thought about the location and height of the transom element in the façade onto Love Lane, in order to enable a 'lifting up' of the more solid elements of the façade, resulting in increased glazing height at entry level, and opening up the views in and out.
- The panel warmly welcomes the use of terracotta elements in the façade.
- Very careful detailing of the pot elements in the upper part of the façade will be required in order to avoid birds nesting within the individual pots; a solution that also avoids the requirement for netting to deter the birds should be sought.
- The panel noted that pigeon guano, whilst a prosaic subject matter, has a significant impact on the quality and amenity of the public realm; consequently, design measures and maintenance regimes to deter and mitigate pigeon infestation are important.



- The design, manufacture and installation of the pots should also guard against the potential for breakage through vandalism, and ensure ease of replacement if necessary.

Place-making and landscape design

- The panel welcomes the local historical narrative that has been woven through the design of the buildings and landscape in the choice of materials, and would support the addition of information panels that explain and interpret these links.
- They express caution in some aspects of the landscape design, and would suggest further thought around issues of robustness and appropriateness, with particular reference to the external terracotta plant pots.
- It may be more appropriate to specify larger trees planted in the ground to provide shade and enclosure, rather than dwarf trees in pots.
- The panel noted the intention to screen the existing escape stair located to the north of the site, and suggests that rebuilding the stairway may be preferable in design terms.
- However, the panel understands that rebuilding the escape stair is outside the scope of the existing brief.
- The panel likes the juxtaposition of roses on mesh as an elevational treatment to the escape stair, however the design of the planting screen could potentially have a much stronger architectural impact.
- All accessible elements of the landscape design should be very robust in order to withstand maximum footfall on match days.
- The layout of the public realm outside the station should be generous, and fit for purpose on match days.
- The panel notes that the specification of fruit trees has implications on ongoing maintenance; however, this may be an opportunity to engage with the community, through communal fruit-picking events/afternoons.

Scheme layout

- The panel would encourage further thought on the functional aspects of the station, to include drop-off, turning and interchanges, and the way that these shape the public realm adjacent.

- The development should anticipate and enable an increased level of retail provision in and around the station in the future, with careful consideration of the potential access and servicing requirements.

Relationship to surroundings: access and integration

- The panel welcomes the creation of a new east-west route, but suggests that it may not be immediately clear that it is a pedestrian route as it will involve entering into the new station building.
- Careful thought on the detailed design and management of this aspect could help support east-west pedestrian movement.
- The panel would encourage continuity of the floor surfaces; the pedestrian route from east to west should be coherent and should visually 'flow through' from outside-in, whilst being visually identifiable.
- They suggest that the external brick paving should extend inside the station structure, as it should ideally 'read' as an external space; polished granite may not be appropriate as the internal floor finish.
- The external configuration of ramps and steps at the western entrance is potentially awkward; the panel would encourage the avoidance of 'feathered' steps.
- The panel would encourage further negotiation in order to increase the area of land take on the western side of the railway at Penshurst Road.
- This would enable improved accessibility, and would offer the opportunity to create a much-improved western entrance in addition to some high quality public realm for the local residents of Penshurst Road.

Western approach at Penshurst Road

- The panel would welcome greater visual coherence between the eastern and western structures.
- The panel would also encourage a different approach to the integration of the existing utilities/substation adjacent to the western approach on Penshurst Road.
- This could perhaps also weave into the wider story of the area, through coordinated choice of materials, for example terracotta.
- The panel notes that that on the western side of the scheme, two bays of the new station structure do not have the requirements for access and cleaning (due to the existing utilities).



- This provides an opportunity to introduce a different elevational treatment that could more closely reflect the architectural expression and materials of the eastern station structure, and would lend a greater elegance and dignity to the western structure.
- The panel questions the visual permeability of the western stairwell, and suggests that careful consideration of the detailed design of this part of the scheme should be undertaken to ensure that it is not an intimidating environment to traverse.

Victorian station building

- The panel notes that the Victorian station building will undergo some refurbishment to the external envelope as part of the upgrade to the station.
- They would strongly support attempts to bring it back into use (either with pop-up uses, or more permanent functions), as it has a lot of potential and would otherwise present a dead frontage onto the main arrival space.
- Potential functions could include: café space or kiosk; work space (pop-up or permanent); ancillary station uses (at first floor level).
- Other possible uses could seek to reinforce the story of the local area, for example a florist or garden centre.

Next steps

- The joint panel offers very warm support for the proposals, and highlights some areas that have scope for further improvement (outlined above).
- **It was felt that as the detailed design stage will be critical to the success of such a bespoke scheme, the panel strongly recommends that the existing architects (or other such architects to be approved by the Local Authority) should undertake the detailed design of the project.
- They would welcome a further opportunity for joint review of the proposals following submission of the planning application, with particular regard to the western area of the site (fronting Penshurst Road).

Revisions

A number of revisions have been introduced in order to correct omissions and clarify or expand upon some of the points made within the original report. All revised sections of text are prefaced by **.



Planning Sub Committee 10th October 2016

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2015/3288

Ward: Stroud Green

Address: 86 Victoria Road N4 3SW

Proposal: Demolition of the existing buildings and redevelopment to provide 9 residential units (Class C3) with associated access, parking and amenity space provision.

Applicant: Jon Davies

Ownership: Private

Case Officer Contact: Aaron Lau

Site Visit Date: 27/11/2015

Date received: 06/11/2015

Last amended date: 24/08/2016

Drawing number of plans: 2_SLP01, 01, 02 Rev F, 03, 04 Rev E, 05 Rev C, 06 Rev K, 07 Rev F, 08 Rev J, 10, 12, 13 Rev A and 14 Rev A

1.1 This application is being reported to Planning Committee due to a Councillor referral.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- This planning application is for the demolition of the existing buildings and redevelopment to provide 1 x 1 bedroom unit, 7 x 2 bedroom units and 1 x 3 bedroom unit at 86 Victoria Road.
- The proposed development is considered acceptable in principle in this instance as it would bring a vacant site back into gainful use and provide additional housing thereby contributing to the Borough's housing targets as set out in Haringey's Local Plan and the London Plan.
- The design, bulk and scale of the new residential development will match the footprint of the existing buildings and is acceptable in its local context whilst improving the appearance of the vacant land and the area as whole.

- The various existing bricked structures with adjoining outriggers on the site associated are not statutorily listed, locally listed and offer limited architectural or historic contribution. Therefore its demolition to facilitate the redevelopment of the site is acceptable in principle. The contemporary design of the replacement scheme is considered to be an enhancement to the conservation area.
- The proposed development would not cause any significant loss of amenity currently enjoyed by existing occupiers in terms of outlook, and loss of daylight/sunlight, overshadowing, privacy or overlooking.
- The development has been designed to meet Lifetime Homes standards, and provides an acceptable level of living accommodation and amenity space for occupiers of the new development.
- The proposal does not prejudice existing road and parking conditions, namely vehicular movements along Victoria Road, Stapleton Hall Road, Mount Pleasant Crescent and the local road network generally and would not have an adverse impact on pedestrian safety.

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 set out below 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 October 2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow;
- 2.3 That, following completion of the agreement(s) referred to in resolution 2.1 above within the time period provided for in resolution (2.2) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions and informatives set out below; and
- 2.4 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

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Landscaping details
- 5) Boundary details
- 6) Lighting details
- 7) Waste details
- 8) Air Quality and Dust Management Plan
- 9) Considerate Constructors Scheme
- 10) Method Statement – remediation
- 11) Contamination – remediation
- 12) Archaeological assessment
- 13) Tree protection
- 14) Satellite dish

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street numbering
- 6) Asbestos survey

Section 106 Heads of Terms:

- 1) Two years free membership to a local Car Club and £50 free credit per unit.
 - 2) Affordable housing provision in the event of additional residential units or residential floorspace such that it triggers the policy requirement for affordable housing, or a financial contribution in the alternative.
- 2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.6 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 is refused for the following reasons:
- (a) In the absence of two years free membership towards a local car club, the proposal would have an unacceptable impact on the highway. 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.
 - (b) The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing or a financial contribution in lieu should

the site be extended or subdivided to create additional residential units 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, emerging policy DM13 'Affordable Housing' of the Development Management, Development Plan Document (pre-submission version January 2016), and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.

- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution 2.5 above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Head of Development Management or 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 2.1 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

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- This planning application is for the demolition of the existing buildings associated with the former storage yard and vehicle repair garage (both currently vacant), and redevelopment of the application site at No. 86 Victoria Road to provide 9 residential units (1 x 1 bedroom unit, 7 x 2 bedroom units and 1 x 3 bedroom unit) with associated access, parking and amenity space provision.
- The scheme has been subject to a number of design revisions since the application was originally submitted to the Local Planning Authority on 6 November 2015. These amendments were also in response to concerns raised by Officers and local residents during earlier consultation.
- The latest amendments made to the proposal were received on 24 August 2016, and are as follows:
 - 1) The first floor floorspace of Unit 9 has been reduced to ensure that the separation buffer between the new building and the neighbouring boundary shared with properties located on Mount Pleasant Crescent is consistent (3 metres).
 - 2) First floor kitchen window of Unit 9 situated in the rear elevation has now been removed and relocated to the front.
 - 3) Change in housing mix resulting in the introduction of a 1 bedroom unit and a 3 bedroom family unit with the remaining 7 units being two bedroom units.
 - 4) Screened balconies to the south east elevation at first floor level to prevent overlooking and to provide outlook.
 - 5) The boundary wall adjacent to the south west elevation light wells has been reduced to 1.1 metres in height. This reduction will improve the living conditions of the basement accommodation.

3.2 Site and Surroundings

- 3.2.1 The application site is currently a vacant backland site with access taken from the south side of Victoria Road and in between the properties at Nos. 84 Victoria Road and 54 Mount Pleasant Crescent. The site opens up at the rear and currently contains part single-storey, part-double-storey buildings, previously occupied by a company that specialised in underpinning and foundation operations (Purkelly Bros. Ltd.)

- 3.2.2 The site abuts the rear gardens of the terraced properties along Mount Pleasant Crescent and Stapleton Hall Road to the west and east, an open car park to the south and the western property boundary of 84 Victoria Road. The nature of the surrounding properties is residential in character. The properties on Stapleton Hall Road are Edwardian bricked two-storey, terraced buildings with gable ended, front roof dormers where the properties on Victoria Road and Mount Pleasant Crescent are two-storey Victorian properties.
- 3.2.3 The site falls within Shroud Green Conservation Area and Area of Archaeological Importance as set out within the Proposals Map.

3.3 Relevant Planning and Enforcement history

Planning

- HGY/2010/1917 - Re-cladding of existing building - Approved 07/12/2010
- HGY/2008/1733 - Erection of first floor side extension and insertion of 2 x velux rooflights. – refused 15/10/2008
- HGY/2008/1265 - Erection of first floor side extension, insertion of 2 x velux roof-lights and enlargement of existing store. – withdrawn
- OLD/1978/1462 - Erection of building at rear to house garages for lorries with offices above. – refused 20/09/1978
- OLD/1977/1330 - Larger opening to builders yard. – approved 21/04/1977
- OLD/1975/1357 - Erection of a single storey rear extension to form residential studio. – approved 12/05/1975
- OLD/1974/1583 - Erection of single storey dwelling. – approved 14/10/1974
- OLD/1967/0899 - Retention and continuation of use of woodwork and joinery shop. – approved 16/10/1967
- OLD/1965/0981 - Extension of joinery works for garage purposes. – approved 28/10/1965
- OLD/1951/0521 - Erection of joiner's shop at rear. – approved 21/03/1951

Enforcement

- UNW/2008/00406 - 2 New Windows Added the rear of the building and another opening without permission – case closed 25/06/2008

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- LBH Housing Renewal
- LBH Cleansing
- LBH Conservation
- LBH Building Control
- LBH Transportation
- London Fire Brigade
- Stroud Green Residents Group
- Stroud Green CAAC
- Thames Water

The following responses were received:

Internal:

- 1) Transportation: No objection subject to 2 years free Car Club membership secured via a S106 legal agreement.
- 2) Building Control: No objection.
- 3) Waste: Objection in the absence of refuse details. (Officer comments: A condition requiring full details will be attached to the decision)
- 4) Environmental Health: No objection subject to the imposition of the following conditions: energy plant; dust control; and contaminated land.
- 5) Conservation Officer: No objection.

“The buildings currently on site do not contribute to the conservation area and as such there would be no objections to their demolition.”

The new proposal has been revised based on concerns raised previously about the bulk, massing and the design. The massing has now been reduced and the design improved to appear contemporary and ancillary to the terraces on Mount Pleasant Road. The removal of the workshops and parking is a significant heritage benefit. The overall scheme is therefore considered to be an enhancement to the Stroud Green conservation area.”

External:

- 6) Thames Water: No objection subject to the imposition of standard informatives.

- 7) Historic England: Objection in the absence of adequate archaeological information. (Officer comment: the imposition of a pre-determination archaeological assessment condition will ensure compliance).

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 103 Neighbouring properties
- A site notice was 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:

Original consultation on 6 November 2015

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

Re-consultation on 4 July 2016

No of individual responses: 68
Objecting: 68
Supporting: 0

Re-consultation on 8 September 2016

No of individual responses: 61
Objecting: 61
Supporting: 0

A petition against the proposal containing 74 signatures.

5.3 The following amenity grounds made representations:

- Stroud Green CAAC
- Stroud Green Residents' Association

5.4 The following Councillor/MP made representations:

- Catherine West MP

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

- Overdevelopment (**Officer Comment:** This is covered in Section 6.3 of this report)
- Design (**Officer Comment:** This is covered in Section 6.3 of this report)
- Impact on conservation area (**Officer Comment:** This is covered in Section 6.4 of this report)
- Overlooking and loss of privacy (**Officer Comment:** This is covered in Section 6.6 of this report)
- Loss of daylight and sunlight (**Officer Comment:** This is covered in Section 6.6 of this report)
- Basement impact (**Officer Comment:** This is covered in Section 6.6 of this report)
- Quality of accommodation (**Officer Comment:** This is covered in Section 6.7 of this report)
- Noise and disturbance (**Officer Comment:** This is covered in Section 6.6 of this report)
- Parking impact (**Officer Comment:** This is covered in Section 6.8 of this report)
- Loss of local business opportunities (**Officer Comment:** This is covered in Section 6.2 of this report)
- Lack of affordable housing (**Officer Comment:** This is covered in Section 6.5 of this report)
- Impact on existing trees (**Officer Comment:** This is covered in Section 6.10 of this report)
- Drainage (**Officer Comment:** Thames Water has not objected to the proposal with regard to sewerage and water infrastructure capacity and flood risk is covered in Section 6.12 of this report)
- Alternative uses (**Officer Comment:** The acceptability of other uses is not a matter for the Council to consider under this planning application)

5.6 The following issues raised are not material planning considerations:

- Future name of the development to recognise Stapleton Hall Farm yard (**Officer Comment:** The Council's Street Naming and Numbering department have the relevant guidelines)
- Devalue property prices
- Consultation letters not received (**Officer Comment:** Council records show all the letters to local residents were printed and dispatched during the consultation process)

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Siting, layout and design

3. The impact of the proposed development on the setting of a conservation area
4. Housing
5. The impact on the amenity of adjoining occupiers
6. Living conditions for future occupants
7. Parking and highway safety
8. Accessibility
9. Trees
10. Sustainability
11. Flood risk

6.2 Principle of the development

- 6.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

Housing provision

- 6.2.2 Local Plan Policy SP1 sets out the strategic vision to provide up to 5,000 new homes by 2026, which aligns with the aspirations of Policy SP2, which has a current target of providing 1,502 new homes a year in Haringey between the period 2015 to 2025 under The London Plan (MALP) 2016. The provision of housing would in principle be supported as it would augment the Borough's housing stock in accordance with Local Plan Policies SP1 and SP2, and London Plan Policy 3.3.

- 6.2.3 The proposed number of residential units on the site 9 in total comprising 1 x 1 bedroom unit, 7 x 2 bedroom units and 1 x 3 bedroom unit bedroom units will contribute to providing housing to assist in meeting the local and London housing targets.

Loss of employment land

- 6.2.4 The existing general industrial use on this site has no specific employment designation. However, it should be noted that the site (currently vacant) was formerly occupied by a building company (Purkellys) that specialised in underpinning and piling (Use Class B8), who have relocated to a purpose built industrial unit in Hertfordshire in order to meet their additional floorspace requirements. It is understood that the company employed 6 members of staff when the site was occupied.
- 6.2.5 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.

- 6.2.6 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. 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.
- 6.2.7 Saved UDP Policy EMP4 (the existing adopted planning policy) 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. Whilst marketing information has not been submitted, evidence has been submitted to substantiate the buildings have been vacant for a two year period. Officers are not convinced that the B8 employment use can continue on this constrained site or be viable to local economy and market conditions given the reasons for the relocation of the previous occupants and condition of the existing building. Instead, the alternative residential use is considered by Officers to bring a vacant site back into gainful use in line with Paragraph 17 of the NPPF, which encourages the effective re-use of previously developed brownfield land, and to Paragraph 49, which supports housing applications in the context of presumption in favour of sustainable development.
- 6.2.8 Part of the site was also occupied by a car garage workshop (Use Class B2). The Council with reference to Saved UDP Policy EMP6 identifies the suitability of car repair, garages, car washes and other activities of a similar nature to be contained with Defined Employment Areas. This is to ensure the amenity in terms of noise pollution, smells and general disturbance of surrounding occupiers are not prejudiced by the activities associated with car repair garages. As identified earlier in this report, the site does not have a DEA designation and is located on land flanked by residential properties. As such Officers take the view that although established, the continuation of the existing car repair garage is not

conducive at this location in land use terms and its complete loss would be fully supported.

Backland development

- 6.2.9 Emerging DM Policy DM7 in meeting the design expectations of Policies DM 1 and DM2 requires development proposals for infill, backland and garden land to fulfil a number of criteria such as relating sensitively to its surroundings and retaining existing through routes. The application site is a vacant brownfield site formerly used as a storage yard and a vehicle repair garage. The entrance/egress into the site is obtained from an existing access on Victoria Road and will be retained. The proposal seeks the creation of housing on the site and thus provides additional passive surveillance and increased security as required by the expectations of the same policy.
- 6.2.10 The preamble to draft DM Policy DM7 notes that following The Urban Characterisation Study (2015) the Council considers back garden development to be inappropriate and at odds with the spatial strategy of the Borough – to focus development in growth areas well served by transport and local amenities. The only exception to this is where sites can be assembled to bring forward comprehensive development that, in accordance with Policy DM1, can be designed to provide an appropriate layout consistent with the surrounding character and amenity. The land is in single ownership (owned by the applicant) which allows for a comprehensive redevelopment of the site in meeting the vision. To that end, the redevelopment of this backland site would be compliant to the Council's emerging DM Policy DM7 and would therefore be accepted in principle by Officers.

6.3 Siting, Layout and Design

- 6.3.1 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. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and requires development proposals to relate positively to their locality.
- 6.3.2 The site is surrounded by the rear gardens of the terraced properties along Mount Pleasant Crescent and Stapleton Hall Road to the west and east, an open car park to the south and the western property boundary of 84 Victoria Road. The properties on Stapleton Hall Road are Edwardian bricked two-storey, terraced buildings with gable ended, front roof dormers where the properties on Victoria Road and Mount Pleasant Crescent are two-storey Victorian terraced properties.

- 6.3.3 The design and layout of the proposal has been subject to pre-application discussions with Officers prior to the formal submission of the current planning application.
- 6.3.4 The proposal involves the demolition of the existing structures on the site and the creation of a part single storey, part two storey 'L' shaped development with basement and a flat roof design which would follow the footprint of the existing buildings occupying the western, southern and eastern boundaries. The first floor part of the development will be set in some 3m from the western boundary, between 1.9m and 2.4m in part from the southern boundary and 2.3m from the eastern property boundary. The eastern elevation will incorporate first floor glass balconies and a further single balcony is also proposed on the southern end. The proposal will not exceed the height of the existing two storey structure and will be 1.4m higher than the existing long single storey outrigger running along the south eastern boundary. A newly formed communal amenity space for occupiers of the new development will be created within the enclosed space and occupants will benefit from either lower ground private amenity or first floor glass balconies.
- 6.3.5 It is important to note that the scheme has evolved and significant amendments have been made since the application was formally submitted in 2015, and in response to concerns expressed by Officers and local residents in the intervening period.
- 6.3.6 The general bulk and massing of the proposed development have been reduced through the removal of the large crown roof which formed part of the two storey element. The first floor part has also been set in from the northern and western common boundaries. The original pastiche and traditional design has been abandoned in favour of a more contemporary and modular form of development. It will be constructed out of a combination of yellow London stock bricks for the base, black timber cladding for the first floor elevations, dark grey narrow window frames and beech louvre cladding to entrance doors.
- 6.3.7 Officers have reviewed the amended design and are supportive of the changes made and the final material details can be secured by condition to ensure a high quality build out. Overall the design, bulk and scale of the new residential development are acceptable in its local context as it would replace the existing buildings and associated structures whilst improving the appearance of the vacant land and the area as whole.

Density

- 6.3.8 The density is relevant to whether the amount of development proposed is appropriate for a site. This is dependent on its location and accessibility to local transport services. Local Plan Policy SP2 states that new residential development proposals should meet the density levels in the Density Matrix of the London Plan.

- 6.3.9 The proposed density of 112.5 (9 units / 0.08 Ha) units per hectare and 337.5 (27 / 0.08) habitable rooms per hectare accords with the guidelines set out in Table 3.2 within London Plan Policy 3.4, which suggests a density of up to 170 u/ha and 450 hr/ha at this urban location (PTAL 3). 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.

6.4 Impact to the setting of a conservation area

- 6.4.1 The site lies wholly within the Stroud Green Conservation Area therefore the impact to this conservation area is a material planning consideration.

Statutory duty

- 6.4.2 There is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "*considerable importance and weight*" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.4.3 Paragraph 132 of the NPPF states that, '*When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.*'
- 6.4.4 London Plan Policy 7.8 and draft DM Policy DM8 require that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Saved Haringey Unitary Development Plan Policy CSV5 requires that alterations or extensions preserve or enhance the character of the Conservation Area.

Assessment

- 6.4.5 The Council's Conservation Officer was consulted on the application and they have not objected to the principle of demolition and the current design.
- 6.4.6 The acceptability of the design was considered in Section 6.3 of this report.

- 6.4.7 The development proposal has long-distance and limited public views from the existing access and southern side of Victoria Road and is visible from back windows and gardens of the Victoria Road, Stapleton Hall Road and Mount Pleasant Crescent properties which overlook the site.
- 6.4.8 The various existing bricked structures with adjoining outriggers on the site associated with the previous B2/B8 uses are not statutorily listed, locally listed and offer limited architectural or historic contribution to the conservation area. Therefore its demolition to facilitate the redevelopment of the site is acceptable in principle. The design has been subject to a number of significant changes as detailed in Section 6.3 of the report. Officers take the view that the replacement building is deemed an improvement and is therefore considered to enhance the character and appearance of the conservation area and thus be acceptable in conservation terms and would therefore accord to s72 of the Listed Building Act and the design and conservation aims and objectives as set out in the NPPF, London Plan Policy 7.8, saved UDP Policies UD3 and CSV5 and Local Plan Policy SP12.

6.5 Housing

Affordable housing

- 6.5.1 Paragraph 173 of the NPPF seeks to ensure viability, so that, *“the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable”*.
- 6.5.2 There is provision in the Council’s adopted Planning Obligations SPD (2014) to allow for an off-site contribution on sites for 1 – 9 units where it would not be practicable to provide on-site affordable housing.
- 6.5.3 In November 2014, a ministerial statement directed all Councils in England not to apply affordable housing contributions or any other tariff style contributions for sites of 10 homes or less. The reason given was to support small-scale house builders. A Judicial Review of this decision by West Berkshire District Council and Reading Borough Council v Department for Communities and Local Government [2015] EWHC 2222 (Admin) (31 July 2015), concluded that Local Authorities are legally permitted to return to implementing local policies setting thresholds for affordable housing requirements on proposed developments. In practice, many such policies apply to developments below 10 units, including single units (with commuted sums payable). The subject site is within the west of the borough and as such a payment of £357 p/sm would be calculated based upon the net increase in floor space.

- 6.5.4 The decision referred to above however was appealed by the Department of Communities and Local Government in March 2016, with the appeal allowed (May 2016) meaning that the Government was not acting unlawfully when it created the stipulation in guidance that affordable housing should not be required on sites of 10 units or less. This now means it is more difficult for Local Planning Authorities to seek such small site's contributions anymore. To this end, neither on-site affordable housing nor off-site affordable housing is being provided by the applicant.
- 6.5.5 Further to the above if the building were to be subdivided or extended in the future to increase the overall number of residential units on the site or results in a residential floorspace over 1,000sqm, a clause in the s106 agreement is recommended to ensure that affordable housing would be provided on the basis of the number of units/floorspace or a financial contribution.

Housing mix

- 6.5.6 London Plan Policy 3.8 and draft DM Policy DM11 require 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.
- 6.5.7 This residential flatted proposal is for 1 x 1 bedroom, 7 x 2 bedroom and 1 x 3 bedroom residential units. Although the proposed housing mix offers a large proportion of 2 bedroom units, this blend is acceptable when compared to the original mix comprising exclusively 2 bedroom units. The current offer would therefore provide a better housing mix in terms of family and non family housing and is therefore considered acceptable in promoting mixed, sustainable and cohesive communities in line with London Plan Policy 3.8 and draft DM Policy DM11.

6.6 Impact on the amenity of adjoining occupiers

- 6.6.1 The London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 6.6.2 Local residents have objected to the proposal as they allege that it will lead to unacceptable loss of privacy, daylight and sunlight to their properties.

6.6.3 The nearest existing residential properties that would be most affected by the siting and scale of the proposed development are:

- No. 80 to 84 Victoria Road to the north east;
- Nos. 30 to 36 Mount Pleasant Crescent to the west; and
- Nos. 23 to 31 Stapleton Hall Road to the east

6.6.4 In 2008, an application ref. HGY/2008/1733 for a first floor side extension backing onto the Mount Pleasant Crescent properties was rejected by the Local Planning Authority. This decision was appealed (ref. APP/Y5420/A/08/2091781) by the applicant and it was dismissed by the Planning Inspectorate in 2009. The Inspector agreed with the Council's decision in that the first floor proposal would be oppressive and overbearing from the neighbouring property resulting in a loss of daylight and amenity in general. In order to address the previous concerns the first floor hipped roof design in the appeal decision and proposed under the original design of the current application have been omitted. The entire first floor section has also been set 3m in from the common boundary it shares with the Mount Pleasant Crescent dwellings. The first floor flank wall will now be located some 8m away from the principal rear elevation of the properties at Nos. 32, 34 and 36 Mount Pleasant Crescent.

Daylight/sunlight

6.6.5 In support of their application, the applicant has provided a daylight/sunlight report in line with Building Research Establishment (BRE) 2011 guidelines, British Standard BS 8206:2008 Lighting 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). BRE guidelines suggest a VSC of 27% or more should be achieved if a room is to be adequately day lit. However if the VSC is less than 27% as well as less than 0.8 times its former value the occupants will notice the reduction in the amount of skylight.

6.6.6 All the accounted habitable room windows of the surrounding properties on Mount Pleasant Crescent, Stapleton Hall Road and Victoria Road will meet the BRE daylight requirement of being more than 0.8 times than its former value. As such occupiers of adjacent residential units will not notice a significant reduction in daylight caused by the siting and scale of the development proposed.

6.6.7 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 purposes of the BRE calculation. Windows that face within 90 degrees of due north are disregarded for sunlight calculations.

- 6.6.8 Similarly the proposed development will not incur any significant loss of sunlight to existing occupiers as it would be within the BRE sunlight guidelines of achieving more than 25% for the total year and 5% for the winter.

Outlook / Enclosure

- 6.6.9 The general outlook from the existing rear windows belonging to the properties at No. 32 and 34 Mount Pleasant Crescent are compromised by the height and location of the existing single storey hipped roof building relative to these windows. The existing first floor element sits deeper in the site and away from the windows. The highest part of the development closest to these properties will sit 400mm than the existing structure but importantly located 3m away from the boundary. The rebuild of the common wall along the western boundary which forms part of the development will not exceed the existing bricked wall. To that end, it is the opinion of Officers that the design of the proposal would not create any significant degree of outlook loss or an increased sense of enclosure to the occupiers at 32 and 34 Mount Pleasant Crescent.

Overshadowing

- 6.6.10 Turning to overshadowing BRE Guidance requires at least 50% of the garden to receive at least 2 full hours of direct sunlight or 0.8 times its former value on the 21st March to avoid any detrimental impact. An earlier BRE assessment dated July 2016 identified the existing lit rear gardens at Nos. 80 and 82 Victoria Road (59% and 65%) would be reduced below the BRE 50% recommendation (37% and 49% respectively). The first floor part of the development (northern elevation) closest the Victoria Road properties was subsequently set back 3.5m away from the northern boundary to ensure compliance. This has been confirmed in an updated assessment. Hence the proposal will not cause any adverse overshadowing to the gardens at 80 and 82 Victoria Road.

Privacy / overlooking

- 6.6.11 The new external glass balconies to the eastern elevation have been designed with 1750mm high etched obscure glass in order to prevent any overlooking effects upon the residential properties on Stapleton Hall Road. The remaining windows to this elevation are non-habitable (bathrooms) and obscure glazed so as to not cause any overlooking impacts. A balcony is also proposed to the southern elevation but 1750mm high screening will be installed to avoid any loss of privacy to the Mount Pleasant Crescent properties. The living room south-facing window of Unit 9 is at an oblique angle and sited some 10.5m away from these residential properties and not considered to cause any obvious overlooking harm upon them.

Basement

- 6.6.12 Draft Local Plan Policy DM18 states that basement extensions should not adversely affect the structural stability of the application building, neighbouring buildings and other infrastructure, including the adjoining highway, having regard to local geological conditions; or adversely impact the amenity of adjoining properties by reason of noise or increased levels of internal or external activity.
- 6.6.13 In support of the submission, the applicant has provided a technical basement impact assessment (BIA) ref. R1.1.
- 6.6.14 The Made Ground comprising concrete over very soft dark grey to black gravelly clay with brick, ceramic and concrete fragments up to a depth of 1.6m. London Clay Formation was found below Made Ground comprising soft and firm becoming stiff mottled clay and extends to the maximum depth investigated of 6m. Groundwater was not recorded during drilling but perched groundwater was encountered within the Made Ground and upper sections of the London Clay Formation. The report indicates that the excavation will result in ground movements of less than 5mm to the neighbouring buildings at Nos. 32 to 36 Mount Pleasant Crescent meaning that occupiers of these properties will not experience any noticeable change. Monitoring will be in place during works nonetheless. The damage to these properties has also been assessed and predicted to be in the order of 0.05% classified as Category 0 to Category 1 (Negligible to very slight). Any tilting and deflections are further restricted by the fact that the properties form part of a terrace.
- 6.6.15 The structural integrity of the proposed basement will need to satisfy building regulations and separate consent would be required. The proposed development would also be subject to party wall agreements with adjoining neighbours. The Considerate Constructors Scheme can be secured by condition for any planning consent so the applicant appoints an appropriate body who is a member of the Considerate Constructors Scheme and its code of practice in order to oversee the excavation and construction of the new basement floor. Officers are satisfied that the new basement would not cause any significant or adverse impact on the structural stability of neighbouring properties, other infrastructure, current geological conditions and local amenity generally in meeting draft Local Plan DM Policy DM18.

Noise and disturbance

- 6.6.16 Officers take the view that the residential proposal would be compatible in its local setting. It will remove a non-conforming general industrial/storage use and its associated activities such as the use of machinery, revving of engines and coming and goings of large vehicles would have generated a greater degree of noise and disturbance than the residential use proposed. That being the case, the proposal is not considered to give rise to any material noise and disturbance impacts upon neighbouring properties.

6.7 Living conditions for future occupants

6.7.1 The Nationally Described Space Standards March 2015, Local Plan Policy SP2, London Plan Policy 3.5 (MALP March 2016) and the Mayor's Housing Supplementary Planning Guidance (SPG), March 2016, set out the minimum unit sizes for new residential development proposals to ensure an acceptable level of living accommodation offered to prospective occupiers of new residential proposals.

6.7.2 The above policies are underpinned by Draft DM Policy DM12 which states that,

"All new housing and residential extensions must be of a high quality, taking account of the privacy and amenity of neighbouring uses (See Policy DM1) and are required to meet or exceed the minimum internal and external space standards of the London Plan and the Mayor's Housing SPG."

6.7.3 In assessing the proposal against the Nationally Described Space Standards and London Plan standards the 1 bedroom unit (50 sqm), the 2 bedroom units ranging between 70.4 sqm and 92 sqm and 3 bedroom unit (78.4 sqm) would all accord with the minimum unit size requirements (50 sqm for a 1 bedroom 2 persons unit, 61 sqm for a 2 bedroom 3 persons single level unit or 70 sqm for a 2 bedroom 3 persons maisonette unit and 70sqm for a 2 bedroom 4 persons single level unit or 79 sqm for a 2 bedroom 4 persons maisonette unit) and 74 sqm for a 3 bedroom 4 persons single level unit).

6.7.4 The London Plan further gives guidance on the minimum individual room sizes and amenity space for the residential development proposals. In line with the London Plan space standards, all the individual rooms afforded to the new units meets the minimum threshold.

6.7.5 A daylight report has been submitted to demonstrate acceptable levels of natural daylight levels in the proposed residential units against BRE guidance figures – Average Daylight Factor (ADF) and British Standards 8206-2 Code of Practice. For the purposes of the assessment only the living rooms, kitchens and bedrooms are considered. The recommended BS values are as follows: kitchens (2%); living rooms (1.5%); and bedrooms (1%).

6.7.6 The report indicates all the individual rooms tested with the exception of ground floor living kitchen room diner of Unit 4 will pass the BRE standard. However, this space (1.65%) will achieve an acceptable level of daylight and exceed the BD requirement (1.5%). This ground floor space is therefore acceptable. The height reduction of the boundary wall adjacent to the south west elevation light wells to 1.1 metres will further improve the living conditions of the basement accommodation. In short, the development proposal offers an acceptable level of living conditions for future occupants of the new development in accordance to the Nationally Described Space Standards March 2015 and to Local Plan Policy

SP2, London Plan Policy 3.5 and the Mayor's Housing Supplementary Planning Guidance.

6.8 Parking and highway safety

- 6.8.1 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.
- 6.8.2 The application site falls within an area that has a medium public transport accessibility level (PTAL) rating of 3 and is also within close proximity of Crouch Hill rail station. Officers therefore consider that the prospective residents of this development are likely to use sustainable transport for the majority of journeys to and from the site.
- 6.8.3 The site falls within the Finsbury Park (C) controlled parking zone (CPZ), subject to on-street parking controls between Monday to Saturday 08:30 to 18:30, Match days 08:30 to 20:30 and Sunday and Public Holidays 12:00 to 16:30. A single disabled parking space is proposed and two sheltered and secure cycle storage spaces for the units in line with London Plan (MALP) cycle standards are also offered requirements and in order to promote a sustainable and alternative mode of travel over the private motor vehicle. .
- 6.8.4 The transport statement (TS) submitted in support of the application concludes that the proposed development is likely to produce a parking demand of 5 parking spaces in total. A parking stress survey carried out according to the Council's preferred methodology has also been provided. The parking survey indicates that across the two nights surveyed roads falling within a 200 metre radius of the site experienced average parking stress levels of approximately 77%. It is important to note that this is significantly lower than the 85% threshold (Lambeth Methodology) that would indicate extreme parking stress. Officers therefore consider that the net increase in on-street parking demand generated by the proposed development can be absorbed within the surrounding streets and without causing any undue parking pressures.
- 6.8.5 The existing access arrangements on Victoria Road will be retained, with a refuse storage area located within 10 metres of the public highway to avoid bins being stored on the public highway causing interference to the safe and free flow of pedestrian traffic on the adjacent highway. However a condition will be imposed in the absence of any waste details as required by Haringey's Waste Team to ensure a designated area for bins will be provided in an acceptable location for future occupiers and waste collectors.

- 6.8.6 Although restricted in width the existing access road will be resurfaced during works with a minimum carriageway width of least 3.7 metres in order to cater for fire appliances. As there is insufficient space for provision of separate pedestrian and vehicular traffic, the access will have shared use. However, due to the fact that there will be just one parking space being provided on-site, conflict between pedestrians and vehicle(s) will be infrequent. The proposed access arrangements are therefore acceptable in this regard.
- 6.8.7 It is in the opinion of Officers that the proposed use is likely to generate significantly less traffic than that associated with the former B2/B8 use. It is therefore considered that the proposal is unlikely to result in any significant negative impact upon the surrounding highway network in terms of causing awkward manoeuvres, obstacles or conflict to pedestrians and drivers using this section of Victoria Road.
- 6.8.8 A S106 agreement will require the applicant to supply the new residents with 2 years free membership to the local Car Club and £50 driving credit for each unit to reduce car ownership and parking stress within the surrounding roads.

6.9 Accessibility

- 6.9.1 The proposal will be required to comply with Lifetime Homes Standards and Approved Document M4(2) of the Building Regulations (ADM). The Design and Access Statement and supporting documents need to set out the applicant's proposals and commitment to inclusive design in accordance to the NPPF, London Plan Policies 3.5, 3.8, 7.2 and 7.6 and Local Plan Policy SP2 to provide satisfactory access for disabled people and those with mobility difficulties such as parents with pushchairs and young children.
- 6.9.2 The applicant has submitted an accessibility statement which demonstrates the new individual dwellings will incorporate the standards such as providing a level threshold to the communal and individual entrances, wide corridors, level entry WC's, 300mm leading edge to all doors and large bathrooms for ease of use in meeting the above accessibility requirements and policy framework.

6.10 Trees

- 6.10.1 The site lies within a conservation area and as such all trees within the conservation area are protected. The supporting text to Local Plan Policy SP13 recognises, "*trees play a significant role in improving environmental conditions and people's quality of life*", where the policy in general seeks the protection, management and maintenance of existing trees.
- 6.10.2 Part e) of saved UDP Policy UD3 states that the Council will require development proposals to consider appropriate tree retention, where UDP Policy OS17 seeks

to protect and improve the contribution of trees, tree masses and spines to local landscape character.

- 6.10.3 There are currently no protected trees on the application site. However there are some offsite trees located in the rear gardens of the Stapleton Hall Road properties. The imposition of a tree protection plan condition to the decision would ensure appropriate mitigation measures and boundary fencing to be put in place to ensure the impact to these trees is low in meeting Local Plan Policy SP13, saved UDP Policy UD3 and UDP Policy OS17.

6.11 Sustainability

- 6.11.1 The NPPF, London Plan and local policies require development 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. Chapter 5 of the London Plan requires major developments to meet the London Plan hierarchy and a 35% reduction in carbon emission from Building Regulations.

- 6.11.2 The applicant is committed to achieving a highly sustainable development as set out in its sustainable design and construction statement and proposes the use of high performance insulation, double glazing, high efficiency lighting, cycle storage, among others. Notwithstanding the above policy context and the applicant's commitment in delivering a sustainable development, recent Government announcements have meant that Local Planning Authorities can no longer require developers to achieve the minimum Code requirements as this has now been absorbed within Building Regulations. This aspect of the scheme will therefore be regulated by Building Control.

6.12 Flood risk

- 6.12.1 Local Plan Policy SP5 and London Plan Policy 5.12 seek to address current and future flood issues and minimise risks in a sustainable and cost effective way.

- 6.12.2 London Plan Policy 5.13 sets out the drainage hierarchy for Sustainable Drainage Systems (SUDS) so greenfield run-off rates are achieved and that surface water run-off is managed as close to its source as possible:

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; and
7. discharge rainwater to the combined sewer

6.12.3 A surface water drainage strategy has been submitted in support of the application.

6.12.4 Thames Water has been consulted and they have raised no objections to the development proposals.

6.12.5 The site predominantly falls within flood risk zone 1 which indicates low probability of flooding which comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%). Thames Water records show a combined sewer running along Victoria Road with a chamber located at the front of the development. The site yields a total area of some 750 sqm comprising of buildings and hardstanding area. The proposal will result in an impermeable area of some 610 sqm or circ. 81% of total site. The proposed surface water strategy utilises SuDS devices (permeable paving and rain gardens) to help minimise the effect of run-off volume and flow rate in accordance with The London Plan.

6.12.6 Officers consider that the development by reason of being located within flood risk zone 1, the existing infrastructure and the surface water strategy proposed will not increase flood risk on or off the site in accordance with Local Plan Policy SP5 and London Plan Policy 5.12.

6.13 Section 106

6.13.1 This application will be subject to a S106 legal agreement and the applicant has agreed to the following heads of terms:

- i. Two years free membership to a local Car Club and £50 free credit per unit.
- ii. Potential requirement to provide affordable housing.

6.14 Conclusion

6.14.1 This planning application is for the demolition of the existing buildings and redevelopment to provide 1 x 1 bedroom unit, 7 x 2 bedroom units and 1 x 3 bedroom unit at 86 Victoria Road.

6.14.2 The proposed development is considered acceptable in principle in this instance as it would bring a vacant site back into gainful use and provide additional housing thereby contributing to the Borough's housing targets as set out in Haringey's Local Plan and the London Plan.

6.14.3 The design, bulk and scale of the new residential development will match the footprint of the existing buildings and is acceptable in its local context whilst improving the appearance of the vacant land and the area as whole.

- 6.14.4 The various existing bricked structures with adjoining outriggers on the site associated are not statutorily listed, locally listed and offer limited architectural or historic contribution. Therefore its demolition to facilitate the redevelopment of the site is acceptable in principle. The contemporary design of the replacement scheme is considered to be an enhancement to the conservation area.
- 6.14.5 The proposed development would not cause any significant loss of amenity currently enjoyed by existing occupiers in terms of outlook, and loss of daylight/sunlight, overshadowing, privacy or overlooking.
- 6.14.6 The development has been designed to meet Lifetime Homes standards, and provides an acceptable level of living accommodation and amenity space for occupiers of the new development.
- 6.14.7 The proposal does not prejudice existing road and parking conditions, namely vehicular movements along Victoria Road, Stapleton Hall Road, Mount Pleasant Crescent and the local road network generally and would not have an adverse impact on pedestrian safety.
- 6.14.8 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

7.0 CIL

Based on the information given on the plans, the Mayoral CIL charge will be £18,195.35 (423 sqm x £35 x 1.229) and the Haringey CIL charge will be £118,148.13 (423 sqm x £265 x 1.054). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

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

Applicant's drawing No.(s) 1045/01, 1307/09, 1307/10 Rev C, 1307/11 Rev D, 1307/12 Rev A, 1307/13, 1307/14, 1307/20 and 1307/25 Rev A.

Subject to the following condition(s)

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 s91 TCPA 90 and to prevent the accumulation of unimplemented planning permissions.

2. The approved plans comprise drawing nos. (2_SLP01, 01, 02 Rev F, 03, 04 Rev E, 05 Rev C, 06 Rev K, 07 Rev F, 08 Rev J, 10, 12, 13 Rev A and 14 Rev A). The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise.

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

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

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

4. No development hereby approved shall commence 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 boundary fencing / railings; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. 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).

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are

removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area

5. Details of the proposed boundary treatment shall be submitted to, and approved in writing 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 units.

Reason: In order for the Local Planning Authority to assess the acceptability of the boundary details and in the interest of the visual amenity of the area and residential amenities of neighbouring occupiers.

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

Reason: In order for the Local Planning Authority to assess the acceptability of the external lighting and in order to retain control over the external appearance of the development and in the interest of the visual amenity of the area.

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

Reason: In order for the Local Planning Authority to assess the acceptability of the refuse details and in order to protect the amenities of the locality.

8. 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 to, and approved in writing by the Local Planning Authority. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. Such a plan as approved shall be implemented.

Reason: To Comply with Policy 7.14 of the London Plan

9. Prior to the commencement of any works the site or Contractor Company is to be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority.

Reason: To Comply with Policy 7.14 of the London Plan

10. Before development commences: a) a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring, including any additional soil gas 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.

11. 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.

12. No works shall commence until desk-based archaeological assessment has been submitted to, and approved in writing by the Local Planning Authority. The nature and scope of assessment should be agreed with GLAAS and carried out by a developer appointed archaeological practice. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. Such as assessment as approved shall be implemented.

Reason: The site lies in an area of archaeological interest.

13. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, a Tree Protection method statement incorporating a solid barrier protecting the stem of the off site trees and hand dug excavations shall be submitted to, and approved in writing by the Local Planning Authority. The works shall be carried out as approved and the protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

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

14. Notwithstanding the Provisions Part 16, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015, no satellite antenna shall be erected or installed on any of the hereby approved development. The flat development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to, and approved in writing by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

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

Informatives:

INFORMATIVE : Co-operation with the applicant:

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 £18,195.35 (423 sqm x £35 x 1.229) and the Haringey CIL charge will be £118,148.13 (423 sqm x £265 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.

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 : Numbering:

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

INFORMATIVE : Thames Water

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

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 : Asbestos

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.

Appendix 1 Consultation Responses from internal and external agencies

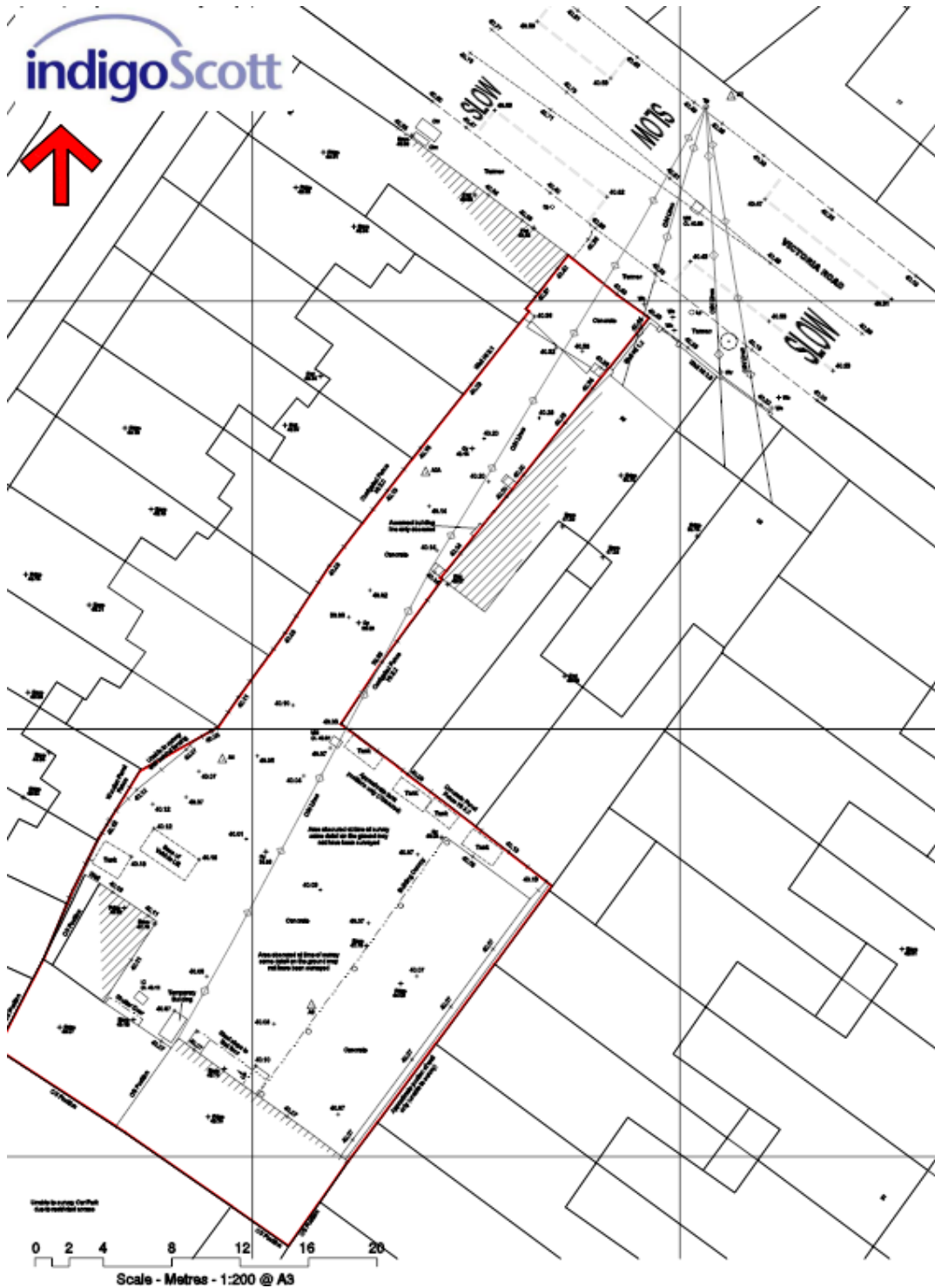
Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	No objection subject to 2 years free Car Club membership secured via a S106 legal agreement.	Noted.
Environmental Health	No objection subject to contamination and CCS conditions	Noted.
Waste	Objection in the absence of refuse details.	Further details required as per Condition 7
Building Control	No objection.	Noted.
EXTERNAL		
Thames Water	No objection.	Noted.
Historic England	Objection in the absence of adequate archaeological information	Further details required as per Condition 12
NEIGHBOURING PROPERTIES	Overdevelopment Design Impact on conservation area Overlooking and loss of privacy Loss of daylight and sunlight Basement impact Quality of accommodation Noise and disturbance Parking impact Loss of local business opportunities Lack of affordable housing Impact on existing trees	Noted. This is covered in Section 6.3 of this report Noted. This is covered in Section 6.3 of this report Noted. This is covered in Section 6.4 of this report Noted. This is covered in Section 6.6 of this report Noted. This is covered in Section 6.6 of this report Noted. This is covered in Section 6.6 of this report Noted. This is covered in Section 6.7 of this report Noted. This is covered in Section 6.6 of this report Noted. This is covered in Section 6.8 of this report Noted. This is covered in Section 6.2 of this report Noted. This is covered in Section 6.5 of this report Noted. This is covered in Section 6.10 of this report

Stakeholder	Question/Comment	Response
	<p>Drainage</p> <p>Alternative uses</p>	<p>Thames Water has not objected to the proposal with regard to sewerage and water infrastructure capacity</p> <p>The acceptability of other uses is not a matter for the Council to consider under this planning application</p>

Appendix 2 Plans and Images



Location plan and site photos



Existing site survey

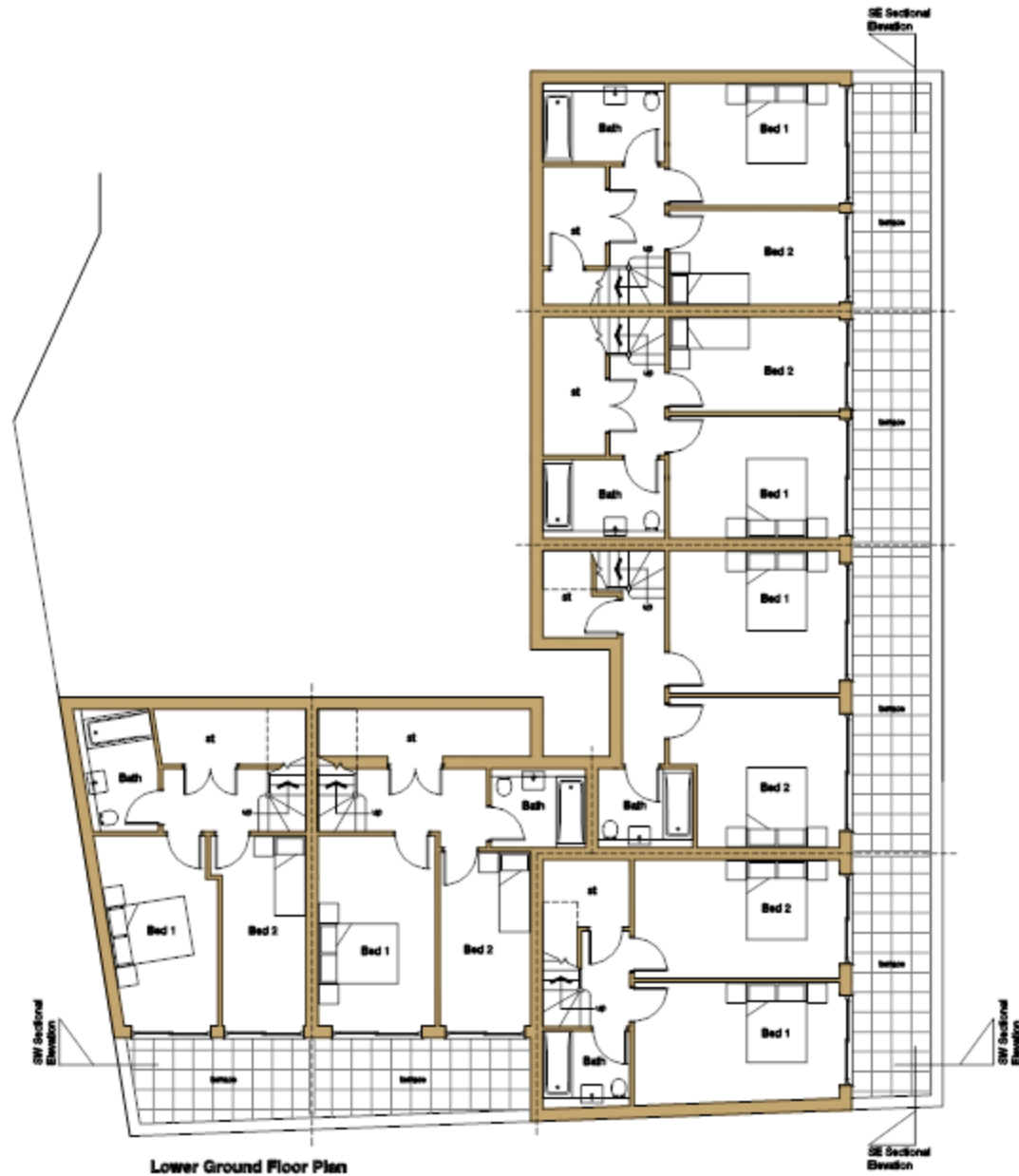


Proposed site plan



Rev C: 15th August 2016
Key added for South East and South West
Sectional Elevations.

0 1 2 3 4 5 10
Scale - Metres - 1:100 @ A3



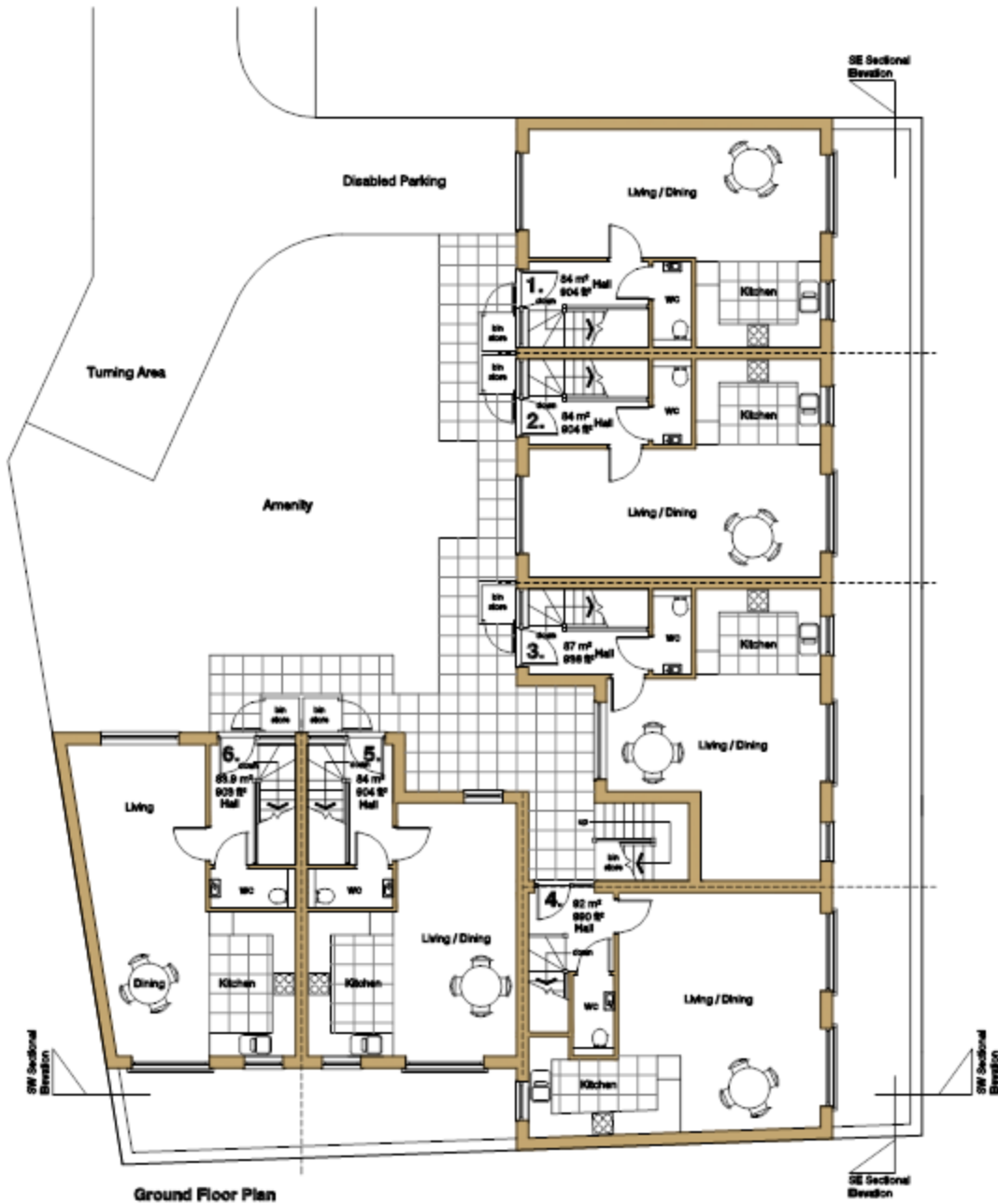
Lower Ground Floor Plan

Proposed lower ground floor plan



Rev E: 15th August 2016
Key added for South East and South West
Sectional Elevations.

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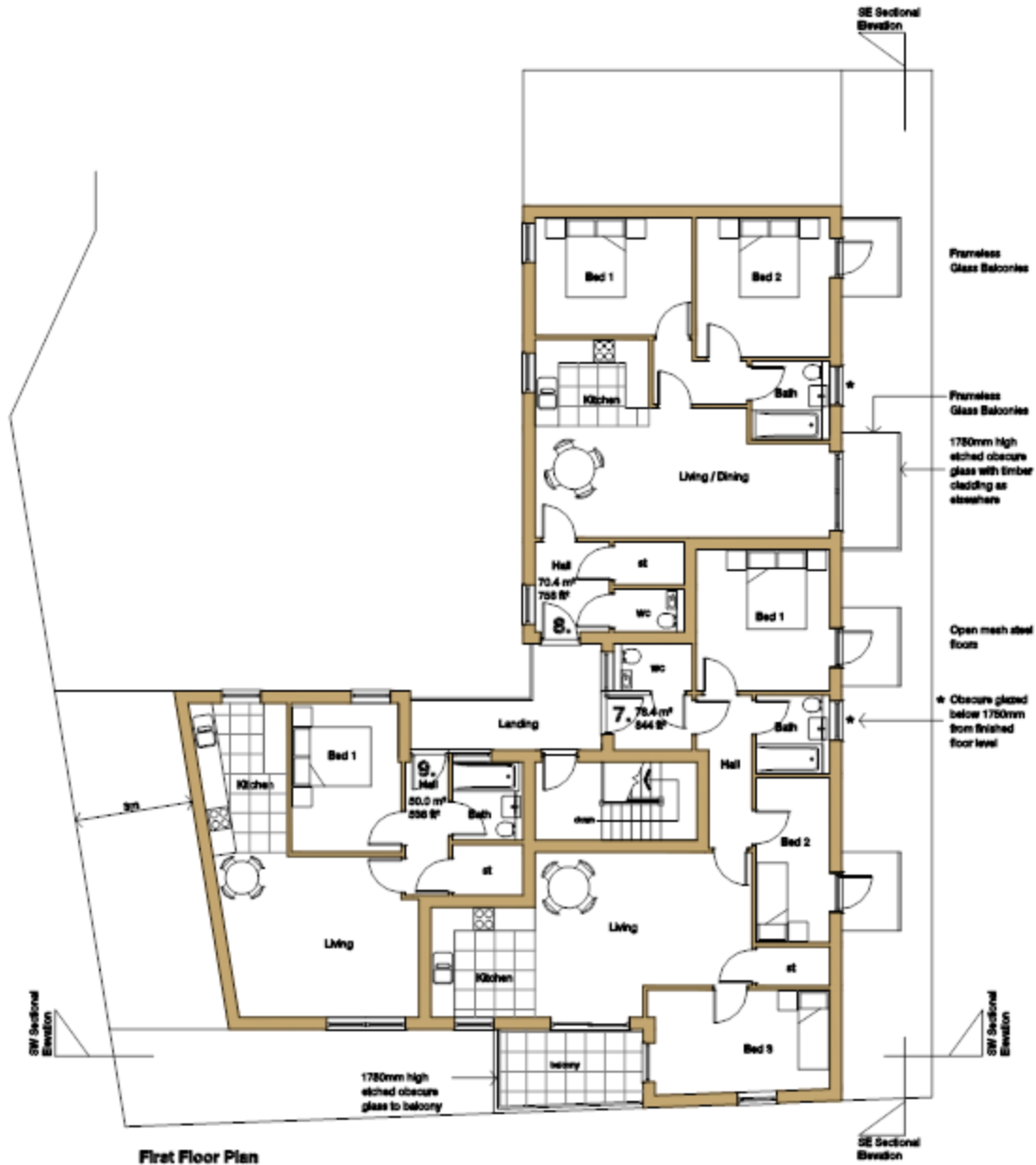


Proposed ground floor plan



Rev K: 24th August 2016
Revisions in accordance with meeting with
Planners 18th August 2016.

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Scale - Metres - 1:100 @ A3

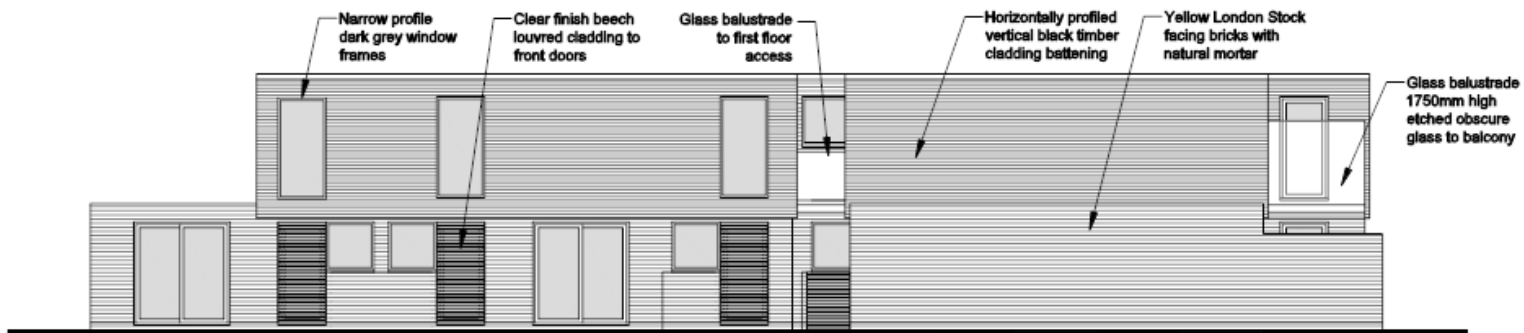


First Floor Plan

Proposed first floor plan



North East Elevation



North West Elevation

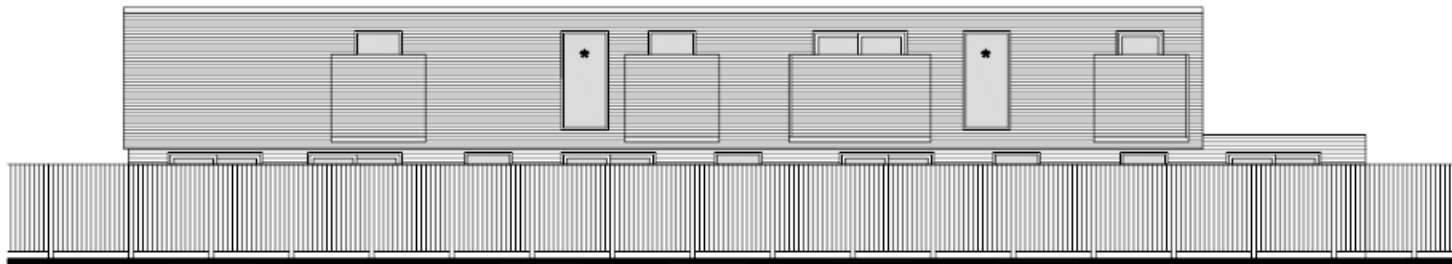
Proposed elevations 1

Rev G: 1st August 2016
Roof profile to the north west corner amended to comply with daylight and sunlight requirements.

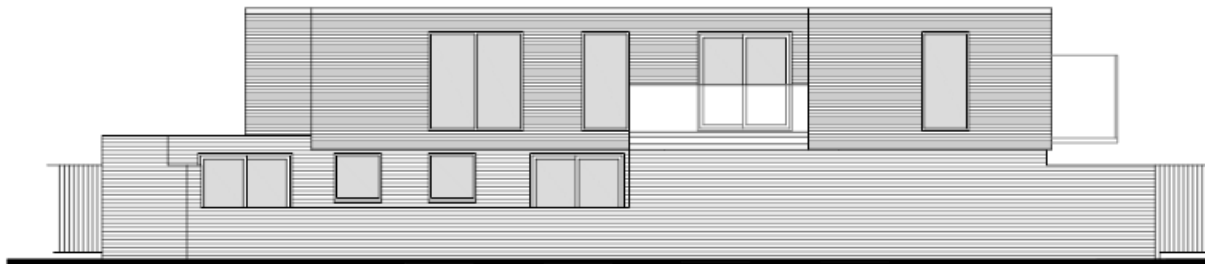
Rev H: 15th August 2016
Balcony removed from Plot 8 - South East Elevation in accordance with Aaron Lau's 12th August 2016 emailed comments.

Rev J: 24th August 2016
Revisions in accordance with meeting with Planners 18th August 2016.

* Obscure glazed below 1800mm from finished floor level



South East Elevation



South West Elevation

Proposed elevations 2



Sectional North East Elevation



Sectional North West Elevation

Proposed elevations 3

* Obscure glazed below 1800mm
from finished floor level

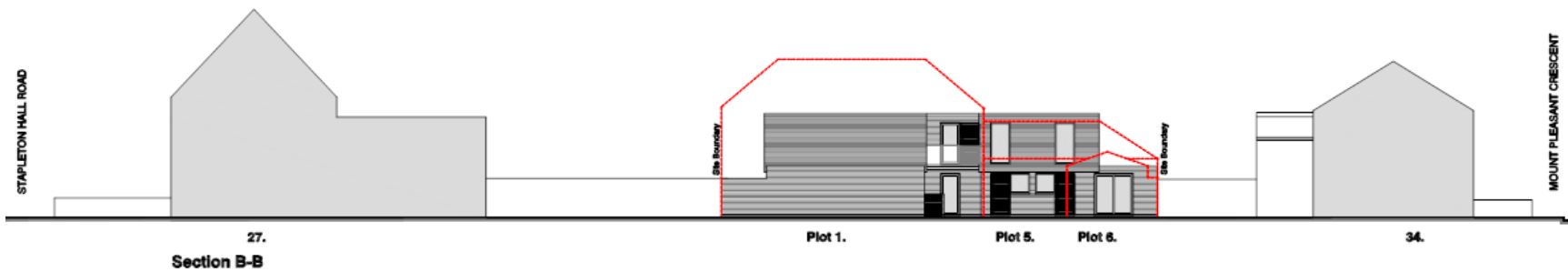
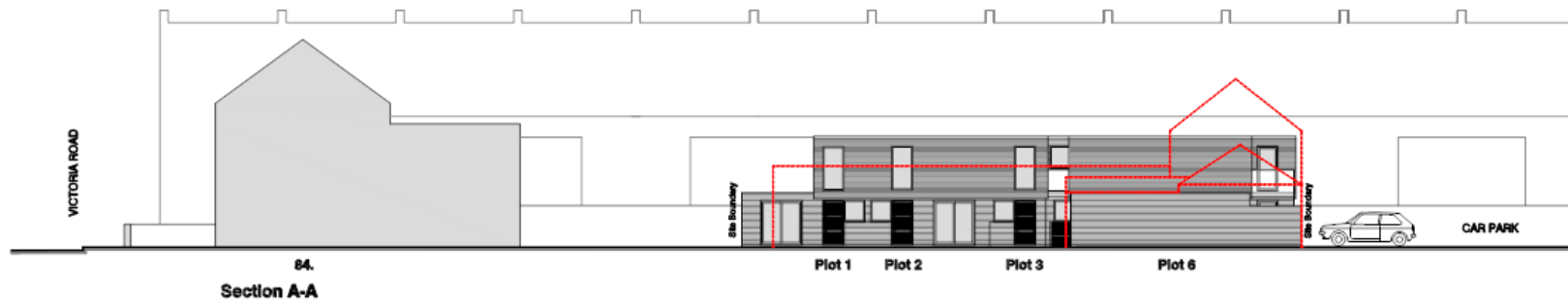
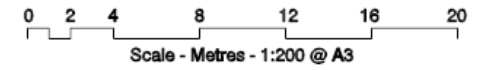
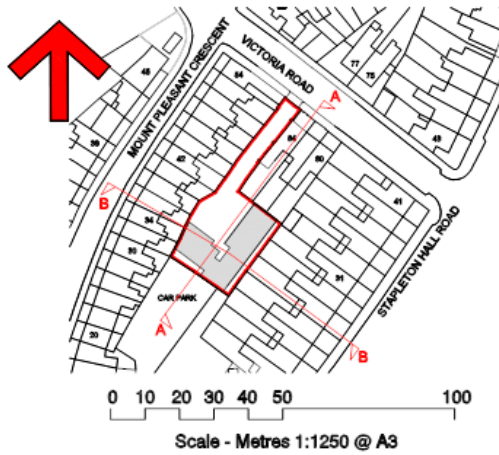


Sectional South East Elevation



Sectional South West Elevation

Proposed elevations 4



Proposed long sections





Report for: Planning Sub-Committee 10 October 2016

Item number:

Title: Update on major proposals

Report authorised by : Emma Williamson

Lead Officer: John McRory

Ward(s) affected: All

**Report for Key/
Non Key Decision:** Non-Key decision

1. Describe the issue under consideration

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

2. Recommendations

- 2.1 That the report be noted.

3. Background information

- 3.1 As part of the discussions with members in the development of the Planning Protocol 2014 it became clear that members wanted be better informed about proposals for major development. Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2012 (NPPF). Haringey is proposing through the new protocol to achieve early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information on major proposals so that members are better informed and can seek further information regarding the proposed development as necessary.

4. Local Government (Access to Information) Act 1985

- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.
- 4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

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Update on progress of proposals for Major Sites

October 2016

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
Alexandra Palace HGY/2016/1574	Extension of building to provide a storage and function hall	Members resolved to grant planning permission subject to the signing of a legal agreement. Not yet signed.	Chris Smith	John McRory
168 Park View Road HGY/2015/3398	Demolition of existing buildings and erection of a four storey block of flats comprising 9 x 1 bed flats, 9 x 2 bed flats and 3 x 3 bed flats.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	Chris Smith	John McRory
332-334 High Road HGY/2016/0787	Section 73 - Removal of condition 20 (Trees) and Variation of condition 13 (BREEAM) attached to planning permission HGY/2014/1105	Approved under delegated authority subject to the signing of a section 106 legal agreement. Not yet signed.	Valerie Okeiyi	John McRory
500 White Hart Lane HGY/2016/0828	Redevelopment to provide approx 120 residential units, supermarket and employment floorspace.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	James Hughes	John McRory
Steel Yard Station Approach, Hampden Road HGY/2016/1573	Change of use from steel yard to residential and construction of a new building up to 14 Storeys in height - residential and commercial use.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	Valerie Okeiyi	John McRory

39 Markfield Road, N15 HGY/2016/1377	Adaptation of the existing warehouse building to (B1/B2/B8 use) to artist recording & work pods (B1), various office sublets (B1), enclosed performance space (Sui Generis) and cafe/bar (A4) and Yoga Studio (D2) with associated amenity spaces	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Chris Smith	John McRory
APPLICATIONS SUBMITTED TO BE DECIDED				
Cross Lane next to Hornsey depot HGY/2016/0086	Redevelopment of the site with employment space and residential units.	Principle of development acceptable. However, issues regarding height, scale, design and impact on amenity require addressing. The submission of a viability report also required.	Adam Flynn	John McRory
Hale Wharf, Ferry Lane N17 HGY/2016/1719	Outline applications for the demolition of existing structures and erection of 15 blocks from 16-21 storeys in height of primarily residential accommodation ranging from 4 to 20 storeys and providing around 500 dwellings with some commercial floor space, parking and retention of 3 no commercial barges.	Application still under discussion. November 1 special committee	Robbie McNaugher	Emma Williamson
47,66 and 67, Lawrence Road HGY/2016/1212 & HGY/2016/1213	Redevelopment mixed use residential led scheme for 83 dwellings (34 x 1b, 33 x 2b, 7 x 3b and 9 x 4b)	Supported in principle – revisions required regarding access to rear shared garden and level of parking November Planning Committee	Valerie Okeiyi	John McRory

Warehouse, 590-594 Green Lanes, N8 (Hawes and Curtis) HGY/2016/1807	Demolition of existing building and construction of residential units and provision of 900 square metres of health centre at ground floor.	Principle acceptable. October Planning committee	Adam Flynn	John McRory
Land north of Monument Way and south of Fairbanks Road, N17 HGY/2016/2184	Development of the site to create 54 affordable residential units in three blocks ranging from 3-stories to 4-stories in height.	Awaiting further information in order to consult on the application.	Adam Flynn	John McRory
Land to Rear of 3 New Road London N8 8TA HGY/2016/1582	Demolition of the existing buildings and construction of 9 new residential homes (4 x houses and 5 x flats) and 446sq.m of office (Use Class B1a) floorspace in a building extending to between 2 and 4 storeys in height and associated car parking, landscaping and infrastructure works	Principle acceptable October committee.	Gareth Prosser	John McRory
Coppetts Wood Hospital, Coppetts Road, N10 Void/2016/2772	Re-Development of site to provide residential accommodation	Application currently invalid	Chris Smith	John McRory
70-72 Shepherds Hill, N6 HGY/2016/2081	The proposals seek to demolish the existing building and create a new four storey residential block with a set-back fifth floor. Two Mews houses are also proposed to the rear with associated car parking,	Currently under consideration following end of consultation period.	Gareth Prosser	John McRory

	landscaping and amenity space. Proposals comprise 19 residential units.			
56 Muswell Hill, N10, HGY/2016/0988	Variation of condition 2 (plans and specifications) attached to planning permission HGY/2013/2069 to permit change of use of the first and second storeys of 56 Muswell Hill (Building A) from a specialist school (Use Class D1) to 6 no. shared ownership residential units (Use Class C3). Removal of the Building A, D1 basement floorspace. Alterations to the glazing to the Building A, ground floor, north-east elevation to provide a secondary entrance onto Dukes Mews	Still under consideration.	Aaron Lau	John McRory
White Hart Lane Station, White Hart Lane, N17 HGY/2016/2573	Works to extend the operational railway station at White Hart Lane. Creation of a new station entrance, ticket hall, station facilities and station forecourt. Provision of a new pedestrian entrance from Penshurst Road. Improved access and lift access from street level to platforms, including the erection of new platform canopies. Demolition of the existing station	October planning committee.	Gareth Prosser	John McRory

	<p>entrance and 35 local authority owned garages.</p> <p>Enhanced public realm and cycle parking facilities. Improvements to the former station building. Plus associated works.</p>			
Oak Lawn, Compton Avenue, Highgate, HGY/2016/1930	Demolition and replacement of existing house	Currently under consideration	Tobias Finlayson	John McRory
Far End, Compton Avenue, Highgate, HGY/2016/1595	Demolition of existing dwelling and replacement with a 2 storey house with rooms in the roof and basement	Currently under consideration	Aaron Lau	John McRory
Templeton Hall Garages HGY/2016/2621	<p>The proposals seek to demolish the existing building and create a new four storey residential block with a set-back fifth floor. Two Mews houses are also proposed to the rear with associated car parking, landscaping and amenity space.</p> <p>Proposals comprise 19 residential units.</p>	Currently under consultation	Samuel Uff	John McRory
Car wash centre Broad Lane HGY/2016/2232	Mixed use scheme with office on ground and first floor with residential on the upper floors	Currently under consideration	Aaron Lau	John McRory

St Luke's Hospital HGY/2016/2106	Variation of Condition 1 (plans & specifications) following grant of Planning Permission HGY/2016/0242 for revised internal layouts relating to the Administration Building, Norton Lees and Roseneath resulting in a reduction of two units within the overall development, from 161 to 159 units.	Currently under consideration	Aaron Lau	John McRory
864 High Road N17 HGY/2016/2403	Demolition of existing buildings and construction of a five storey building comprising of 11 self contained flats	Currently under consideration	Chris Smith	John McRory
50-56 Lawrence Road (mono house), N15 4EG HGY 2016/2824	Demolition of the existing buildings and redevelopment of the site to provide a 7 storey building fronting Lawrence Road and a part 5, 3 and 2 storey building which forms an intermediate block and mews to the rear comprising 47 residential units (use class C3) and 176sqm of commercial floor space (use class B1) on ground floor, including 8 car parking spaces and associated landscaping and cycle parking	Currently under consideration	James Hughes	John McRory
Hale Village, Ferry Lane, Tottenham, N15 HGY/2015/0795	Submission of Reserved Matters (including appearance, layout, access, scale and landscaping) in relation to outline consent no HGY/2010/1897 for Plot SW	Planning application is in to keep permission alive.	Adam Flynn	John McRory

	forming part of the Hale Village Masterplan.			
Section 73 for Hale Village HGY/2015/0798	The S73 is to remove the hotel from the tower.	Application is on hold on request of the applicant	Adam Flynn	John McRory
IN PRE-APPLICATION DISCUSSIONS - TO BE SUBMITTED SOON				
Ashley Road South	Comprehensive redevelopment of the site with a mix use residential led development	Principle acceptable – pre-application discussions to continue	Adam Flynn	John McRory
Hale Road (Station Square West)	Comprehensive mix use residential led development	Residential next to Premier Inn. Design discussions on going with GLA. Application to be submitted November/December 2016.	Adam Flynn	John McRory/Emma Williamson
Chocolate Factory	Redevelopment of the site to provide 220 units on Workspace land, with an additional 14,835 sqm of commercial space.	Pre-application meeting held – PPA signed and possible submission in November	Adam Flynn	John McRory
Haringey Heartlands Clarendon Road Gas Works Site	Comprehensive redevelopment of the site (Masterplan)	In pre-application discussions and PPA signed.	Adam Flynn	John McRory
69 Lawrence Road	Redevelopment mixed use residential led scheme	Supported in principle as land use. Pre-application meeting has taken place and further meetings are envisaged.	James Hughes	John McRory

Land at Plevna Crescent	Reserved matters (appearance, landscaping, layout, and scale) following granted of outline planning permission for residential development under ref: APP/Y5420/A/14/2218892 (HGY/2013/2377)	Pre-application held – principle acceptable subject to further design revisions and biodiversity measures	Wendy Robinson	John McRory
Hale Village Tower, Ferry Lane, Tottenham, N15	Revised proposal for a 28 storey tower (replacing the consented 18 storey outline permission) to provide housing with commercial and/or community uses at ground floor.	Initial pre-app meeting held on the 8 th June. PPA currently being drafted. Scheme has been delayed.	Adam Flynn	Emma Williamson / John McRory
52-68 Stamford Road, N15	Redevelopment of the site to provide a mixed use commercial and residential scheme	In pre-application discussions – early stages – principle of land uses acceptable	Chris Smith	John McRory
Car Park, Westerfield Road, N15	Change of use of and redevelopment of current site to create a multi-use pop-up urban village using modified shipping containers. The site will accommodate at least 65 individual units to support local independent businesses and community projects. An individual unit is one ISO 45G0 High Cube 40 shipping	Although there is general support for the scheme from a DM point of view – there will be an impact on amenity of surrounding residents – public engagement from the applicants is key.	Chris Smith	John McRory

	container.			
33 Station Road, N22	Demolition of public house (Anglers Arms) and redevelopment of the site with commercial and residential.	Land uses acceptable Concerns over the demolition of the public house Height of building at 6 storeys a concern	Adam Flynn	John McRory
Keston Centre	Pre-application discussion for pocket living scheme approx 100 units	Pre-application meeting held and more to be undertaken shortly	Adam Flynn	John McRory
IN PRE-APPLICATION DISCUSSIONS				
163 Tottenham Lane N8	The application proposes the demolition of the existing Kwik-Fit Garage and a two storey building at the rear. Erection of a five storey building for commercial and residential development.	Pre-application meetings held and principle acceptable.	Tobias Finlayson	John McRory
Highgate train depot	Demolition of the existing shed and construction of a new maintenance facility. Erection of a depot shed (with some ancillary 1st Floor Accommodation) of 6749 sqm.	Principle acceptable subject to design, biodiversity issues and slight loss of MoL	Neil Collins	John McRory
Fortismere School -	Feasibility Study - Proposed New 6th form Wing/Condition works	Three schemes discussed.	Valerie Okeiyi	John McRory
163 Tottenham Lane N8	The application proposes the demolition of the existing Kwik-Fit	Principle unacceptable at the moment as further information required	Tobias Finlayson	John McRory

	Garage and a two storey building at the rear. The erection of a part 4 and 5 storey building (with basements) for 60 mini apartments and works space on basement and ground levels.			
Edmanson's Close, Tottenham	Alterations, extensions and infill across the site to provide more improved family accommodation. Existing number of units on site is 60. Following changes the total number of units will be 35.	Principle acceptable subject to re-provision of elderly accommodation.	Tobias Finlayson	John McRory
Cross House, 7 Cross Lane, N8	Demolition of existing building & erection of new 6 storey structure with replacement commercial across, ground, 1st & 2nd & 9 flats across 3rd, 4th & 5th storeys.	Principle acceptable subject to re-provision of employment use. Scheme too high and requires amending.	Adam Flynn	John McRory
Former Brantwood Autos, Brantwood Road, N17	Use of land for a waste transfer station, the provision of fixed plant and equipment and partial demolition of buildings and structure within the site.	Principle may be acceptable subject to further information regarding nature of operation, transport routes and impact on amenity.	Chris Smith	John McRory
Land at Brook Road, N22 (ICELAND SITE)	Redevelopment of site and erection of four independent residential blocks providing 148 residential units comprising a mix of one, two	Principle may be acceptable subject to compliance with the emerging AAP	Adam Flynn	John McRory

	and three bedrooms.			
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Report for: Planning Sub-Committee 10 October 2016

Item number:

Title: Applications determined under delegated powers

Report authorised by : Emma Williamson

Lead Officer: Ahmet Altinsoy

Ward(s) affected: All

**Report for Key/
Non Key Decision:** Non-Key decision

1. Describe the issue under consideration

- 1.1 To advise the Planning Sub Committee of decisions on planning applications taken under delegated powers for the period of 22 August to 23 September 2016.

2. Recommendations

- 2.1 That the report be noted.

3. Background information

- 3.1 The Council's scheme of delegation specifies clearly the categories of applications that may be determined by officers. Where officers determine applications under delegated powers an officer report is completed and in accordance with best practice the report and decision notice are placed on the website. As set out in the Planning Protocol 2014 the decisions taken under delegated powers are to be reported monthly to the Planning Sub Committee. The attached schedule shows those decisions taken.

4. Local Government (Access to Information) Act 1985

- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: www.haringey.gov.uk. From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.
- 4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

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HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 22/08/2016 AND 23/09/2016

BACKGROUND PAPERS

For the purpose of the Local Government (Access to Information) Act 1985, the background papers in respect of the following items comprise the planning application case file.

The planning staff and planning application case files are located at 6th Floor, River Park House, Wood Green, London, N22 8HQ. Applications can be inspected at those offices 9.00am - 5.00pm, Monday - Friday. Case Officers will not be available without appointment.

In addition application case files are available to view print and download free of charge via the Haringey Council website:
www.haringey.gov.uk

From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility .
Enter the application reference number or site address to retrieve the case details.

The Development Management Support Team can give further advice and can be contacted on 020 8489 1478,
9.00am - 5.00pm, Monday - Friday.

Please see Application type codes below which have been added for your information within each Ward :

Application Type codes:

ADV	Advertisement Consent
CAC	Conservation Area Consent
CLDE	Certificate of Lawfulness (Existing)
CLUP	Certificate of Lawfulness (Proposed)
COND	Variation of Condition
EXTP	Replace an Extant Planning Permission
FUL	Full Planning Permission
FULM	Full Planning Permission (Major)
LBC	Listed Building Consent
LCD	Councils Own Development
LCDM	(Major) Councils Own Development
NON	Non-Material Amendments
OBS	Observations to Other Borough
OUT	Outline Planning Permission
OUTM	Outline Planning Permission (Major)
REN	Renewal of Time Limited Permission
RES	Approval of Details
TEL	Telecom Development under GDO
TPO	Tree Preservation Order application works

Recommendation Type codes:

GTD	Grant permission
REF	Refuse permission
NOT DEV	Permission not required - Not Development
PERM DEV	Permission not required - Permitted
PERM REQ	Development
RNO	Permission required
ROB	Raise No Objection

WARD: **Alexandra****CLUP Applications Decided: 4**

Application No:	HGY/2016/2180	Officer:	Zulema Nakata
Decision:	PERM DEV	Decision Date:	24/08/2016
Location:	6 St Regis Close N10 2DE		
Proposal:	Certificate of Lawfulness for new ground floor rear extension and replacement windows to ground floor, internal and external works.		
Application No:	HGY/2016/2219	Officer:	Anthony Traub
Decision:	PERM DEV	Decision Date:	24/08/2016
Location:	49 Curzon Road N10 2RB		
Proposal:	Certificate of Lawfulness for ground floor single storey rear extension		
Application No:	HGY/2016/2585	Officer:	Anthony Traub
Decision:	PERM REQ	Decision Date:	23/09/2016
Location:	22 Donovan Avenue N10 2JX		
Proposal:	Certificate of Lawfulness for use on a lower level in the front garden for bike storage		
Application No:	HGY/2016/2762	Officer:	Anthony Traub
Decision:	PERM DEV	Decision Date:	31/08/2016
Location:	16 Winton Avenue N11 2AT		
Proposal:	Certificate of lawfulness for hip to gable, with a loft dormer window and velux windows and Juliet balcony.		

FUL Applications Decided: 12

Application No:	HGY/2016/1565	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	24/08/2016
Location:	Upper Flat 12 Curzon Road N10 2RA		
Proposal:	Erection of loft dormer and installation of velux windows to the front elevation, including raising the existing flat roof of the outrigger to the rear (amended description) (amended plans)		
Application No:	HGY/2016/1967	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	16/09/2016
Location:	12 Cranbourne Road N10 2BT		
Proposal:	Removal of existing rear side return extension and erection of new side/rear extension		
Application No:	HGY/2016/2146	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	23/08/2016
Location:	26 Crescent Rise N22 7AW		
Proposal:	Construction of a new double storey side extension.		
Application No:	HGY/2016/2170	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	24/08/2016
Location:	131 Rosebery Road N10 2LD		
Proposal:	Demolition of existing kitchen extension and construction of larger replacement.		

Application No:	HGY/2016/2206	Officer:	Zulema Nakata
Decision:	GTD	Decision Date:	12/09/2016
Location:	30 Cranbourne Road N10 2BT		
Proposal:	New rear ground floor extension to create a new garden living room and new side return extension to create a new laundry room		
Application No:	HGY/2016/2266	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	13/09/2016
Location:	18 Crescent Road N22 7RS		
Proposal:	Ground floor rear and side infill extension to accommodate self-contained residential unit		
Application No:	HGY/2016/2401	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	12/09/2016
Location:	25 Grove Avenue N10 2AS		
Proposal:	Proposed single storey rear extension		
Application No:	HGY/2016/2434	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	23/08/2016
Location:	126 Victoria Road N22 7XQ		
Proposal:	Erection of single storey rear extension with decking.		
Application No:	HGY/2016/2436	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	31/08/2016
Location:	76 Palace Gates Road N22 7BL		
Proposal:	Erection of single storey side and rear extension		
Application No:	HGY/2016/2459	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	14/09/2016
Location:	65 Muswell Road N10 2BS		
Proposal:	Proposed rear extension to increase the width of existing kitchen, installation of roof light to the kitchen (Householder Application)		
Application No:	HGY/2016/2494	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	20/09/2016
Location:	54 Clyde Road N22 7AE		
Proposal:	Construction of new rear extension		
Application No:	HGY/2016/2548	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	22/09/2016
Location:	Flat A 39 Coniston Road N10 2BL		
Proposal:	New window openings and doors to rear elevation of ground floor flat.		

LBC Applications Decided: 1

Application No:	HGY/2016/2314	Officer:	Malachy McGovern
Decision:	GTD	Decision Date:	02/09/2016
Location:	Alexandra Palace Alexandra Palace Way N22 7AY		

Proposal: Listed building consent for creation of new temporary office space within currently derelict South East Office Building for building contractors for the duration of the East Wing Restoration Project works . Works will involve installation of new timber floor , connections to existing drainage runs to provide WCs, provision of new fire doors, plasterboard ceilings, low-grade carpet to offices, vinyl to WC and canteen areas with all exposed brickwork to be cleaned and sealed. Works will also involve the creation of one new door opening, and will re-open a full height window

PNE Applications Decided: 2

Application No: HGY/2016/2452 **Officer:** Anthony Traub
Decision: PN NOT REQ **Decision Date:** 31/08/2016

Location: 5 Princes Avenue N22 7SB

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 3/6m, for which the maximum height would be 3.65m and for which the height of the eaves would be 3m

Application No: HGY/2016/2624 **Officer:** Anthony Traub
Decision: PN REFUSED **Decision Date:** 21/09/2016

Location: 18 Bidwell Gardens N11 2AX

Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 6 metres for which the maximum height would be 3 metres for which the height of the eaves would be 3 metres.

RES Applications Decided: 1

Application No: HGY/2016/2284 **Officer:** Valerie Okeiyi
Decision: GTD **Decision Date:** 31/08/2016

Location: Flat B 298 Alexandra Park Road N22 7BD

Proposal: Approval of Details pursuant to Condition 3 (Construction Method Statement) attached to planning permission HGY/2016/1055

TPO Applications Decided: 1

Application No: HGY/2016/2149 **Officer:** Zulema Nakata
Decision: GTD **Decision Date:** 23/08/2016

Location: 123 Rosebery Road N10 2LD

Proposal: Tree works to include removal of 2 limbs at approximately 10m growing out over the rear garden of 1 x Ash tree

Total Applications Decided for Ward: 21

WARD: Bounds Green

CLDE Applications Decided: 1

Application No: HGY/2016/2311 **Officer:** Wendy Robinson
Decision: GTD **Decision Date:** 08/09/2016

Location: Second and Third Floor 90 Trinity Road N22 8YB

Proposal: Certificate of Lawful Development for the existing use of the third floor of the site as a self-contained flat

CLUP Applications Decided: 2

Application No: HGY/2016/2440 **Officer:** Anthony Traub
Decision: PERM DEV **Decision Date:** 30/08/2016

Location: 38 Myddleton Road N22 8NR

Proposal: Certificate of lawfulness for loft conversion including hip to gable conversion and rear box dormer, and insertion of rooflights to front roof slope.

Application No: **HGY/2016/2902** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 02/09/2016
 Location: 2 Queens Road N11 2QU
 Proposal: Lawful Development Certificate for proposed rear dormer window with roof extension and 3 front facing rooflights

FUL Applications Decided: 13

Application No: **HGY/2016/2183** Officer: Samuel Uff
 Decision: GTD Decision Date: 22/08/2016
 Location: Shaftesbury Hall Herbert Road N11 2QN
 Proposal: Demolition and rebuilding of the existing hall, as an amended submission of the approved application HGY/2013/2121 for use as a call centre for the Samaritans.

Application No: **HGY/2016/2271** Officer: Samuel Uff
 Decision: GTD Decision Date: 14/09/2016
 Location: Shop 78 Myddleton Road N22 8NQ
 Proposal: Retention of wooden shed & storage area

Application No: **HGY/2016/2418** Officer: Wendy Robinson
 Decision: GTD Decision Date: 12/09/2016
 Location: 53 Queens Road N11 2QP
 Proposal: Erection of a single storey side infill extension following demolition of an existing side infill extension and part demolition of existing rear extension

Application No: **HGY/2016/2431** Officer: Samuel Uff
 Decision: GTD Decision Date: 22/08/2016
 Location: 40 Richmond Road N11 2QR
 Proposal: Single storey rear infill extension

Application No: **HGY/2016/2521** Officer: Wendy Robinson
 Decision: REF Decision Date: 15/09/2016
 Location: Lock up Garages Cline Road N11 2NE
 Proposal: Demolition of existing lock-up garages and construction of 1No. Commercial unit, 2No. 2 bed flats and 6No. 3 bed town houses along with associated access road, parking areas and cycle stores (please note that this application differs from previous HGY/2016/0558 as there will be no loft level accommodation)

Application No: **HGY/2016/2534** Officer: Gareth Prosser
 Decision: REF Decision Date: 26/08/2016
 Location: Springfield Park Tavern 133 Bounds Green Road N11 2PP
 Proposal: Construction of a 2 storey, 1 bedroom maisonette with a balcony of 12.3m2 for amenity space, adjacent to The Springfield Tavern

Application No: **HGY/2016/2537** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 31/08/2016
 Location: 46 Myddleton Road N22 8NW
 Proposal: Erection of single storey rear extension and dropped kerb.

Application No: **HGY/2016/2583** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 31/08/2016
 Location: 1 Parkhurst Road N22 8JQ
 Proposal: Erection of rear infill conservatory.

Application No: **HGY/2016/2588** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 30/08/2016
 Location: 68 Myddleton Road N22 8NW
 Proposal: Change of use from A1(shop) to Sui generis(social club).

Application No: **HGY/2016/2589** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 09/09/2016
 Location: 28 Cheshire Road N22 8JJ
 Proposal: Erection of rear dormer and 2x front rooflights.

Application No: **HGY/2016/2692** Officer: Neil Collins
 Decision: GTD Decision Date: 13/09/2016
 Location: 31-34 Corbett Grove N22 8DQ
 Proposal: Erection of 2 two-storey dwellings with associated cycle parking, refuse/recycling facilities and access.

Application No: **HGY/2016/2697** Officer: Samuel Uff
 Decision: REF Decision Date: 16/09/2016
 Location: 16 Whittington Road N22 8YD
 Proposal: Change of use from A1 hairdresser to a self-contained 1-person flat in conjunction with alterations to the existing frontage.

Application No: **HGY/2016/2965** Officer: Wendy Robinson
 Decision: GTD Decision Date: 09/09/2016
 Location: Parking Area to Rear of Barnes Court Clarence Road N22 8PJ
 Proposal: Approval of details pursuant to Condition 3 (external materials) attached to planning permission HGY/2014/2556

LCD Applications Decided: 1

Application No: **HGY/2016/2515** Officer: Gareth Prosser
 Decision: GTD Decision Date: 26/08/2016
 Location: 355 High Road N22 8JA
 Proposal: Adding External Insulated wall render to the existing envelope of the building on the upper floors

PNE Applications Decided: 1

Application No: **HGY/2016/2374** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 31/08/2016
 Location: 16 The Drive N11 2DX
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 2.85m and for which the height of the eaves would be 2.5m.

RES Applications Decided: 2

Application No: **HGY/2016/2811** Officer: Neil Collins
 Decision: GTD Decision Date: 07/09/2016
 Location: 6-8 Brownlow Road N11 2DE
 Proposal: Approval of details pursuant to condition 10 (materials) attached to planning permission HGY/2013/ 2511

Application No: **HGY/2016/2813** Officer: Neil Collins
 Decision: GTD Decision Date: 09/09/2016
 Location: 6-8 Brownlow Road N11 2DE
 Proposal: Approval of details pursuant to condition 13 (recycle and refuse storage) attached to planning permission HGY/2013/2511

Total Applications Decided for Ward: 20

WARD: **Bruce Grove**

ADV Applications Decided: 2

Application No: **HGY/2016/2151** Officer: Duncan McKane
 Decision: REF Decision Date: 22/08/2016
 Location: 475 High Road N17 6QA
 Proposal: Display of 1 x internally-illuminated projecting sign and 1 x internally-illuminated pelmet light sign

Application No: **HGY/2016/2413** Officer: David Farndon
 Decision: REF Decision Date: 09/09/2016
 Location: 539 High Road N17 6SD
 Proposal: Display of 1 x internally illuminated fascia sign, 2 x internally illuminated projecting signs, 2 x internally illuminated ATM signs, and other non-illuminated signage.

CLUP Applications Decided: 7

Application No: **HGY/2016/2131** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 22/08/2016
 Location: 93 Winchelsea Road N17 6XL
 Proposal: Certificate of lawfulness for construction of outbuilding in rear garden, rear ground floor extension and roof extension with rear dormer and front rooflights

Application No: **HGY/2016/2132** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 22/08/2016
 Location: 87 Winchelsea Road N17 6XL
 Proposal: Certificate of lawfulness for construction of outbuilding in rear garden, rear ground floor extension and roof extension with rear dormer and front rooflights

Application No: **HGY/2016/2243** Officer: Roland Sheldon
 Decision: PERM REQ Decision Date: 23/08/2016
 Location: 108 Mount Pleasant Road N17 6TH
 Proposal: Certificate of Lawfulness for a single storey rear extension

Application No: **HGY/2016/2378** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 08/09/2016
 Location: 91 Winchelsea Road N17 6XL
 Proposal: Certificate of lawfulness for a loft conversion with rear dormer extension and Juliet balcony, rooflights to front roof slope, erection of a rear extension and erection of an out building

Application No: **HGY/2016/2379** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 08/09/2016
 Location: 89 Winchelsea Road N17 6XL
 Proposal: Certificate of lawfulness for a loft conversion with rear dormer extension and Juliet balcony, rooflights to front roof slope, erection of a rear extension and erection of an out building

Application No: **HGY/2016/2408** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 31/08/2016
 Location: 57 Lordsmead Road N17 6EX
 Proposal: Certificate of lawfulness for loft conversion with rear dormer and front rooflights

Application No: **HGY/2016/2662** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 24/08/2016
 Location: 22 St Margarets Road N17 6TY
 Proposal: Certificate of Lawfulness for loft conversion with roof lights to front roof slope

FUL Applications Decided: 10

Application No: **HGY/2016/1745** Officer: James Hughes
 Decision: REF Decision Date: 12/09/2016
 Location: 473 High Road N17 6QA
 Proposal: A part three storey and part single storey rear extension above the existing single storey rear addition , and a rear dormer extension. These works will facilitate the creation of an additional residential unit.

Application No: **HGY/2016/2013** Officer: Duncan McKane
 Decision: GTD Decision Date: 26/08/2016
 Location: 114 Philip Lane N15 4JL
 Proposal: Erection of part single and part double storey rear extension with loft conversion with 3 x skylights at front elevation and rear dormer

Application No: **HGY/2016/2235** Officer: David Farndon
 Decision: REF Decision Date: 01/09/2016
 Location: Flats 9 and 12 Hamilton Place 29A Woodside Gardens N17 6UN
 Proposal: Replacement of existing timber casement windows with uPVC double glazed windows

Application No: **HGY/2016/2281** Officer: Duncan McKane
 Decision: GTD Decision Date: 01/09/2016
 Location: 34 Napier Road N17 6YE
 Proposal: Rear two storey extension to facilitate the creation of 1 x additional 1 bed unit.

Application No: **HGY/2016/2350** Officer: David Farndon
 Decision: GTD Decision Date: 06/09/2016
 Location: 57 Napier Road N17 6YG
 Proposal: Installation of external wall insulation including new render finish to the rear elevation.

Application No: **HGY/2016/2373** Officer: David Farndon
 Decision: REF Decision Date: 08/09/2016
 Location: 18 Dunloe Avenue N17 6LA
 Proposal: Retrospective application for the erection of a dormer extension to the main roof and outrigger and the conversion of the property into two residential flats

Application No: **HGY/2016/2377** Officer: Duncan McKane
 Decision: GTD Decision Date: 08/09/2016
 Location: 125 Mount Pleasant Road N17 6TQ
 Proposal: Replacement of the existing timber sash windows with white UPVC sliding sash windows to match existing window fenestration, replace rear door and side panel with UPVC door and glazed side panel front door with dark blue GPR faced door

Application No: **HGY/2016/2517** Officer: David Farndon
 Decision: REF Decision Date: 16/09/2016
 Location: 142 Arnold Road N15 4JH
 Proposal: Conversion of dwellinghouse into a House of Multiple Occupancy (HMO)

Application No: **HGY/2016/2545** Officer: David Farndon
 Decision: GTD Decision Date: 21/09/2016
 Location: 10 Napier Road N17 6YE
 Proposal: Conversion of dwellinghouse into two self-contained flats

Application No: **HGY/2016/2576** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 23/09/2016
 Location: Flat B 318 Mount Pleasant Road N17 6HA
 Proposal: Conversion of the first floor flat to provide an additional unit with associated rear dormer.

PNE Applications Decided: 3

Application No: **HGY/2016/2273** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 23/08/2016
 Location: 89 Winchelsea Road N17 6XL
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 4m and for which the height of the eaves would be 3m

Application No: **HGY/2016/2274** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 23/08/2016
 Location: 91 Winchelsea Road N17 6XL
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 4m and for which the height of the eaves would be 3m

Application No: **HGY/2016/2409** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 31/08/2016
 Location: 93 Mount Pleasant Road N17 6TW
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.8m

RES Applications Decided: 3

Application No: **HGY/2016/2338** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 23/08/2016
 Location: 7 Bruce Grove N17 6RA
 Proposal: Approval of details pursuant to Condition 15 (structural engineers drawings or method statement attached to Planning Permission HGY/2012/0563)

Application No: **HGY/2016/2345** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 23/08/2016
 Location: 7 Bruce Grove N17 6RA
 Proposal: Approval of details pursuant to Condition 9 (structural engineers drawings or method statement attached to Planning Permission HGY/2012/0564)

Application No: **HGY/2016/2358** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 22/08/2016
 Location: 7 Bruce Grove N17 6RA
 Proposal: Approval of details pursuant to Condition 14 (Construction Management Plan and a Construction Logistics Plan) attached to Planning Permission HGY/2012/0563

Total Applications Decided for Ward: 25

WARD: **Crouch End**

ADV Applications Decided: 2

Application No: **HGY/2016/1999** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 15/09/2016
 Location: 2-4 The Broadway N8 9SN
 Proposal: Display of 1 x externally illuminated fascia sign and 1 x externally illuminated hanging sign

Application No: **HGY/2016/2397** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 09/09/2016
 Location: Exchange House 71 Crouch End Hill N8 8DF
 Proposal: Display of 1 x non-illuminated hoarding sign

CLDE Applications Decided: 1

Application No: **HGY/2016/2504** Officer: Anthony Traub
 Decision: GTD Decision Date: 21/09/2016
 Location: 1 Fairfield Road N8 9HG
 Proposal: Certificate of Lawfulness for use of the basement as four flats

COND Applications Decided: 2

Application No: **HGY/2016/1391** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 22/08/2016
 Location: 31Topsfield Parade Tottenham Lane N8 8PT
 Proposal: Variation of Condition 2 (hours of operation) following a grant of planning permission HGY/051455 to increase the opening times to not before 06.00am and after 21.30pm hours Monday to Friday or before 07.00am and after 21.30pm hours Sunday or Bank Holiday

Application No: **HGY/2016/2429** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 23/08/2016
 Location: Flat 4 58 Coolhurst Road N8 8EU
 Proposal: Variation of condition 2 (plans and specifications) attached to planning permission HGY/2014/3558 in order to amend drawings 7482.09 to 7482.12 to accommodate a 500mm extension of the proposed upper floor balcony

FUL Applications Decided: 19

Application No:	HGY/2016/0512	Officer:	Valerie Okeiyi	
Decision:	GTD	Decision Date:	21/09/2016	
Location:	161 Tottenham Lane N8 9BU			
Proposal:	Variation of condition 2 (approved plans) attached to planning permission HGY/2014/3139 in order to amend details of the scheme including rear facade retention and layout alterations			
Application No:	HGY/2016/1965	Officer:	Laurence Ackrill	
Decision:	GTD	Decision Date:	02/09/2016	
Location:	4 Broughton Gardens N6 5RS			
Proposal:	Side extension of existing dwelling at ground floor and lower ground floor Level			
Application No:	HGY/2016/2006	Officer:	Tobias Finlayson	
Decision:	GTD	Decision Date:	15/09/2016	
Location:	2-4 The Broadway N8 9SN			
Proposal:	Retention of new shopfront.			
Application No:	HGY/2016/2141	Officer:	Zulema Nakata	
Decision:	GTD	Decision Date:	22/08/2016	
Location:	Flat 2 8 Coolhurst Road N8 8EL			
Proposal:	Internal alterations to join Flat 2 to the flat above			
Application No:	HGY/2016/2143	Officer:	Zulema Nakata	
Decision:	GTD	Decision Date:	22/08/2016	
Location:	27 Wolseley Road N8 8RS			
Proposal:	To rebuild the front garden wall in red brick and to reuse the coping stones . The measurements of the wall are approx 7.5m long x 2m high x 225mm deep.			
Application No:	HGY/2016/2238	Officer:	Laurence Ackrill	
Decision:	GTD	Decision Date:	23/08/2016	
Location:	55 Claremont Road N6 5DA			
Proposal:	Refurbishment of existing roof, conversion of existing loft into habitable living space and erection of rear roof dormer with insertion of front rooflight			
Application No:	HGY/2016/2276	Officer:	Sarah Madondo	
Decision:	GTD	Decision Date:	30/08/2016	
Location:	100 Priory Gardens N6 5QT			
Proposal:	Conversion of an existing garage into a garden office .			
Application No:	HGY/2016/2283	Officer:	Laurence Ackrill	
Decision:	GTD	Decision Date:	23/08/2016	
Location:	Flat A 65 Crouch Hall Road N8 8HD			
Proposal:	Erection of ground floor rear extension to ground and first floor flat			
Application No:	HGY/2016/2292	Officer:	Zulema Nakata	
Decision:	GTD	Decision Date:	31/08/2016	
Location:	Ground Floor Shop 12 Park Road N8 8TD			
Proposal:	Repair works to shop frontage following impact damage			

Application No:	HGY/2016/2293	Officer:	Zulema Nakata	
Decision:	GTD	Decision Date:	31/08/2016	
Location:	Shop 14 Park Road N8 8TD			
Proposal:	Repair works to shop frontage following impact damage			
Application No:	HGY/2016/2304	Officer:	Laurence Ackrill	
Decision:	GTD	Decision Date:	01/09/2016	
Location:	35 Coleridge Road N8 8EH			
Proposal:	Erection of rear ground floor extension, rear loft conversion on the second floor and 3 new conservation style roof lights to rear roof slope.			
Application No:	HGY/2016/2332	Officer:	Wendy Robinson	
Decision:	REF	Decision Date:	05/09/2016	
Location:	Takoma House 46 Coleridge Road N8 8ED			
Proposal:	Erection of railings and screen planting to mitigate overlooking and harm by the use of the roof terrace			
Application No:	HGY/2016/2368	Officer:	Sarah Madondo	
Decision:	GTD	Decision Date:	07/09/2016	
Location:	30 Crouch Hall Road N8 8HJ			
Proposal:	Demolition and re-construction of front garden brick wall.			
Application No:	HGY/2016/2381	Officer:	Tobias Finlayson	
Decision:	GTD	Decision Date:	08/09/2016	
Location:	16 Bryanstone Road N8 8TN			
Proposal:	Erection of rear dormer and roof lights to front roof			
Application No:	HGY/2016/2388	Officer:	Zulema Nakata	
Decision:	GTD	Decision Date:	08/09/2016	
Location:	11 Coolhurst Road N8 8EP			
Proposal:	Conversion of existing attic to provide additional bedroom and shower room with a rear dormer extension and roof lights to front roof slope			
Application No:	HGY/2016/2425	Officer:	Wendy Robinson	
Decision:	REF	Decision Date:	15/09/2016	
Location:	44-50 Coleridge Road N8 8ED			
Proposal:	Retention of alterations to fenestration and access			
Application No:	HGY/2016/2455	Officer:	Aaron Lau	
Decision:	GTD	Decision Date:	12/09/2016	
Location:	105 Crouch Hill N8 9RD			
Proposal:	Creation of a side infill heat source pump and a skylight.			
Application No:	HGY/2016/2465	Officer:	Aaron Lau	
Decision:	GTD	Decision Date:	13/09/2016	
Location:	41 Claremont Road N6 5DA			
Proposal:	Install glazing over the top of the courtyard fixed to the existing structures so that the glazing follows the line of and fall of the existing ground floor flat roof.			

Application No: **HGY/2016/2525** Officer: Tobias Finlayson

Decision: GTD Decision Date: 19/09/2016

Location: 1 Wolseley Road N8 8RR

Proposal: Insertion of 1no window in flank wall, enlargement of rear balcony window, extension of balcony.

NON Applications Decided: 2

Application No: **HGY/2016/2731** Officer: Adam Flynn

Decision: GTD Decision Date: 16/09/2016

Location: Rear of 2 Birchington Road N8 8HR

Proposal: Non-material amendment following a grant of planning permission HGY/2015/1975 to allow for discharge of conditions 3, 4 and 5 once piling and groundwork have been completed

Application No: **HGY/2016/2804** Officer: Tobias Finlayson

Decision: GTD Decision Date: 21/09/2016

Location: Flat A 30 Weston Park N8 9TJ

Proposal: Non-material amendment following a grant of planning permission HGY/2016/1795 to add lightwell to approved rear extension

PNC Applications Decided: 1

Application No: **HGY/2016/2489** Officer: Zulema Nakata

Decision: PN NOT REQ Decision Date: 16/09/2016

Location: Avenue Heights 3-5 Avenue Road N6 5DS

Proposal: Prior approval for change of use from B1(a) (offices) to C3 (dwelling house)

RES Applications Decided: 3

Application No: **HGY/2016/2239** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 05/09/2016

Location: 7 Abbots Terrace N8 9DU

Proposal: Approval of details pursuant to the condition laid down in section 19 of Appeal reference APP/Y5420/A/13/2202629 (original planning reference HGY/2012/2145) to provide a sample of the roof covering and details of refuse and waste storage area (part discharge)

Application No: **HGY/2016/2386** Officer: Matthew Gunning

Decision: GTD Decision Date: 14/09/2016

Location: 115 Ferme Park Road N8 9SG

Proposal: Approval of details pursuant to condition 4 (front boundary treatment and landscaping) attached to planning permission HGY/2014/3411

Application No: **HGY/2016/2476** Officer: Matthew Gunning

Decision: GTD Decision Date: 14/09/2016

Location: Rear of 115 Ferme Park Road N8 9SG

Proposal: HGY/2016/2476 - Approval of Details pursuant to Condition 3 (external materials) attached to planning permission HGY/2014/3411

TPO Applications Decided: 6

Application No: **HGY/2016/2148** Officer: Laurence Ackrill

Decision: GTD Decision Date: 22/08/2016

Location: Kingsmead Court 17 Avenue Road N6 5DU

Proposal: Tree works to include reduction of crowns to previous reduction points and removal of basal & epicormic growth to 3 x Lime trees.

Application No:	HGY/2016/2163	Officer:	Zulema Nakata
Decision:	GTD	Decision Date:	24/08/2016
Location:	Flat 4 116 Crouch Hill N8 9DY		
Proposal:	Tree works to include reduction to most recent pruning points , crown reduction by 25% and lifting of crown to 6m of 2 x Lime Trees.		
Application No:	HGY/2016/2384	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	08/09/2016
Location:	Roden Court 115 Hornsey Lane N6 5EF		
Proposal:	Tree works to include 6m reduction of 1 x Ash Tree.		
Application No:	HGY/2016/2387	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	08/09/2016
Location:	Roden Court 115 Hornsey Lane N6 5EF		
Proposal:	Tree works to include 6m reduction of 1 x Ash Tree, reduce crown by 3m of 3 x Sycamore Trees and 1 x Robinia Tree.		
Application No:	HGY/2016/2462	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	14/09/2016
Location:	23 Shepherds Hill N6 5QJ		
Proposal:	Tree works to include reduce by approx. 30%, major thin out major deadwood and prune and reshape 1 x Sycamore tree , reduce by approx. 20% lightly thin out, major deadwood and prune and re shape 1 x Pine tree		
Application No:	HGY/2016/2463	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	14/09/2016
Location:	25 Shepherds Hill N6 5QJ		
Proposal:	Tree works to include veriius works to various trees		

Total Applications Decided for Ward: 36

WARD: Fortis Green

CLUP Applications Decided: 3

Application No:	HGY/2016/2324	Officer:	Sarah Madondo
Decision:	PERM DEV	Decision Date:	02/09/2016
Location:	25 Ringwood Avenue N2 9NT		
Proposal:	Certifidcate of lawfulness for a loft conversion, hip to gable ends, rear dormer extension with windows to front elevation		
Application No:	HGY/2016/2370	Officer:	Tobias Finlayson
Decision:	PERM DEV	Decision Date:	06/09/2016
Location:	12 Osier Crescent N10 1QU		
Proposal:	Certificate of lawfulness for loft conversion with hip to gable and rear dormer and roof lights to front roof slope.		
Application No:	HGY/2016/2435	Officer:	Tobias Finlayson
Decision:	PERM DEV	Decision Date:	12/09/2016
Location:	13 Springcroft Avenue N2 9JH		
Proposal:	Certificate of lawfulness for erection of rear dormer		

CONM Applications Decided: 1

Application No: **HGY/2016/1579** Officer: Adam Flynn

Decision: GTD Decision Date: 22/09/2016

Location: Beacon Lodge 35 Eastern Road N2 9LB

Proposal: Variation of condition 2 (approved drawings) attached to planning permission HGY/2015/1820 to cover minor changes to the proposed design that have resulted from the design development of the detailed scheme. These minor changes are necessary to execute the proposed development, resulting from the coordination of consultants' information such as the structural engineer and arboriculturalist

FLEX Applications Decided: 1

Application No: **HGY/2016/2709** Officer: Fortune Gumbo

Decision: FLEXGTD Decision Date: 23/08/2016

Location: 488 Muswell Hill Broadway N10 1BT

Proposal: Flexible Change of use under Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 starting from (01/09/2016): Existing Use Class A1 - (Retail) Proposed Use Class A1/A3 (Retail / Restaurants and cafes)

FUL Applications Decided: 16

Application No: **HGY/2016/0224** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 06/09/2016

Location: Boulevard House 92 Fortis Green N2 9EY

Proposal: Demolition of two existing double garages and store, to the rear of the property and the construction of two number single mews houses

Application No: **HGY/2016/0520** Officer: Sarah Madondo

Decision: GTD Decision Date: 24/08/2016

Location: 21 Muswell Road N10 2BJ

Proposal: Reconfiguration to provide 3 no. flats including a small ground floor rear extension and enlargement of the existing second floor rear dormer window and insertion of roof light.

Application No: **HGY/2016/0942** Officer: Tobias Finlayson

Decision: GTD Decision Date: 15/09/2016

Location: 12 Coppetts Road N10 1NN

Proposal: Construction of new build, detached house

Application No: **HGY/2016/1821** Officer: Tobias Finlayson

Decision: GTD Decision Date: 08/09/2016

Location: 68 Hill Road N10 1JG

Proposal: Front porch / extension with new front door

Application No: **HGY/2016/2041** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 13/09/2016

Location: 23 Aylmer Road N2 0BS

Proposal: Ground floor rear extension, front and rear dormers, internal and external alterations

Application No: **HGY/2016/2127** Officer: Adam Flynn

Decision: GTD Decision Date: 22/08/2016

Location: 13 Ringwood Avenue N2 9NT

Proposal: Demolition of existing side and rear dormers, and formation of roof extension consisting of two Dutch Gables, a rear dormer, and roof lights to the front roof.

Application No:	HGY/2016/2165	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	23/08/2016
Location:	Flat A 15 Muswell Road N10 2BJ		
Proposal:	Erection of rear ground floor conservatory addition with sloped glazed roof to match existing		
Application No:	HGY/2016/2278	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	30/08/2016
Location:	1A The Terrace Lauradale Road N2 9LX		
Proposal:	Erection of 2m rear ground floor extension and erection of new mezzanine floor with pitched roof.		
Application No:	HGY/2016/2286	Officer:	Zulema Nakata
Decision:	GTD	Decision Date:	31/08/2016
Location:	38 Twyford Avenue N2 9NL		
Proposal:	Loft conversion with rear dormer, single storey rear extension and 2 storey side extension also roof light to front roof slope.		
Application No:	HGY/2016/2330	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	05/09/2016
Location:	3 Midhurst Avenue N10 3EP		
Proposal:	Creation of a rear loft dormer and insertion of roof lights to the front roof slope		
Application No:	HGY/2016/2335	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	05/09/2016
Location:	2 Coleraine Cottages Fortis Green N2 9HJ		
Proposal:	Ground floor rear extension, first floor rear extension and existing single storey rear WC & utility pitched roof to flat roof conversion.		
Application No:	HGY/2016/2404	Officer:	Zulema Nakata
Decision:	GTD	Decision Date:	13/09/2016
Location:	Flat B 15 Southern Road N2 9LH		
Proposal:	Proposed new window on side elevation		
Application No:	HGY/2016/2410	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	16/09/2016
Location:	13 Springcroft Avenue N2 9JH		
Proposal:	Erection of ground floor rear extension and amendments on side and rear elevation windows		
Application No:	HGY/2016/2424	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	31/08/2016
Location:	Flat 1 33 Kings Avenue N10 1PA		
Proposal:	Alteration of ground floor rear openings and creation of new access to garden		
Application No:	HGY/2016/2509	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	13/09/2016
Location:	35 Church Vale N2 9PB		
Proposal:	Erection of two storey side / rear and part side and part rear extension and loft conversion		

Application No: **HGY/2016/2578** Officer: Sarah Madondo

Decision: GTD Decision Date: 23/09/2016

Location: 2 Burlington Road N10 1NJ

Proposal: Formation of loft conversion with hip to gable extension and rear dormer with two rooflights to front roofslope and a single rooflight on the front gable roofslope.

NON Applications Decided: 2

Application No: **HGY/2016/2557** Officer: Tobias Finlayson

Decision: GTD Decision Date: 31/08/2016

Location: 66 Osier Crescent N10 1QX

Proposal: Non material amendment following a grant of planning permission HGY/2016/1588 to replace proposed rear doors and widows with sliding/folding doors.

Application No: **HGY/2016/2822** Officer: Tobias Finlayson

Decision: REF Decision Date: 21/09/2016

Location: 33 Coppetts Road N10 1HR

Proposal: Non-material amendment following a grant of planning permission HGY/2016/0286 to render and paint the external walls white/grey instead of using brickwork.

PNE Applications Decided: 1

Application No: **HGY/2016/2500** Officer: Anthony Traub

Decision: PN NOT REQ Decision Date: 13/09/2016

Location: 33 Marriott Road N10 1JJ

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 4m and for which the height of the eaves would be 3m

RES Applications Decided: 8

Application No: **HGY/2016/1991** Officer: Matthew Gunning

Decision: GTD Decision Date: 14/09/2016

Location: Muswell Hill Police Station 115 Fortis Green N2 9HW

Proposal: Approval of details pursuant to condition 3 (external finishes) attached to planning permission HGY/2015/1576

Application No: **HGY/2016/1992** Officer: Matthew Gunning

Decision: GTD Decision Date: 14/09/2016

Location: Muswell Hill Police Station 115 Fortis Green N2 9HW

Proposal: Approval of details pursuant to condition 5 (historic features) attached to planning permission HGY/2015/1576

Application No: **HGY/2016/1993** Officer: Matthew Gunning

Decision: GTD Decision Date: 14/09/2016

Location: Muswell Hill Police Station 115 Fortis Green N2 9HW

Proposal: Approval of details pursuant to condition 11 (Construction Method Statement) attached to planning permission HGY/2015/1576

Application No: **HGY/2016/2118** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 24/08/2016

Location: Raglan Hall Hotel 8-12 Queens Avenue N10 3NR

Proposal: Approval of details pursuant to Condition 8 (Refuse and Waste Storage and Recycling Facilities) attached to planning permission HGY/2015/3730

Application No: **HGY/2016/2120** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 24/08/2016
 Location: Raglan Hall Hotel 8-12 Queens Avenue N10 3NR
 Proposal: Approval of details pursuant to Condition 12 (Ventilation of Car Park) attached to planning permission HGY/2015/3730

Application No: **HGY/2016/2248** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 30/08/2016
 Location: Raglan Hall Hotel 8-12 Queens Avenue N10 3NR
 Proposal: Approval of details pursuant to Condition 3 (materials) attached to planning permission HGY/2015/3730

Application No: **HGY/2016/2250** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 05/09/2016
 Location: Raglan Hall Hotel 8-12 Queens Avenue N10 3NR
 Proposal: Approval of details pursuant to Condition 4 (boundary treatment) attached to planning permission HGY/2015/3730

Application No: **HGY/2016/2252** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 05/09/2016
 Location: Reglan hall Hotel 8-12 Queens Avenue N10 3NR
 Proposal: Approval of details pursuant to Condition 9 (hard and soft landscape works) attached to planning permission HGY/2015/3730

TPO Applications Decided: 1

Application No: **HGY/2016/2216** Officer: Sarah Madondo
 Decision: GTD Decision Date: 25/08/2016
 Location: 56 Twyford Avenue N2 9NL
 Proposal: Tree works to include crown reduce all round by 2-3m (20%) and balance Crown, lift canopy to 4m of 1 x Oak Tree.

Total Applications Decided for Ward: 33

WARD: **Harringay**

ADV Applications Decided: 2

Application No: **HGY/2016/2861** Officer: Wendy Robinson
 Decision: GTD Decision Date: 23/09/2016
 Location: 569 Green Lanes N8 0RL
 Proposal: Application for consent to display an advertisement on new telephone kiosk

Application No: **HGY/2016/2863** Officer: Wendy Robinson
 Decision: GTD Decision Date: 23/09/2016
 Location: 653 Green Lanes N8 0QY
 Proposal: Application for consent to display an advertisement on new telephone kiosk

CLDE Applications Decided: 3

Application No: **HGY/2016/2511** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 26/08/2016
 Location: 449 Green Lanes N4 1HE
 Proposal: Certificate of Lawfulness for existing use as 2x flats (1 x studio and 1 x 2 bed).

Application No: **HGY/2016/2580** Officer: Nanayaa Ampoma
 Decision: REF Decision Date: 02/09/2016
 Location: 604-606 Green Lanes N8 0RY
 Proposal: Certificate of Lawfulness for use of property as 19 self-contained flats.

Application No: **HGY/2016/2622** Officer: Gareth Prosser
 Decision: GTD Decision Date: 26/08/2016
 Location: Flat A 7 Duckett Mews N4 1BS
 Proposal: Certificate of lawfulness for the retention of ground floor flat

FUL Applications Decided: 7

Application No: **HGY/2016/2215** Officer: Gareth Prosser
 Decision: GTD Decision Date: 23/08/2016
 Location: 79 Hampden Road N8 0HU
 Proposal: Alterations to property to reduce existing 5 self-contained flats to 3 self contained units, with erection of rear extension at ground and first floor levels.

Application No: **HGY/2016/2467** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 26/08/2016
 Location: Flat B 84 Wightman Road N4 1RN
 Proposal: Erection of rear dormer.

Application No: **HGY/2016/2529** Officer: Gareth Prosser
 Decision: GTD Decision Date: 26/08/2016
 Location: Surgery 602 Green Lanes N8 0RY
 Proposal: The change of use from existing D2 to B1

Application No: **HGY/2016/2539** Officer: Samuel Uff
 Decision: REF Decision Date: 06/09/2016
 Location: 69 Warham Road N4 1AR
 Proposal: Change of use from HMO (sui-generis) to 2x1 bed and 1x3 bed, in conjunction with a single storey rear extension rear roof extension and front lightwell.

Application No: **HGY/2016/2623** Officer: Gareth Prosser
 Decision: GTD Decision Date: 05/09/2016
 Location: 20 Lothair Road South N4 1EL
 Proposal: Erection of side and rear extension with rooflights.

Application No: **HGY/2016/2761** Officer: Neil Collins
 Decision: GTD Decision Date: 09/09/2016
 Location: 65 Hewitt Road N8 0BS
 Proposal: Erection of single-storey rear and side infill extensions

Application No: **HGY/2016/2815** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 21/09/2016
 Location: Flat A 220 Wightman Road N8 0ND
 Proposal: Erection of single storey rear extension.

NON Applications Decided: 1

Application No: **HGY/2016/2627** Officer: Neil Collins
 Decision: GTD Decision Date: 06/09/2016
 Location: Warehouse at rear of 578-580 Green Lanes N8 0RP
 Proposal: Non-material amendment following a grant of planning permission HGY/2016/1536 for the insertion of new non-openable obscure glazed windows

RES Applications Decided: 4

Application No: **HGY/2016/2441** Officer: Anthony Traub
 Decision: GTD Decision Date: 09/09/2016
 Location: Queens Head 677 Green Lanes N8 0QY
 Proposal: Approval of details pursuant to Condition 4 (secure cycle parking) attached to planning permission HGY/2011/1358

Application No: **HGY/2016/2443** Officer: Anthony Traub
 Decision: GTD Decision Date: 09/09/2016
 Location: Queens Head 677 Green Lanes N8 0QY
 Proposal: Approval of details pursuant to Condition 6 (central dish/aerial system) attached to planning permission HGY/2011/1358

Application No: **HGY/2016/2444** Officer: Anthony Traub
 Decision: GTD Decision Date: 09/09/2016
 Location: Queens Head 677 Green Lanes N8 0QY
 Proposal: Approval of details pursuant to Condition 8 (sound insulation) attached to planning permission HGY/2011/1358

Application No: **HGY/2016/2453** Officer: Anthony Traub
 Decision: GTD Decision Date: 09/09/2016
 Location: Queens Head 677 Green Lanes N8 0QY
 Proposal: Approval of details pursuant to Condition 3 (refuse and storage) attached to planning permission HGY/2011/1358

TEL Applications Decided: 2

Application No: **HGY/2016/2829** Officer: Wendy Robinson
 Decision: PN GRANT Decision Date: 23/09/2016
 Location: 569 Green Lanes N8 0RL
 Proposal: Prior notification for replacement of telephone kiosk

Application No: **HGY/2016/2831** Officer: Wendy Robinson
 Decision: PN GRANT Decision Date: 23/09/2016
 Location: 653 Green Lanes N8 0QY
 Proposal: Prior notification for replacement of telephone kiosk

WARD: **Highgate****FUL Applications Decided: 18**

Application No:	HGY/2016/0261	Officer:	Laurence Ackrill
Decision:	REF	Decision Date:	24/08/2016
Location:	115 North Hill N6 4DP		
Proposal:	Proposed disabled car parking space		
Application No:	HGY/2016/0721	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	13/09/2016
Location:	19 Cholmeley Crescent N6 5EZ		
Proposal:	Formation of roof extension and creation of off-street electrical vehicle charging space (householder application)		
Application No:	HGY/2016/1175	Officer:	Zulema Nakata
Decision:	GTD	Decision Date:	05/09/2016
Location:	3 Southwood Lawn Road N6 5SD		
Proposal:	Partial demolition/remodelling to rear/side elevation of the existing two storey projection with lower ground floor extending under part of the original house with associated access to the rear garden: new conservation type roof light to western roof plane.		
Application No:	HGY/2016/1191	Officer:	David Farndon
Decision:	GTD	Decision Date:	06/09/2016
Location:	457 Archway Road N6 4HT		
Proposal:	Change of use from single residential dwelling to 2 x 2 bed units and 1 x 1 bed flat unit with terraced area.		
Application No:	HGY/2016/1253	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	01/09/2016
Location:	11 North Hill N6 4AB		
Proposal:	Demolition of existing garages and erection of new two storey house with basement floor.		
Application No:	HGY/2016/1414	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	31/08/2016
Location:	Flat C 87 Southwood Lane N6 5TB		
Proposal:	Construction of 3 dormer windows in the existing roof with new internal staircase access and shower room		
Application No:	HGY/2016/1465	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	26/08/2016
Location:	32 Stormont Road N6 4NP		
Proposal:	Demolition of rear single storey extensions and a construction of a single rear storey extension, first floor addition over the existing kitchen and rear. New front boundary railings and gates, renovation and repair to the external face of the whole building.		
Application No:	HGY/2016/1753	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	23/08/2016
Location:	24 Langdon Park Road N6 5QG		
Proposal:	Replacement of three single-glazed timber windows in the front bay with timber double-glazed windows, replacement of one single-glazed timber window at the rear of the property with timber double-glazed windows, replacement of three single-glazed timber windows at the front with timber double-glazed window, and replacement of two single-glazed timber window and one single-glazed sky light at the rear of the property with timber double-glazed windows and a double glazed sky light.		

Application No:	HGY/2016/1832	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	24/08/2016
Location:	2 Bloomfield Road N6 4ET		
Proposal:	Demolition of existing extensions, erection of single storey and lower ground floor extensions to side extension, boundary wall, landscaping and associated works.		
Application No:	HGY/2016/1850	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	30/08/2016
Location:	Flat 2 40 Southwood Avenue N6 5RZ		
Proposal:	Installation of external staircase and creation of access to the rear garden		
Application No:	HGY/2016/1892	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	14/09/2016
Location:	21 Broadlands Road N6 4AE		
Proposal:	Demolition of existing three storey side extension and construction of a new three storey side extension with associated roof alterations and a glazed single storey rear extension		
Application No:	HGY/2016/1905	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	13/09/2016
Location:	18 Sheldon Avenue N6 4JT		
Proposal:	Installation of new air conditioning units to rear of house		
Application No:	HGY/2016/2236	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	16/09/2016
Location:	35 Stormont Road N6 4NR		
Proposal:	Erection of side and rear extensions; alteration to the secondary entrance; addition of dormers to the front and side pitches of the roof; addition of gables to the rear pitch of the roof		
Application No:	HGY/2016/2241	Officer:	Zulema Nakata
Decision:	GTD	Decision Date:	12/09/2016
Location:	21 Cholmeley Crescent N6 5EZ		
Proposal:	Construction of new front dormer window		
Application No:	HGY/2016/2372	Officer:	Zulema Nakata
Decision:	GTD	Decision Date:	07/09/2016
Location:	25 Cholmeley Crescent N6 5EZ		
Proposal:	Demolition of air raid shelter and lean-to structure in side passage and construction of new single-storey side enclosure with minor alterations to side and rear elevations.		
Application No:	HGY/2016/2493	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	16/09/2016
Location:	429 Archway Road N6 4HT		
Proposal:	Erection of single storey rear extension, dormer window to rear roof slope with access to flat roof, external alterations at rear and timber gates to forecourt means of enclosure		
Application No:	HGY/2016/2620	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	23/09/2016
Location:	St Michaels School North Road N6 4BG		
Proposal:	3 year temporary planning permission for proposed weekly food market in the top playground of St Michael's C of E Primary School. Proposed opening hours of every Saturday from 11am - 3pm, with set up and pack up times before and after.		

Application No: **HGY/2016/2641** Officer: Laurence Ackrill

Decision: GTD Decision Date: 15/09/2016

Location: 32 Cholmeley Park N6 5EU

Proposal: Change of use of unused garage to games room

LBC Applications Decided: 1

Application No: **HGY/2016/0262** Officer: Laurence Ackrill

Decision: REF Decision Date: 24/08/2016

Location: 115 North Hill N6 4DP

Proposal: Listed building consent for proposed disabled car parking space

NON Applications Decided: 1

Application No: **HGY/2016/2716** Officer: Matthew Gunning

Decision: GTD Decision Date: 08/09/2016

Location: 9 North Hill N6 4AB

Proposal: Non-material amendment following a grant of planning permission HGY/2011/2028 to alter footprint of proposed structure, remove lobby and veranda and introduce small alterations to fenestration and eaves

RES Applications Decided: 4

Application No: **HGY/2016/1606** Officer: Matthew Gunning

Decision: GTD Decision Date: 07/09/2016

Location: 57 North Road N6 4BJ

Proposal: Partial discharge of Condition 4 (hard landscaping) attached to Planning Permission HGY/2014/1496

Application No: **HGY/2016/1751** Officer: Matthew Gunning

Decision: GTD Decision Date: 07/09/2016

Location: 57 North Road N6 4BJ

Proposal: Approval of Details pursuant to Conditions 4 (soft landscaping) attached to Planning Permission HGY/2014/1496

Application No: **HGY/2016/1756** Officer: Matthew Gunning

Decision: GTD Decision Date: 07/09/2016

Location: 57 North Road N6 4BJ

Proposal: Approval of Details pursuant to Conditions 12 (Green Roof) attached to Planning Permission HGY/2014/1496

Application No: **HGY/2016/2218** Officer: Matthew Gunning

Decision: GTD Decision Date: 02/09/2016

Location: 57 North Road N6 4BJ

Proposal: Approval of Details pursuant to Condition 5 (refuse) attached to Planning Permission HGY/2014/1496

TPO Applications Decided: 3

Application No: **HGY/2016/2162** Officer: Zulema Nakata

Decision: GTD Decision Date: 24/08/2016

Location: 2-4 Broadlands Road N6 4AN

Proposal: Tree works to include crown thin by 10-15% and removal of deadwood to 1 x Horse Chestnut tree, crown lift of low branches to a height of 1.5m from ground level to 1 x Evergreen Oak tree and removal of ivy, crown thin by 10% and removal of deadwood to 1 x Beech tree.

Application No: **HGY/2016/2313** Officer: Matthew Gunning

Decision: GTD Decision Date: 02/09/2016

Location: 41 Sheldon Avenue N6 4JP

Proposal: Tree works to include reduction of crown back to previous reduction points, thinning of crown density by 20% and removal of deadwood throughout of 1 x Lime tree, and reduction to previous points of 1 x Birch tree

Application No: **HGY/2016/2361** Officer: Sarah Madondo

Decision: GTD Decision Date: 06/09/2016

Location: Southwood Park Southwood Lawn Road N6 5SG

Proposal: Tree works to include felling and removal of 1 x Yew tree

Total Applications Decided for Ward: 27

WARD: **Hornsey**

ADV Applications Decided: 1

Application No: **HGY/2016/2550** Officer: Laurence Ackrill

Decision: GTD Decision Date: 22/09/2016

Location: 156 Tottenham Lane N8 8SE

Proposal: Display of 2 x illuminated Fascia signs, 6 x non illuminated Wall Mounted signs, 4 x no illuminated Post Mounted signs, 3 x non illuminated vinyl's signs and 1 x internally illuminated sign

CLUP Applications Decided: 2

Application No: **HGY/2016/2221** Officer: Zulema Nakata

Decision: PERM DEV Decision Date: 25/08/2016

Location: 93 Nightingale Lane N8 7QY

Proposal: Certificate of lawfulness for single storey rear and single storey rear / side extension

Application No: **HGY/2016/2317** Officer: Anthony Traub

Decision: PERM DEV Decision Date: 24/08/2016

Location: 83 Middle Lane N8 8NX

Proposal: Certificate of lawfulness for erection of single storey rear extension

FUL Applications Decided: 12

Application No: **HGY/2016/1803** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 13/09/2016

Location: Flat B 23 Rathcoole Avenue N8 9LY

Proposal: Creation of small rear 2nd floor roof terrace, using the area currently under eaves storage, above the existing bathroom & kitchen with the addition of new sliding glazed doors out on to the area from the 2nd floor landing of the flat, and the addition of a timber trellis handrail to its border

Application No: **HGY/2016/1932** Officer: Tobias Finlayson

Decision: GTD Decision Date: 20/09/2016

Location: 28 Hawthorn Road N8 7NA

Proposal: Erection of a new single storey rear extension, full width, in place of the existing rear extension, formation of rear dormer, insertion of two roof lights to front roof slope and replacement of windows on street facing facade

Application No:	HGY/2016/1997	Officer:	Tobias Finlayson	
Decision:	GTD	Decision Date:	31/08/2016	
Location:	11 Linzee Road N8 7RG			
Proposal:	Erection of rear side extension extending over to the party wall and the full depth of the current rear projection at ground floor level			
Application No:	HGY/2016/2084	Officer:	Laurence Ackrill	
Decision:	GTD	Decision Date:	02/09/2016	
Location:	Flat A 120 North View Road N8 7LP			
Proposal:	Retention of garden office/garden studio outbuilding			
Application No:	HGY/2016/2140	Officer:	Zulema Nakata	
Decision:	REF	Decision Date:	22/08/2016	
Location:	18 Hawthorn Road N8 7NA			
Proposal:	Erection of a 3m single storey rear extension, 1.5m x 2.56m 1st floor rear extension and insertion of a rear dormer to facilitate a loft conversion with 3no conservation rooflights to the front elevation.			
Application No:	HGY/2016/2204	Officer:	Tobias Finlayson	
Decision:	GTD	Decision Date:	24/08/2016	
Location:	131 Inderwick Road N8 9JR			
Proposal:	Erection of single storey rear extension			
Application No:	HGY/2016/2249	Officer:	Tobias Finlayson	
Decision:	GTD	Decision Date:	25/08/2016	
Location:	15 Linzee Road N8 7RG			
Proposal:	Erection of rear side return extension with flat roof.			
Application No:	HGY/2016/2339	Officer:	Valerie Okeiyi	
Decision:	GTD	Decision Date:	05/09/2016	
Location:	Great Northern Railway Tavern 67 High Street N8 7QB			
Proposal:	Refurbishment of existing public house and associated staff accommodation .			
Application No:	HGY/2016/2458	Officer:	Laurence Ackrill	
Decision:	REF	Decision Date:	14/09/2016	
Location:	3 Harvey Mews N8 9PA			
Proposal:	Erection of rear extension			
Application No:	HGY/2016/2464	Officer:	Laurence Ackrill	
Decision:	REF	Decision Date:	14/09/2016	
Location:	4 Harvey Mews N8 9PA			
Proposal:	Erection of a rear extension			
Application No:	HGY/2016/2532	Officer:	Laurence Ackrill	
Decision:	GTD	Decision Date:	19/09/2016	
Location:	139 Rathcoole Gardens N8 9PH			
Proposal:	Rear side extension to kitchen			

Application No: **HGY/2016/2708** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 16/09/2016
 Location: 11 Rokesly Avenue N8 8NS
 Proposal: Demolition of existing single storey extension and erection of new single storey extension

LBC Applications Decided: 1

Application No: **HGY/2016/2340** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 05/09/2016
 Location: Great Northern Railway Tavern 67 High Street N8 7QB
 Proposal: Listed Building Consent for refurbishment of existing public house and associated staff accommodation .

NON Applications Decided: 1

Application No: **HGY/2016/2733** Officer: Adam Flynn
 Decision: GTD Decision Date: 09/09/2016
 Location: Hornsey Refuse and Recycling Centre High Street N8 7QB
 Proposal: Non-material amendment following a grant of planning permission HGY/2013/2019 to change the wording of condition 34 so that the condition should only relate to the commercial area to building A and not effect the signing off of the residential areas

PNE Applications Decided: 1

Application No: **HGY/2016/2419** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 06/09/2016
 Location: 108 Middle Lane N8 8NT
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.4m, for which the maximum height would be 3.3m and for which the height of the eaves would be 2.5m

RES Applications Decided: 1

Application No: **HGY/2016/2699** Officer: Adam Flynn
 Decision: GTD Decision Date: 16/09/2016
 Location: Hornsey Refuse and Recycling Centre High Street N8 7QB
 Proposal: Approval of details pursuant to Condition 31 (signage) attached to planning permission HGY/2013/2019.

Total Applications Decided for Ward: 19WARD: **Muswell Hill****CLUP Applications Decided: 4**

Application No: **HGY/2016/2147** Officer: Sarah Madondo
 Decision: PERM DEV Decision Date: 22/08/2016
 Location: 18 Linden Road N10 3DH
 Proposal: Certificate of Lawfulness for proposed top floor extension of dormer and roof

Application No: **HGY/2016/2233** Officer: Tobias Finlayson
 Decision: PERM DEV Decision Date: 26/08/2016
 Location: 14 Farrer Road N8 8LB
 Proposal: Certificate of lawfulness for a loft conversion with hip to gable, rear dormer and two rooflights to front roof slope

Application No:	HGY/2016/2480	Officer:	Anthony Traub
Decision:	PERM DEV	Decision Date:	13/09/2016
Location:	51 Redston Road N8 7HL		
Proposal:	Certificate of Lawfulness for alteration of roof from hip to gable, formation of rear dormer and insertion of front rooflights		
Application No:	HGY/2016/2639	Officer:	Laurence Ackrill
Decision:	PERM DEV	Decision Date:	15/09/2016
Location:	20 Onslow Gardens N10 3JU		
Proposal:	Application for a Lawful Development Certificate for rear roof extension to facilitate a loft conversion, roof lights to front roof slope and juliet balcony to 1st floor rear elevation.		

COND Applications Decided: 1

Application No:	HGY/2016/2222	Officer:	Zulema Nakata
Decision:	GTD	Decision Date:	16/09/2016
Location:	Health Club Hillfield Park N10 3PJ		
Proposal:	Removal of condition 3 (hours of operation) following a grant of planning permission OLD/1985/0655 to enable the fitness club to operate on a 24 hour basis		

FUL Applications Decided: 14

Application No:	HGY/2016/0894	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	21/09/2016
Location:	42 Park Avenue North N8 7RT		
Proposal:	Construction of a vehicle crossover		
Application No:	HGY/2016/1010	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	16/09/2016
Location:	11 Princes Avenue N10 3LS		
Proposal:	Part single storey and part double storey rear extension		
Application No:	HGY/2016/1737	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	16/09/2016
Location:	88 Barrington Road N8 8QX		
Proposal:	Proposed ground and lower ground floor side extensions and internal alterations		
Application No:	HGY/2016/2123	Officer:	Tobias Finlayson
Decision:	REF	Decision Date:	22/08/2016
Location:	Basement 30 Church Crescent N10 3NE		
Proposal:	Alterations to include third bedroom and courtyard in basement flat		
Application No:	HGY/2016/2133	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	16/09/2016
Location:	3 Carysfort Road N8 8RA		
Proposal:	Construction of a side/rear extension to the ground floor		

Application No:	HGY/2016/2139	Officer:	Zulema Nakata
Decision:	REF	Decision Date:	22/08/2016
Location:	34 Danvers Road N8 7HH		
Proposal:	Formation of hip-to-gable roof extension and rear dormer, and installation of two front rooflights.		
Application No:	HGY/2016/2255	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	26/08/2016
Location:	123 Muswell Hill Broadway N10 3RS		
Proposal:	Alterations and rebuilding to the rear part of the shop. Re-positioning of the external staircase and provision of additional railings.		
Application No:	HGY/2016/2305	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	01/09/2016
Location:	19 Warner Road N8 7HB		
Proposal:	Conversion of single family dwelling into two self contained residential units		
Application No:	HGY/2016/2344	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	06/09/2016
Location:	46 Cascade Avenue N10 3PU		
Proposal:	Installation of 2 roof windows to garage attached to side of property		
Application No:	HGY/2016/2367	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	06/09/2016
Location:	80 Muswell Hill Place N10 3RR		
Proposal:	Provision of 1100mm high clear glass screen to rear second floor level roof plus 1800mm high obscure glass screen. Change of rear second floor level window into door and change of use of rear second floor level flat roof to balcony		
Application No:	HGY/2016/2428	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	05/09/2016
Location:	57 The Chine N10 3PX		
Proposal:	Erection of new single storey side extension.		
Application No:	HGY/2016/2430	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	15/09/2016
Location:	3 New Road N8 8TA		
Proposal:	Erection of rear first floor extension, new openings in elevations, replacement of windows, new facade for part of building and other minor alterations to elevations		
Application No:	HGY/2016/2456	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	13/09/2016
Location:	Flat 1 81 Priory Road N8 8LR		
Proposal:	Erection of single storey side/rear extension		
Application No:	HGY/2016/2554	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	15/09/2016
Location:	Flat A 55 Farrer Road N8 8LD		
Proposal:	Demolition of ground floor rear facade, erection of single storey rear extension.		

NON Applications Decided: 1

Application No: **HGY/2016/2634** Officer: Tobias Finlayson

Decision: GTD Decision Date: 12/09/2016

Location: Land to the Rear of 76 St James's Lane N10 3RD

Proposal: non-material amendment following a grant of planning permission HGY/2015/1787 to allow alterations to basement size and alteration to internal layout

RES Applications Decided: 4

Application No: **HGY/2015/1636** Officer: Aaron Lau

Decision: GTD Decision Date: 23/09/2016

Location: St Lukes Woodside Hospital Woodside Avenue N10 3JA

Proposal: Approval of details pursuant to condition 27 (surface water drainage scheme) attached to planning permission HGY/2013/2379

Application No: **HGY/2016/0674** Officer: Aaron Lau

Decision: GTD Decision Date: 23/08/2016

Location: Holly Bank Cottage Holly Bank Muswell Hill N10 3TH

Proposal: Approval of details pursuant to condition 10 (management of demolition and construction dust) attached to appeal reference APP/Y5420/W/15/3004833 (Original planning reference HGY/2013/2606)

Application No: **HGY/2016/2543** Officer: Tobias Finlayson

Decision: GTD Decision Date: 31/08/2016

Location: Everyman Cinema Fortis Green Road N10 3HP

Proposal: Approval of details pursuant to condition 6 (methodology statement) attached to listed building consent HGY/2016/1529

Application No: **HGY/2016/2547** Officer: Tobias Finlayson

Decision: GTD Decision Date: 01/09/2016

Location: Everyman Cinema Fortis Green Road N10 3HP

Proposal: Approval of details pursuant to condition 7 (relevant part of the scheme) attached to listed building consent HGY/2016/1529

TEL Applications Decided: 1

Application No: **HGY/2016/2518** Officer: Aaron Lau

Decision: GTD Decision Date: 15/09/2016

Location: Telephone Exchange Grand Avenue N10 3AY

Proposal: Prior notification for the installation of replacement antennas, the removal of one equipment cabinet, the installation of two equipment cabinets and ancillary development

Total Applications Decided for Ward: 25

WARD: **Noel Park**

ADV Applications Decided: 5

Application No: **HGY/2016/2633** Officer: Gareth Prosser

Decision: GTD Decision Date: 13/09/2016

Location: 110 High Road N22 6HE

Proposal: Advertisement consent to display 3no internally illuminated fascia signs and 1no internally illuminated projecting sign

Application No: **HGY/2016/2805** Officer: Neil Collins
 Decision: GTD Decision Date: 26/08/2016
 Location: 37 High Road N22 6BH
 Proposal: Display of internally illuminated advertisement on bus stop structure

Application No: **HGY/2016/2864** Officer: Wendy Robinson
 Decision: GTD Decision Date: 23/09/2016
 Location: 46 High Road N22 6BX
 Proposal: Application for consent to display an advertisement on new telephone kiosk

Application No: **HGY/2016/2865** Officer: Wendy Robinson
 Decision: GTD Decision Date: 23/09/2016
 Location: 25 High Road N22 6BH
 Proposal: Application for consent to display an advertisement on new telephone kiosk

Application No: **HGY/2016/2866** Officer: Wendy Robinson
 Decision: GTD Decision Date: 23/09/2016
 Location: Shop 12A The Broadway N22 6DS
 Proposal: Application for consent to display an advertisement on new telephone kiosk

CLUP Applications Decided: 5

Application No: **HGY/2016/2801** Officer: Neil Collins
 Decision: PERM DEV Decision Date: 26/08/2016
 Location: 71 Bury Road N22 6HS
 Proposal: Application for a Lawful Development Certificate for a proposed rear dormer and front rooflights

Application No: **HGY/2016/2802** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 02/09/2016
 Location: 5 Lyttleton Road N8 0QB
 Proposal: Certificate of lawfulness for the erection of a single storey rear extension and additional rear facing window

Application No: **HGY/2016/2803** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 02/09/2016
 Location: 5 Lyttleton Road N8 0QB
 Proposal: Certificate of lawfulness for the erection of a rear dormer window with front facing rooflights

Application No: **HGY/2016/2807** Officer: Emma McCready
 Decision: NOT DEV Decision Date: 02/09/2016
 Location: Unit 3 Hollywood Green 180 High Road N22 6EJ
 Proposal: Certificate of lawfulness for confirmation that the A3 use can remain open for 24 hours

Application No: **HGY/2016/3013** Officer: Roland Sheldon
 Decision: PERM DEV Decision Date: 15/09/2016
 Location: 10 Coleraine Road N8 0QL
 Proposal: Certificate of lawfulness for proposed for a rear dormer with linked roof extension above outrigger roof and installation of 3 front rooflights.

COND Applications Decided: 1

Application No: **HGY/2016/2520** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 26/08/2016
 Location: 47 Westbury Avenue N22 6BS
 Proposal: Removal of condition 6 (affordable housing contribution) attached to planning permission HGY/2014/3331.

FUL Applications Decided: 15

Application No: **HGY/2016/1983** Officer: Neil Collins
 Decision: GTD Decision Date: 23/08/2016
 Location: 286 Lymington Avenue N22 6JN
 Proposal: Replacement of windows and doors to front and back elevations of property, reinstatement of chimney pots to main chimney stack, repainting to front elevation and capping to front wall.

Application No: **HGY/2016/2300** Officer: Neil Collins
 Decision: GTD Decision Date: 07/09/2016
 Location: 12 Coleraine Road N8 0QL
 Proposal: Conversion of single family dwelling to create two self-contained flats

Application No: **HGY/2016/2315** Officer: Gareth Prosser
 Decision: GTD Decision Date: 26/08/2016
 Location: Unit C005 Ground Floor Chocolate Factory 5 Clarendon Road off Coburg Road N22 6XJ
 Proposal: Change of Use application to swap location of office and restaurant uses within unit (C005) of the Chocolate Factory. An existing 248 sq.m area of restaurant use proposed to change to office use. Existing 252 sq.m area of office use proposed to change to 195 sq.m of restaurant use and 57 sq.m of ancillary shared spaces, including toilets, meeting rooms, and circulation.

Application No: **HGY/2016/2461** Officer: Roland Sheldon
 Decision: REF Decision Date: 13/09/2016
 Location: 31 Westbury Avenue N22 6BS
 Proposal: Relocation of external flue. Retention of wooden roof to the existing rear extension and retention of use of rear part of the unit as electronic shisha lounge/bar.

Application No: **HGY/2016/2466** Officer: Gareth Prosser
 Decision: GTD Decision Date: 24/08/2016
 Location: 11 Cheapside High Road N22 6HH
 Proposal: Single storey rear extension with flat roof ancillary to existing retail unit.

Application No: **HGY/2016/2468** Officer: Wendy Robinson
 Decision: GTD Decision Date: 23/08/2016
 Location: Wood Green Hall of Residence Brabant Road N22 6UZ
 Proposal: Replacement of existing windows and doors with double glazing

Application No: **HGY/2016/2499** Officer: Samuel Uff
 Decision: GTD Decision Date: 07/09/2016
 Location: 62 Turnpike Lane N8 0PR
 Proposal: Change of use from retail (A1) to restaurant / cafe (A3), in conjunction with the erection of a metal canopy over the front and rear seating areas and installation of rear extraction flue

Application No:	HGY/2016/2528	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	26/08/2016
Location:	Flat 1 35 Willingdon Road N22 6SG		
Proposal:	Erection of single storey wrap-around extension.		
Application No:	HGY/2016/2590	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	06/09/2016
Location:	18 Lakefield Road N22 6RR		
Proposal:	Conversion of property from two self-contained flats into one single family dwelling		
Application No:	HGY/2016/2601	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	09/09/2016
Location:	4, 7, 10, 11, 12, 13, 22, 23, 31, 35 Farrant Avenue N22 6PB		
Proposal:	Replacement windows and doors with timber.		
Application No:	HGY/2016/2602	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	09/09/2016
Location:	28, 34, 36, 42, 45, 46, 47, 49, 52, 54, 55, 56, 64, 66, 68, 81, 82, 83, 86, 88, 90, 94, 95, 105 Farrant Avenue N22 6PJ		
Proposal:	Replacement front windows and doors with Timber.		
Application No:	HGY/2016/2630	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	12/09/2016
Location:	Kwesi Johnson Court Glynne Road N22 6LR		
Proposal:	Windows and door replacements		
Application No:	HGY/2016/2739	Officer:	Emma McCready
Decision:	GTD	Decision Date:	08/09/2016
Location:	Wood Green Salvation Army Playgroup Lymington Avenue N22 6JH		
Proposal:	Replace existing roof covering to main pitched roof above main hall with new felt waterproofing system		
Application No:	HGY/2016/3025	Officer:	Kwaku Bossman-Gyamera
Decision:	REF	Decision Date:	16/09/2016
Location:	40A Gladstone Avenue N22 6LL		
Proposal:	Replacement of existing wooden windows with new uPVC windows (Retrospective)		
Application No:	HGY/2016/3188	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	06/09/2016
Location:	5 The Avenue N8 0JR		
Proposal:	Erection of a single storey part side and part rear extension		

NON Applications Decided: 2

Application No:	HGY/2016/2948	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	06/09/2016
Location:	15 Morley Avenue N22 6LY		
Proposal:	Non-material amendment following a grant of planning permission HGY/2016/1949 to relocate external door at rear of property		

Application No: **HGY/2016/3154** Officer: Wendy Robinson

Decision: GTD Decision Date: 23/09/2016

Location: Unit 23 Wood Green Shopping City High Road N22 6YD

Proposal: Non-material amendment following a grant of planning permission HGY/2016/2172 to alter the external seating arrangement

RES Applications Decided: 6

Application No: **HGY/2016/2389** Officer: Robbie McNaugher

Decision: GTD Decision Date: 31/08/2016

Location: 122-124 High Road N22 6HE

Proposal: Approval of details pursuant to condition 4 (construction management plan) attached to planning permission HGY/2015/3255

Application No: **HGY/2016/2450** Officer: Robbie McNaugher

Decision: GTD Decision Date: 13/09/2016

Location: 122-124 High Road N22 6HE

Proposal: Approval of details pursuant to condition 5 (design/ method statements / load calculations in relation to London Underground structures and tunnels) attached to planning permission HGY/2015/3255

Application No: **HGY/2016/2767** Officer: Robbie McNaugher

Decision: GTD Decision Date: 15/09/2016

Location: 122 124 High Road N22 6HE

Proposal: Approval of details pursuant to Condition 6 (details of boilers) attached to planning permission HGY/2015/3255

Application No: **HGY/2016/2773** Officer: Robbie McNaugher

Decision: GTD Decision Date: 16/09/2016

Location: 122 124 High Road N22 6HE

Proposal: Part approval of details pursuant to condition 8 (BREEAM pre-assessment) attached to planning permission HGY/2015/3255 NOTE: further submission required following completion

Application No: **HGY/2016/2775** Officer: Robbie McNaugher

Decision: GTD Decision Date: 13/09/2016

Location: 122 124 High Road N22 6HE

Proposal: Approval of details pursuant to Condition 7 (details of CHP) attached to planning permission HGY/2015/3255

Application No: **HGY/2016/2989** Officer: Roland Sheldon

Decision: GTD Decision Date: 23/09/2016

Location: 2 Wallis Mews N8 0BF

Proposal: Discharge of condition 4 (details of cycle storage) of planning permission HGY/2016/1517 for change of use to (C3) residential on the first and second floors, proposed ground, first and second floor rear extensions and roof conversion.

TEL Applications Decided: 3

Application No: **HGY/2016/2832** Officer: Wendy Robinson

Decision: PN GRANT Decision Date: 23/09/2016

Location: 46 High Road N22

Proposal: Prior notification for replacement of telephone kiosk

Application No: **HGY/2016/2833** Officer: Wendy Robinson
 Decision: PN GRANT Decision Date: 23/09/2016
 Location: 25 High Road N22 6BH
 Proposal: Prior notification for replacement of telephone kiosk

Application No: **HGY/2016/2834** Officer: Wendy Robinson
 Decision: PN GRANT Decision Date: 23/09/2016
 Location: 12 The Broadway N22 6DS
 Proposal: Prior notification for replacement of telephone kiosk

Total Applications Decided for Ward: 37

WARD: Northumberland Park

CLDE Applications Decided: 1

Application No: **HGY/2015/3683** Officer: Roland Sheldon
 Decision: REF Decision Date: 23/08/2016
 Location: 677 High Road N17 8AD
 Proposal: Certificate of Lawfulness for use of upper floors as 4 flats

FUL Applications Decided: 11

Application No: **HGY/2016/1748** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 16/09/2016
 Location: Brook House Primary 881 High Road N17 8EY
 Proposal: Raise height of fence facing High Road by 1.2metres, add additional mesh to current fence to the back play ground, install additional drop bolt gate next to existing gate to main entrance, replace current fence panel, and install canopy in back playground to match existing

Application No: **HGY/2016/2155** Officer: Roland Sheldon
 Decision: GTD Decision Date: 06/09/2016
 Location: 60 Coniston Road N17 0EX
 Proposal: Construction of an outbuilding in the rear garden

Application No: **HGY/2016/2160** Officer: Duncan McKane
 Decision: REF Decision Date: 23/08/2016
 Location: 840 High Road N17 0EY
 Proposal: Formation of rear kitchen extension and loft storage

Application No: **HGY/2016/2203** Officer: Duncan McKane
 Decision: GTD Decision Date: 24/08/2016
 Location: Somerford Grove Adventure Playground Somerford Grove N17 0HL
 Proposal: Erection of 'The Ark', a non-permanent portable sustainable timber structure with curved roof

Application No: **HGY/2016/2226** Officer: Roland Sheldon
 Decision: REF Decision Date: 23/08/2016
 Location: 56 Bruce Castle Road N17 8NJ
 Proposal: Use of the property as a House in Multiple Occupation

Application No: **HGY/2016/2256** Officer: David Farndon
 Decision: REF Decision Date: 26/08/2016
 Location: 783 High Road N17 8AH
 Proposal: Erection of single storey rear extension (brick construction).

Application No: **HGY/2016/2352** Officer: Duncan McKane
 Decision: GTD Decision Date: 06/09/2016
 Location: First Floor Flat 87 Birkbeck Road N17 8NH
 Proposal: Conversion of the attic void into a habitable room, construction of a rear dormer window and the insertion of a roof window into the front section of the roof

Application No: **HGY/2016/2371** Officer: Duncan McKane
 Decision: GTD Decision Date: 07/09/2016
 Location: Shop 21 Northumberland Park N17 0TA
 Proposal: Alterations to shop front and associated works

Application No: **HGY/2016/2438** Officer: David Farndon
 Decision: GTD Decision Date: 12/09/2016
 Location: 52 Northumberland Park N17 0TX
 Proposal: Construction of a vehicle crossover

Application No: **HGY/2016/2457** Officer: David Farndon
 Decision: GTD Decision Date: 14/09/2016
 Location: 801 High Road N17 8ER
 Proposal: Repairs and restoration of the building, with new shop front, shop fascia and shutter

Application No: **HGY/2016/2526** Officer: David Farndon
 Decision: REF Decision Date: 19/09/2016
 Location: 146 Park Lane N17 0JN
 Proposal: Subdivision of site and erection of a three storey, two bedroom residential dwelling

LBC Applications Decided: 1

Application No: **HGY/2016/2205** Officer: Duncan McKane
 Decision: GTD Decision Date: 24/08/2016
 Location: 797 & 799 High Road N17 8ER
 Proposal: Listed Building Consent for repairs and restoration of external envelope including window replacements and renewal of shopfronts and surrounds

PNE Applications Decided: 1

Application No: **HGY/2016/2629** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 21/09/2016
 Location: 52 Chalgrove Road N17 0JD
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.6m and for which the height of the eaves would be 3m

RES Applications Decided: 4

Application No:	HGY/2016/2169	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	22/09/2016
Location:	Vacant Land Between 17 and 34 Pretoria Road N17 8DX		
Proposal:	Approval of details pursuant to condition 8 (approval of validation statement for remediation of contamination) attached to planning permission HGY/2014/1080		
Application No:	HGY/2016/2237	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	26/08/2016
Location:	Cheltenham House Grange Road N17 0ES		
Proposal:	Approval of details pursuant to Condition 3 (Materials) attached to planning permission HGY/2016/0081		
Application No:	HGY/2016/2978	Officer:	Robbie McNaugher
Decision:	GTD	Decision Date:	16/09/2016
Location:	R/O 44-46 Waverley Road N17 0PX		
Proposal:	Approval of details pursuant to condition 6 (parts A-C remediation strategy) attached to planning permission HGY/2013/1582		
Application No:	HGY/2016/2980	Officer:	Robbie McNaugher
Decision:	GTD	Decision Date:	16/09/2016
Location:	R/O 44-46 Waverley Road N17 0PX		
Proposal:	Approval of details pursuant to condition 7 (environmental code) attached to planning permission HGY/2013/1582		

Total Applications Decided for Ward: 18

WARD: **St Anns**

ADV Applications Decided: 5

Application No:	HGY/2016/2856	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	23/09/2016
Location:	79 Grand Parade N4 1DX		
Proposal:	Application for consent to display an advertisement on new telephone kiosk		
Application No:	HGY/2016/2858	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	23/09/2016
Location:	6A Grand Parade N4 1JX		
Proposal:	Application for consent to display an advertisement on new telephone kiosk		
Application No:	HGY/2016/2859	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	23/09/2016
Location:	25 Grand Parade N4 1LG		
Proposal:	Application for consent to display an advertisement on new telephone kiosk		
Application No:	HGY/2016/2860	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	23/09/2016
Location:	257 West Green Road N15 5EG		
Proposal:	Application for consent to display an advertisement on new telephone kiosk		

Application No: **HGY/2016/2862** Officer: Wendy Robinson

Decision: GTD Decision Date: 23/09/2016

Location: The Red House 435 West Green Road N15 3PJ

Proposal: Application for consent to display an advertisement on new telephone kiosk

CLDE Applications Decided: 1

Application No: **HGY/2016/2964** Officer: Neil Collins

Decision: REF Decision Date: 13/09/2016

Location: 33 Harringay Road N15 3JB

Proposal: Lawful Development Certificate for Existing use as two self-contained flats

CLUP Applications Decided: 4

Application No: **HGY/2016/2245** Officer: Anthony Traub

Decision: PERM DEV Decision Date: 26/08/2016

Location: 94 Roslyn Road N15 5JJ

Proposal: Certificate of lawfulness for L-shaped rear dormer, one white UPVC casement window and one set of French doors with Juliet balcony, two rooflights to front roof slope, and an opening in the roof to accept one roof dome

Application No: **HGY/2016/2448** Officer: Anthony Traub

Decision: PERM DEV Decision Date: 13/09/2016

Location: 89 Glenwood Road N15 3JS

Proposal: Lawful Development Certificate for new rear full width loft dormer, and outrigger dormer

Application No: **HGY/2016/2874** Officer: Neil Collins

Decision: PERM DEV Decision Date: 02/09/2016

Location: 35 Stanhope Gardens N4 1HY

Proposal: Certificate of Lawfulness for construction of rear dormer roof extension and installation of roof lights on front roof slope.

Application No: **HGY/2016/2875** Officer: Neil Collins

Decision: PERM DEV Decision Date: 02/09/2016

Location: 67 North Grove N15 5QS

Proposal: Certificate of Lawfulness for construction of rear dormer roof extension

FLEX Applications Decided: 1

Application No: **HGY/2016/2643** Officer: Fortune Gumbo

Decision: FLEXGTD Decision Date: 30/08/2016

Location: 5 Grand Parade N4 1JX

Proposal: Flexible Change of use under Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 starting from 01.09.2016: Existing Use Class A1 - (Retail) Proposed Use Class A3 (Restaurant / Cafe)

FUL Applications Decided: 8

Application No:	HGY/2015/3259	Officer:	Valerie Okeiyi	
Decision:	REF	Decision Date:	23/08/2016	
Location:	443 West Green Road N15 3PL			
Proposal:	Erection of single storey rear extension to provide seating area.			
Application No:	HGY/2016/1810	Officer:	Wendy Robinson	
Decision:	REF	Decision Date:	02/09/2016	
Location:	Rowleys Yard Woodlands Park Road N15 3RT			
Proposal:	Construction of two storey building with loft accommodation to contain 5 self-contained units (2 x 2 bed flats and 3 x 3 bed flats) following demolition of commercial / offices			
Application No:	HGY/2016/2166	Officer:	Gareth Prosser	
Decision:	GTD	Decision Date:	23/08/2016	
Location:	Flat 2 38 Avenue Road N15 5JH			
Proposal:	Second floor extension to flat No.2 incorporating internal alterations			
Application No:	HGY/2016/2516	Officer:	Gareth Prosser	
Decision:	REF	Decision Date:	25/08/2016	
Location:	109 Chesterfield Gardens N4 1LW			
Proposal:	Retention of rear dormer			
Application No:	HGY/2016/2530	Officer:	Samuel Uff	
Decision:	REF	Decision Date:	31/08/2016	
Location:	81 Woodlands Park Road N15 3SB			
Proposal:	Change of use to small HMO (c4) and single storey rear extension			
Application No:	HGY/2016/2736	Officer:	Emma McCready	
Decision:	GTD	Decision Date:	22/09/2016	
Location:	255 West Green Road N15 5ED			
Proposal:	Two storey rear extension and first floor side extension to Church			
Application No:	HGY/2016/2823	Officer:	Emma McCready	
Decision:	GTD	Decision Date:	22/09/2016	
Location:	Ground Floor Flat 2 Salisbury Road N4 1JZ			
Proposal:	The proposal application is for single storey rear extension and outbuilding at the rear garden.			
Application No:	HGY/2016/2868	Officer:	Nanayaa Ampoma	
Decision:	GTD	Decision Date:	22/09/2016	
Location:	Flat A 20 Rutland Gardens N4 1JP			
Proposal:	Erection of rear dormer and 3x rooflights to the front elevation.			

PNC Applications Decided: 1

Application No:	HGY/2016/2400	Officer:	Nanayaa Ampoma	
Decision:	PN NOT REQ	Decision Date:	16/09/2016	
Location:	34-35 Grand Parade N4 1AQ			
Proposal:	Prior Approval for change of use from A1/A2 (mixed use) to C3 (dwelling house)			

PNE Applications Decided: 1

Application No: **HGY/2016/2310** Officer: Anthony Traub

Decision: PN NOT REQ Decision Date: 25/08/2016

Location: 89 Glenwood Road N15 3JS

Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 5.7m, for which the maximum height would be 3.35m and for which the height of the eaves would be 2.75m

TEL Applications Decided: 5

Application No: **HGY/2016/2821** Officer: Wendy Robinson

Decision: PN GRANT Decision Date: 21/09/2016

Location: 79A Grand Parade N4 1DX

Proposal: Prior notification for replacement of telephone kiosk

Application No: **HGY/2016/2826** Officer: Wendy Robinson

Decision: PN GRANT Decision Date: 23/09/2016

Location: 6 Grand Parade N4 1JX

Proposal: Prior notification for replacement of telephone kiosk

Application No: **HGY/2016/2827** Officer: Wendy Robinson

Decision: PN GRANT Decision Date: 23/09/2016

Location: 25 Grand Parade N4 1LG

Proposal: Prior notification for replacement of telephone kiosk

Application No: **HGY/2016/2828** Officer: Wendy Robinson

Decision: PN GRANT Decision Date: 23/09/2016

Location: 257 West Green Road N15 5EG

Proposal: Prior notification for replacement of telephone kiosk

Application No: **HGY/2016/2830** Officer: Wendy Robinson

Decision: PN GRANT Decision Date: 23/09/2016

Location: 435 West Green Road N15 3PJ

Proposal: Prior notification for replacement of telephone kiosk

Total Applications Decided for Ward: 26WARD: **Seven Sisters****CLDE Applications Decided: 1**

Application No: **HGY/2016/2506** Officer: Duncan McKane

Decision: REF Decision Date: 20/09/2016

Location: 108 Plevna Crescent N15 6DW

Proposal: Certificate of Lawfulness for use of property as four flats comprising of 2 x studios and 2 x 1 beds

CLUP Applications Decided: 4

Application No: **HGY/2016/2152** Officer: Roland Sheldon

Decision: PERM REQ Decision Date: 23/08/2016

Location: 8 Vale Road N4 1PZ

Proposal: Certificate of lawfulness for erection of a single storey rear and single storey infill side extension and installation of an obscure glazed first floor side window to the rear outrigger.

Application No: **HGY/2016/2363** Officer: Duncan McKane

Decision: PERM DEV Decision Date: 06/09/2016

Location: 139 Fairview Road N15 6TS

Proposal: Certificate of lawfulness for a single storey rear extension and erection of rear dormer extension with roof lights to front roof slope

Application No: **HGY/2016/2485** Officer: Duncan McKane

Decision: PERM DEV Decision Date: 15/09/2016

Location: 35 Vartry Road N15 6PR

Proposal: Certificate of lawfulness for single storey rear extension

Application No: **HGY/2016/2561** Officer: Anthony Traub

Decision: PERM REQ Decision Date: 15/09/2016

Location: 82 Elm Park Avenue N15 6UY

Proposal: Certificate of Lawfulness for first floor rear extension

COND Applications Decided: 1

Application No: **HGY/2016/2412** Officer: Laurence Ackrill

Decision: GTD Decision Date: 15/09/2016

Location: 121 Wargrave Avenue N15 6TX

Proposal: Removal of Condition 6 (implementation and combined with HGY/2015/1952) following a grant of planning permission HGY/2016/0614

FUL Applications Decided: 28

Application No: **HGY/2015/0259** Officer: Malachy McGovern

Decision: REF Decision Date: 23/08/2016

Location: 38 Clifton Gardens N15 6AP

Proposal: Extension to the rear of the first floor, extending 3 metres over the existing ground floor extension.

Application No: **HGY/2016/1759** Officer: Zulema Nakata

Decision: REF Decision Date: 12/09/2016

Location: 24 & 26 Riverside Road N15 6DA

Proposal: Erection of a three storey rear extension at 24 Riverside Road and a two storey rear extension at 26 Riverside Road.

Application No: **HGY/2016/1914** Officer: Duncan McKane

Decision: GTD Decision Date: 22/08/2016

Location: 235 Hermitage Road N4 1NP

Proposal: Erection of rear side infill extension at ground floor level.

Application No: **HGY/2016/2135** Officer: David Farndon
 Decision: GTD Decision Date: 22/08/2016
 Location: 28 Craven Park Road N15 6AB
 Proposal: Erection of a 'type 3' extension (additional storey to the dwellinghouse)

Application No: **HGY/2016/2153** Officer: Duncan McKane
 Decision: GTD Decision Date: 23/08/2016
 Location: 139 Fairview Road N15 6TS
 Proposal: Erection of additional storey 'Type 3'

Application No: **HGY/2016/2171** Officer: David Farndon
 Decision: GTD Decision Date: 24/08/2016
 Location: Flat A 3 Holmdale Terrace N15 6PP
 Proposal: Erection of 4m rear extension with a total height of 2.4m

Application No: **HGY/2016/2177** Officer: Duncan McKane
 Decision: GTD Decision Date: 24/08/2016
 Location: 38 Craven Park Road N15 6AB
 Proposal: Erection of an additional 'type 3' storey extension

Application No: **HGY/2016/2178** Officer: Duncan McKane
 Decision: GTD Decision Date: 24/08/2016
 Location: 80 Leadale Road N15 6BH
 Proposal: Erection of additional storey 'Type 3'

Application No: **HGY/2016/2258** Officer: David Farndon
 Decision: GTD Decision Date: 24/08/2016
 Location: 145 Castlewood Road N15 6BD
 Proposal: Erection of additional storey ('Type 3' extension)

Application No: **HGY/2016/2259** Officer: David Farndon
 Decision: REF Decision Date: 24/08/2016
 Location: 145 Castlewood Road N15 6BD
 Proposal: First floor rear extension

Application No: **HGY/2016/2260** Officer: Duncan McKane
 Decision: REF Decision Date: 30/08/2016
 Location: 7 Wargrave Avenue N15 6UH
 Proposal: Erection of single storey rear extension (5m deep) to an existing dwelling.

Application No: **HGY/2016/2275** Officer: David Farndon
 Decision: REF Decision Date: 31/08/2016
 Location: 31 Eade Road N4 1DJ
 Proposal: Demolition of existing rear extension, construction of new single storey rear extension, new loft rear dormer, new front rooflights

Application No:	HGY/2016/2282	Officer:	David Farndon	
Decision:	REF	Decision Date:	31/08/2016	
Location:	16 Ermine Road N15 6DB			
Proposal:	Erection of a single storey front extension, conversion of garage into kitchen and three storey rear extension.			
Application No:	HGY/2016/2308	Officer:	Duncan McKane	
Decision:	GTD	Decision Date:	02/09/2016	
Location:	41 Wargrave Avenue N15 6UH			
Proposal:	Erection of front and rear dormers 'Type 2'			
Application No:	HGY/2016/2309	Officer:	James Hughes	
Decision:	GTD	Decision Date:	02/09/2016	
Location:	59A Elm Park Avenue N15 6UN			
Proposal:	Demolition of existing 3 storey building and rebuilding a new 3 storey family house with pitched roof, including using loft space for residential use.			
Application No:	HGY/2016/2312	Officer:	Emma McCready	
Decision:	GTD	Decision Date:	09/09/2016	
Location:	48 Ferndale Road N15 6UQ			
Proposal:	Erection of an additional storey to the dwellinghouse (a 'Type 3' extension) and the reversion of the property from 2 self-contained flats to a single dwelling.			
Application No:	HGY/2016/2326	Officer:	Duncan McKane	
Decision:	GTD	Decision Date:	05/09/2016	
Location:	6 Hillside Road N15 6NB			
Proposal:	Excavation of existing basement to for habitable room (playroom), including formation of light well to the front garden.			
Application No:	HGY/2016/2329	Officer:	Duncan McKane	
Decision:	GTD	Decision Date:	07/09/2016	
Location:	Unit D, Omega Works 167 Hermitage Road N4 1LZ			
Proposal:	Removal of existing roof finishes of corrugated material and single glazing and replacing with concrete tiles and rooflights			
Application No:	HGY/2016/2331	Officer:	Duncan McKane	
Decision:	GTD	Decision Date:	05/09/2016	
Location:	Flat A 47 St Johns Road N15 6QJ			
Proposal:	Erection of roof dormer extension			
Application No:	HGY/2016/2334	Officer:	Duncan McKane	
Decision:	REF	Decision Date:	05/09/2016	
Location:	127 Craven Park Road N15 6BP			
Proposal:	Conversion of existing dwelling into four self contained residential units, implementation of recently approved planning permission together with front dormer construction first floor addition to rear outrigger and further excavation to basement level.			
Application No:	HGY/2016/2337	Officer:	Duncan McKane	
Decision:	REF	Decision Date:	05/09/2016	
Location:	26 Gladesmore Road N15 6TB			
Proposal:	Erection of additional storey "Type 3"" and first floor rear extension.			

Application No: **HGY/2016/2375** Officer: Duncan McKane
 Decision: GTD Decision Date: 07/09/2016
 Location: 8 Riverside Road N15 6DA
 Proposal: Erection of 'type 3' roof extension, and part second floor rear extension

Application No: **HGY/2016/2376** Officer: David Farndon
 Decision: REF Decision Date: 08/09/2016
 Location: Ground Floor Shop 87 St Anns Road N15 6NJ
 Proposal: Conversion of a shop at ground floor level to provide two self contained units with an associated extension to the rear.

Application No: **HGY/2016/2396** Officer: Aaron Lau
 Decision: GTD Decision Date: 09/09/2016
 Location: 68 Hillside Road N15 6NB
 Proposal: Erection of single storey rear extension

Application No: **HGY/2016/2487** Officer: David Farndon
 Decision: GTD Decision Date: 15/09/2016
 Location: 47 Elm Park Avenue N15 6UW
 Proposal: Erection of an additional storey ('Type 3' extension)

Application No: **HGY/2016/2490** Officer: David Farndon
 Decision: REF Decision Date: 22/09/2016
 Location: 199 Eade Road N4 1DN
 Proposal: Erection of three live/work units from disused shipping containers

Application No: **HGY/2016/2535** Officer: David Farndon
 Decision: REF Decision Date: 19/09/2016
 Location: 42 Elm Park Avenue N15 6AU
 Proposal: Erection of single storey rear extension

Application No: **HGY/2016/2584** Officer: Duncan McKane
 Decision: REF Decision Date: 22/09/2016
 Location: 119 + 121 Craven Park Road N15 6BP
 Proposal: Erection of first floor rear extensions to both properties

PNE Applications Decided: 9

Application No: **HGY/2016/2280** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 23/08/2016
 Location: 103 Wargrave Avenue N15 6TU
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.36m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2016/2316** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 26/08/2016
 Location: 168 Gladesmore Road N15 6TH
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No:	HGY/2016/2383	Officer:	Anthony Traub
Decision:	PN REFUSED	Decision Date:	31/08/2016
Location:	47 Elm Park Avenue N15 6UW		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		
Application No:	HGY/2016/2417	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	06/09/2016
Location:	6 Clifton Gardens N15 6AP		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		
Application No:	HGY/2016/2497	Officer:	Anthony Traub
Decision:	PN REFUSED	Decision Date:	12/09/2016
Location:	220 Hermitage Road N4 1NN		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.5m		
Application No:	HGY/2016/2531	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	13/09/2016
Location:	33 Wargrave Avenue N15 6UH		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 5m (part), for which the maximum height would be 3m and for which the height of the eaves would be 3m		
Application No:	HGY/2016/2581	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	15/09/2016
Location:	28 Craven Park Road N15 6AB		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		
Application No:	HGY/2016/2631	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	15/09/2016
Location:	16 Ermine Road N15 6DB		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		
Application No:	HGY/2016/2648	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	23/09/2016
Location:	52 Lealand Road N15 6JS		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 4.6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		

RES Applications Decided: 2

Application No:	HGY/2016/2347	Officer:	Fortune Gumbo
Decision:	GTD	Decision Date:	02/09/2016
Location:	61 Ferndale Road N15 6UG		
Proposal:	Approval of details pursuant to Condition 3 (colour of roof extension) attached to Planning Appeal APP/Y5420/D/15/3140247 (Planning reference HGY/2015/2520)		
Application No:	HGY/2016/2348	Officer:	Fortune Gumbo
Decision:	GTD	Decision Date:	05/09/2016
Location:	61 Ferndale Road N15 6UG		
Proposal:	Approval of details pursuant to Condition 4 (details of corbels and corning) attached to Planning Appeal APP/Y5420/D/15/3140247 (Planning reference HGY/2015/2520)		

Total Applications Decided for Ward: 45

WARD: Stroud Green

ADV Applications Decided: 1

Application No: **HGY/2016/2503** Officer: Laurence Ackrill
Decision: GTD Decision Date: 23/09/2016
Location: 38 Stroud Green Road N4 3ES
Proposal: Display of 1 x externally illuminated fascia sign

CLDE Applications Decided: 2

Application No: **HGY/2016/2230** Officer: Laurence Ackrill
Decision: GTD Decision Date: 22/09/2016
Location: 94 Stroud Green Road N4 3EN
Proposal: Certificate of lawfulness for the use of property as House in Multiple Occupation (HMO)

Application No: **HGY/2016/2566** Officer: Laurence Ackrill
Decision: GTD Decision Date: 26/08/2016
Location: 2 Mount Pleasant Crescent N4 4HP
Proposal: Certificate of lawfulness for use as two flats

FUL Applications Decided: 13

Application No: **HGY/2016/2032** Officer: Sarah Madondo
Decision: GTD Decision Date: 06/09/2016
Location: Flat 1 50 Inderwick Road N8 9LD
Proposal: Excavation of the front light well to bay window and construction of a single storey ground floor extension to the rear and part infill to the side of the rear addition.

Application No: **HGY/2016/2055** Officer: Valerie Okeiyi
Decision: GTD Decision Date: 22/08/2016
Location: 50 Mount View Road N4 4JP
Proposal: Works to 3 flats including, extension of existing loft space to create new dormer window (already approved under HGY/2016/0749), ground floor side extension, and lower ground floor extensions to front and rear. Associated internal works.

Application No: **HGY/2016/2145** Officer: Sarah Madondo
Decision: GTD Decision Date: 23/08/2016
Location: Ground Floor Flat 10 Albert Road N4 3RW
Proposal: Erection of single storey side and rear extension

Application No: **HGY/2016/2161** Officer: Sarah Madondo
Decision: GTD Decision Date: 22/08/2016
Location: 10 Woodstock Road N4 3EX
Proposal: Changing of existing UPVC windows to traditional sash windows

Application No:	HGY/2016/2240	Officer:	Zulema Nakata	
Decision:	GTD	Decision Date:	02/09/2016	
Location:	5 Bridgemount Mews Mount Pleasant Villas N4 4AG			
Proposal:	Raising the decking to be one level			
Application No:	HGY/2016/2382	Officer:	Aaron Lau	
Decision:	GTD	Decision Date:	09/09/2016	
Location:	36 Lorne Road N4 3RT			
Proposal:	Erection of single storey rear and side extension to ground floor flat			
Application No:	HGY/2016/2407	Officer:	Laurence Ackrill	
Decision:	GTD	Decision Date:	05/09/2016	
Location:	22 Beatrice Road N4 4PD			
Proposal:	Rear dormer loft conversion, with roof light to front roof slope			
Application No:	HGY/2016/2433	Officer:	Tobias Finlayson	
Decision:	GTD	Decision Date:	12/09/2016	
Location:	4 Lancaster Road N4 4PP			
Proposal:	Erection of single storey side infill extension			
Application No:	HGY/2016/2479	Officer:	Laurence Ackrill	
Decision:	GTD	Decision Date:	15/09/2016	
Location:	87 Stapleton Hall Road N4 4RH			
Proposal:	Loft conversion including a rear-facing dormer and front rooflights			
Application No:	HGY/2016/2486	Officer:	Zulema Nakata	
Decision:	GTD	Decision Date:	15/09/2016	
Location:	25 Upper Tollington Park N4 3EJ			
Proposal:	Erection of single storey rear extension			
Application No:	HGY/2016/2501	Officer:	David Farndon	
Decision:	GTD	Decision Date:	21/09/2016	
Location:	Ground Floor Flat A 81 Lancaster Road N4 4PL			
Proposal:	Replacement of three rear windows at ground floor level			
Application No:	HGY/2016/2502	Officer:	Laurence Ackrill	
Decision:	GTD	Decision Date:	23/09/2016	
Location:	38 Stroud Green Road N4 3ES			
Proposal:	Shopfront Improvement including new aluminium shop front, lighting, tiled shop front surrounds and leadwork			
Application No:	HGY/2016/2549	Officer:	Conor Guilfoyle	
Decision:	GTD	Decision Date:	22/09/2016	
Location:	50 Mount View Road N4 4JP			
Proposal:	Addition of a recessed balcony to already approved dormer window, works to 3 flats including, extension of existing loft space to create new dormer window, ground floor side extension and lower ground floor extensions to front and rear, internal works (approved under HGY/2016/0749)			

LCD Applications Decided: 2

Application No: **HGY/2016/2406** Officer: Zulema Nakata
 Decision: GTD Decision Date: 09/09/2016
 Location: 18a, 18b, 18c & 24a, 24b, 24c Quernmore Road N4 4QX
 Proposal: Replacement windows

Application No: **HGY/2016/2527** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 19/09/2016
 Location: 17 Quernmore Road N4 4QT
 Proposal: Replacement windows and doors

NON Applications Decided: 1

Application No: **HGY/2016/2599** Officer: Duncan McKane
 Decision: GTD Decision Date: 12/09/2016
 Location: 65 Victoria Road N4 3SN
 Proposal: Non-material amendment following a grant of planning permission HGY/2016/0549 for alterations to glazing layout to rear extension: omission of window to flank wall, and reduction of width of doors to rear elevation of extension

Total Applications Decided for Ward: 19WARD: **Tottenham Green****CLDE Applications Decided: 1**

Application No: **HGY/2016/2261** Officer: Anthony Traub
 Decision: GTD Decision Date: 30/08/2016
 Location: 89 Philip Lane N15 4JR
 Proposal: Use of property as nine self-contained flats.

CLUP Applications Decided: 4

Application No: **HGY/2016/2244** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 24/08/2016
 Location: 150 Seaford Road N15 5DS
 Proposal: Certificate of lawfulness for loft conversion to the main and back addition roofs, and insertion of rooflights to front roof slope.

Application No: **HGY/2016/2354** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 06/09/2016
 Location: 34 Roslyn Road N15 5ET
 Proposal: Certificate of lawfulness for a L-shaped rear dormer and two rooflights to front roof slope

Application No: **HGY/2016/2366** Officer: David Farndon
 Decision: PERM DEV Decision Date: 06/09/2016
 Location: 168 Seaford Road N15 5DS
 Proposal: Certificate of Lawfulness for loft dormer extensions with roof lights to front roof slope.

Application No: **HGY/2016/2552** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 16/09/2016
 Location: 10 Antill Road N15 4AS
 Proposal: Certificate of Lawfulness for use of one room as an office

EIA1 Applications Decided: 1

Application No: **HGY/2016/2656** Officer: Robbie McNaugher
 Decision: EIANOTREQ Decision Date: 01/09/2016
 Location: Station Square West Tottenham Hale N17
 Proposal: Request for Screening Opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as Amended)

FUL Applications Decided: 9

Application No: **HGY/2016/1800** Officer: David Farndon
 Decision: REF Decision Date: 25/08/2016
 Location: 489 Seven Sisters Road N15 6EP
 Proposal: First floor rear extension to the existing 2 bedroom first floor flat and the erection of a dormer roof extension and internal alterations to the 1 x bedroom second floor flat to provide an additional bedroom.

Application No: **HGY/2016/1822** Officer: David Farndon
 Decision: GTD Decision Date: 12/09/2016
 Location: 3-7 West Green Road N15 5BX
 Proposal: Enlargement and conversion of a flat to form 3 x 2 bedroom flats

Application No: **HGY/2016/2115** Officer: Duncan McKane
 Decision: GTD Decision Date: 31/08/2016
 Location: 11 Dorset Road N15 5AJ
 Proposal: Erection of single-storey wrap-around rear extension with rooflights and sliding doors to replace existing extension and conservatory, small gable extension at first first floor level, horizontal parapet and flat roof for first floor gable-fronted extension in addition to a large picture frame window and new side window. Existing upvc windows are to be replaced with new double-glazed timber sash windows

Application No: **HGY/2016/2257** Officer: David Farndon
 Decision: GTD Decision Date: 30/08/2016
 Location: Flat 3 176 Page Green Terrace N15 4NS
 Proposal: Erection of a rear dormer to the roof slope of the top floor flat

Application No: **HGY/2016/2301** Officer: David Farndon
 Decision: REF Decision Date: 01/09/2016
 Location: 2 Summerhill Road N15 4HD
 Proposal: Conversion of ground/lower ground floor 3 bedroom unit into 2 x 1 bedroom units and alterations to side fenestration

Application No: **HGY/2016/2470** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 15/09/2016
 Location: The West Green Tavern 68 West Green Road N15 5NR
 Proposal: Alteration of access arrangement to the existing commercial unit at ground floor, reinstating the access door to the commercial unit on the corner of West Green Road and Beaconsfield Road; the existing access off Beaconsfield Road would therefore be blocked panelled off

Application No: **HGY/2016/2474** Officer: Duncan McKane
 Decision: REF Decision Date: 15/09/2016
 Location: 34 Seaford Road N15 5DY
 Proposal: Retrospective planning application for the retention of uPVC door to first floor rear addition, metal staircase to rear addition and metal railings above rear extension flat roof

Application No: **HGY/2016/2491** Officer: Duncan McKane
 Decision: GTD Decision Date: 15/09/2016
 Location: Flat A 20 Talbot Road N15 4DH
 Proposal: Erection of single story rear and side extension and internal changes to the ground floor apartment.

Application No: **HGY/2016/2690** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 12/09/2016
 Location: 820 Apex House Seven Sisters Road N15 5PQ
 Proposal: Part approval of details pursuant to Condition 22 (registered with BREEAM pre-assessment) attached to planning permission HGY/2015/2915 NOTE: further submission required following completion

NON Applications Decided: 2

Application No: **HGY/2016/0981** Officer: Samuel Uff
 Decision: GTD Decision Date: 20/09/2016
 Location: 318-320 High Road N15 4BN
 Proposal: Non-material amendment following a grant of planning permission HGY/2013/1985 to amend hopper and additional rainwater connection to downpipe, and to omit stack brick in Flat 17 Balcony

Application No: **HGY/2016/1068** Officer: Samuel Uff
 Decision: GTD Decision Date: 20/09/2016
 Location: 318-320 High Road N15 4BN
 Proposal: Non-material amendment following a grant of planning permission HGY/2013/1985 to remove applied perforated panels.

PNE Applications Decided: 1

Application No: **HGY/2016/2546** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 13/09/2016
 Location: 169 Broad Lane N15 4QT
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.925m and for which the height of the eaves would be 2.85m

RES Applications Decided: 8

Application No: **HGY/2016/1026** Officer: Samuel Uff
 Decision: GTD Decision Date: 06/09/2016
 Location: 318-320 High Road N15 4BN
 Proposal: Approval of details pursuant to condition 12 (cycle storage) attached to planning permission HGY/2013/1985

Application No: **HGY/2016/1787** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 12/09/2016
 Location: The West Green Tavern 68 West Green Road N15 5NR
 Proposal: Approval of details pursuant to Condition 5 (Treatment of the Surroundings) attached to Planning Permission HGY/2014/0633

Application No:	HGY/2016/2285	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	20/09/2016
Location:	332 High Road N15 4BN		
Proposal:	Approval of Details pursuant to Condition 7 (Contaminated Land) attached to planning permission HGY/2014/1105		
Application No:	HGY/2016/2395	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	08/09/2016
Location:	The West Green Tavern 68 West Green Road N15 5NR		
Proposal:	Approval of details pursuant to condition 16 (soundproofing) attached to planning permission HGY/2014/0633		
Application No:	HGY/2016/2492	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	13/09/2016
Location:	The West Green Tavern 68 West Green Road N15 5NR		
Proposal:	Approval of details pursuant to Condition 9 (Materials) and Condition 14 ((details of enclosures and screen facilities) attached to Planning Permission HGY/2014/0633 (amended description)		
Application No:	HGY/2016/2712	Officer:	Adam Flynn
Decision:	GTD	Decision Date:	15/09/2016
Location:	Unit 2 Fountayne Business Centre Broad Lane N15 4EQ		
Proposal:	Partial approval of details pursuant to condition 5 (BREEAM - pre-assessment and registration) attached to planning permission HGY/2016/0425		
Application No:	HGY/2016/2713	Officer:	Adam Flynn
Decision:	GTD	Decision Date:	15/09/2016
Location:	Unit 2 Fountayne Business Centre Broad Lane N15 4EQ		
Proposal:	Approval of details pursuant to condition 7 (Travel Plan) attached to planning permission HGY/2016/0425		
Application No:	HGY/2016/2714	Officer:	Adam Flynn
Decision:	GTD	Decision Date:	15/09/2016
Location:	Unit 2 Fountayne Business Centre Broad Lane N15 4EQ		
Proposal:	Approval of details pursuant to condition 9 (Delivery & Service Plan) attached to planning permission HGY/2016/0425		

Total Applications Decided for Ward: 26

WARD: Tottenham Hale

CLDE Applications Decided: 1

Application No:	HGY/2016/2265	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	12/09/2016
Location:	1 Poynton Road N17 9SH		
Proposal:	Certificate of lawfulness for use of property as three separate flats		

CLUP Applications Decided: 8

Application No:	HGY/2016/2154	Officer:	Anthony Traub
Decision:	PERM REQ	Decision Date:	23/08/2016
Location:	65 Ladysmith Road N17 9AP		
Proposal:	Certificate of lawfulness for a single storey side extension with mono patched roof consisting of roof windows, hip to gable roof extension with rear projecting dormer, roof windows to front roof slope.		

Application No:	HGY/2016/2299	Officer:	Duncan McKane
Decision:	PERM DEV	Decision Date:	31/08/2016
Location:	88 Scotland Green N17 9TU		
Proposal:	Certificate of lawfulness for a loft conversion with hip to gable end rear dormer and three skylights at the front.		
Application No:	HGY/2016/2307	Officer:	Anthony Traub
Decision:	PERM DEV	Decision Date:	31/08/2016
Location:	30 Kimberley Road N17 9BD		
Proposal:	Certificate of lawfulness for loft conversion with rear dormer extension and front rooflights		
Application No:	HGY/2016/2362	Officer:	Anthony Traub
Decision:	PERM DEV	Decision Date:	31/08/2016
Location:	34 Kimberley Road N17 9BD		
Proposal:	Certificate of lawfulness for a loft conversion with rear dormer and Juliet balcony and a single storey side extension		
Application No:	HGY/2016/2451	Officer:	Duncan McKane
Decision:	PERM DEV	Decision Date:	13/09/2016
Location:	55 Rosebery Avenue N17 9SE		
Proposal:	Certificate of Lawfulness for a single storey rear extension and new rear dormer.		
Application No:	HGY/2016/2523	Officer:	David Farndon
Decision:	PERM DEV	Decision Date:	15/09/2016
Location:	91 Park View Road N17 9DP		
Proposal:	Certificate of lawfulness for a loft conversion including "L" shaped dormer with roof lights to front elevation and a ground floor side return extension		
Application No:	HGY/2016/2577	Officer:	Anthony Traub
Decision:	PERM DEV	Decision Date:	15/09/2016
Location:	112 Dowsett Road N17 9DH		
Proposal:	Certificate of lawfulness for rear dormer and front rooflights		
Application No:	HGY/2016/2691	Officer:	Anthony Traub
Decision:	PERM DEV	Decision Date:	15/09/2016
Location:	8 Thackeray Avenue N17 9DY		
Proposal:	Certificate of Lawfulness for a rear facing dormer with roof lights.		

EIA2 Applications Decided: 1

Application No:	HGY/2016/2137	Officer:	Robbie McNaugher
Decision:	EIASCACCEP	Decision Date:	07/09/2016
Location:	Ashley Road South Tottenham Hale N17		
Proposal:	Request for Scoping Opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as Amended)		

FUL Applications Decided: 6

Application No: **HGY/2016/2159** Officer: David Farndon
 Decision: REF Decision Date: 23/08/2016
 Location: 55A Scales Road N17 9HD
 Proposal: Demolition of a single storey residential unit and the erection of a two storey residential unit on the existing footprint

Application No: **HGY/2016/2168** Officer: Duncan McKane
 Decision: GTD Decision Date: 08/09/2016
 Location: Ground Floor Flat 51 Carew Road N17 9BA
 Proposal: Erection of rear extension to ground floor flat

Application No: **HGY/2016/2303** Officer: David Farndon
 Decision: GTD Decision Date: 01/09/2016
 Location: 35 Argyle Road N17 0BE
 Proposal: Erection of rear dormer extension and rooflights to front.

Application No: **HGY/2016/2333** Officer: David Farndon
 Decision: GTD Decision Date: 05/09/2016
 Location: 72 Dowsett Road N17 9DD
 Proposal: Erection of a roof extension including hip to gable, squaring off the existing splay at the front of the building, and the erection of a single storey rear extension

Application No: **HGY/2016/2399** Officer: Duncan McKane
 Decision: GTD Decision Date: 09/09/2016
 Location: 61 Dowsett Road N17 9DL
 Proposal: Replacement windows and door

Application No: **HGY/2016/2423** Officer: David Farndon
 Decision: REF Decision Date: 13/09/2016
 Location: 8 Poynton Road N17 9SL
 Proposal: Demolition of garage and the erection of a two storey dwelling

FULM Applications Decided: 1

Application No: **HGY/2015/3102** Officer: Samuel Uff
 Decision: GTD Decision Date: 07/09/2016
 Location: 624 High Road N17 9TL
 Proposal: Minor Material amendment to planning permission HGY/2009/1532 for (42 mixed tenure residential units and 1 commercial unit) for reconfiguration of the proposed units; changes to mix and tenure; reconfigured and relocated entrance arrangement; design changes to the frontage; relocated refuse storage; omission of green roof and revised energy strategy; increased top floor terraces and removal of planter; window pattern, entrance canopy and rear stone surround amendments.

PNE Applications Decided: 1

Application No: **HGY/2016/2675** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 21/09/2016
 Location: 8 Thackeray Avenue N17 9DY
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 3.65m, for which the maximum height would be 3.65m and for which the height of the eaves would be 2.6m

RES Applications Decided: 3

Application No: **HGY/2016/2034** Officer: Adam Flynn
 Decision: GTD Decision Date: 16/09/2016
 Location: Pavilion 6 Mill Mead Road N17 9QQ
 Proposal: Approval of details pursuant to condition 13 (revised Travel Plan) attached to planning permission HGY/2012/0799

Application No: **HGY/2016/2617** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 08/09/2016
 Location: Site of Former English Abrasives & Chemicals Ltd Marsh Lane N17 0UX
 Proposal: Approval of details pursuant to condition 25 (design and method statement) attached to planning permission HGY/2015/2650

Application No: **HGY/2016/2619** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 16/09/2016
 Location: Site of Former English Abrasives & Chemicals Ltd Marsh Lane N17 1AA
 Proposal: Approval of details pursuant to condition 8 (Details of Electric Vehicle Charging Points) attached to planning permission HGY/2015/2650

TPO Applications Decided: 1

Application No: **HGY/2016/2538** Officer: David Farndon
 Decision: GTD Decision Date: 22/09/2016
 Location: 10 Hampden Lane N17 0AS
 Proposal: Tree works to include crown reduction by 3m to 1 x Bay Tree

Total Applications Decided for Ward: 22

WARD: **West Green**

CLUP Applications Decided: 3

Application No: **HGY/2016/2445** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 12/09/2016
 Location: 62 Langham Road N15 3LX
 Proposal: Application for a Lawful Development Certificate for rear extension and loft conversion

Application No: **HGY/2016/2447** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 15/09/2016
 Location: 55 Mannock Road N22 6AB
 Proposal: Lawful Development Certificate for a loft conversion with rear dormer

Application No: **HGY/2016/2894** Officer: Samuel Uff
 Decision: PERM DEV Decision Date: 09/09/2016
 Location: 137 Boundary Road N22 6AR
 Proposal: Lawful Development Certificate for a proposed single storey rear extension.

FUL Applications Decided: 7

Application No:	HGY/2016/2202	Officer:	Gareth Prosser	
Decision:	REF	Decision Date:	25/08/2016	
Location:	9 Wilmot Road N17 6LH			
Proposal:	Demolition of side garage and extension of existing three bedroom dwelling to form new two bed dwelling.			
Application No:	HGY/2016/2364	Officer:	Gareth Prosser	
Decision:	GTD	Decision Date:	23/08/2016	
Location:	Flat B 6 Crescent Road N15 3LL			
Proposal:	Rear dormer window to facilitate a loft conversion.			
Application No:	HGY/2016/2637	Officer:	Gareth Prosser	
Decision:	GTD	Decision Date:	12/09/2016	
Location:	Flat 2 1 Boundary Road N22 6AS			
Proposal:	New rear roof dormer, revised roof pitch. 2no rooflights to top floor flat.			
Application No:	HGY/2016/2660	Officer:	Wendy Robinson	
Decision:	GTD	Decision Date:	12/09/2016	
Location:	Left Flat 173 Langham Road N15 3LP			
Proposal:	Erection of a single storey side and rear wrap around extension following demolition of existing rear and side single storey extensions. Demolition of existing outbuildings.			
Application No:	HGY/2016/2857	Officer:	Emma McCready	
Decision:	GTD	Decision Date:	23/09/2016	
Location:	160 Carlingford Road N15 3EU			
Proposal:	Erection of rear dormer extension			
Application No:	HGY/2016/2869	Officer:	Nanayaa Ampoma	
Decision:	GTD	Decision Date:	22/09/2016	
Location:	2 Stanmore Road N15 3PS			
Proposal:	Windows and door replacements to uPVC.			
Application No:	HGY/2016/2882	Officer:	Roland Sheldon	
Decision:	REF	Decision Date:	05/09/2016	
Location:	5 Vincent Road N15 3QA			
Proposal:	Conversion from single family dwellinghouse (currently in use as three unauthorised self-contained flats) to two self-contained flats (1x two bedrooms flat + 1x three bedrooms flat).			

PNE Applications Decided: 1

Application No:	HGY/2016/2341	Officer:	Anthony Traub	
Decision:	PERM DEV	Decision Date:	31/08/2016	
Location:	55 Mannock Road N22 6AB			
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.85m			

RES Applications Decided: 4

Application No: **HGY/2016/1715** Officer: David Farndon
 Decision: GTD Decision Date: 02/09/2016
 Location: 2A Mannoek Road N22 6AA
 Proposal: Approval of details pursuant to condition 6 (Construction Management Plan) attached to planning permission HGY/2015/3647

Application No: **HGY/2016/2673** Officer: Neil Collins
 Decision: GTD Decision Date: 24/08/2016
 Location: 270-274 West Green Road N15 3QR
 Proposal: Approval of details pursuant to Condition 8 (Piling) attached to planning permission HGY/2016/1309

Application No: **HGY/2016/3059** Officer: Wendy Robinson
 Decision: GTD Decision Date: 16/09/2016
 Location: 470 West Green Road N15 3DA
 Proposal: Approval of details pursuant to condition 3 (cycle storage) attached to planning permission HGY/2016/2306

Application No: **HGY/2016/3060** Officer: Wendy Robinson
 Decision: GTD Decision Date: 16/09/2016
 Location: Shop 1A Stanmore Road N15 3PT
 Proposal: Approval of details pursuant to condition 1 (cycle storage) attached to planning permission HGY/2016/2100

Total Applications Decided for Ward: 15

WARD: **White Hart Lane**

CLUP Applications Decided: 4

Application No: **HGY/2016/2142** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 22/08/2016
 Location: 29 Creighton Road N17 8JU
 Proposal: Certificate of lawfulness for a loft dormer extension

Application No: **HGY/2016/2298** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 31/08/2016
 Location: 66 Courtman Road N17 7HU
 Proposal: Certificate of Lawfulness for a single storey rear extension.

Application No: **HGY/2016/2391** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 09/09/2016
 Location: 52 Compton Crescent N17 7LD
 Proposal: Certificate of Lawfulness for a rear dormer extension and loft conversion with skylights to front roof slope and a single storey rear extension.

Application No: **HGY/2016/2574** Officer: Samuel Uff
 Decision: PERM DEV Decision Date: 02/09/2016
 Location: 555 White Hart Lane N17 7RN
 Proposal: Lawful Development Certificate for use as a Minicab office (Operating Centre).

FUL Applications Decided: 6

Application No:	HGY/2016/1862	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	31/08/2016
Location:	148 Risley Avenue N17 7ER		
Proposal:	Replacement of existing timber framed sash windows with like-for-like double glazed timber framed sash windows to the front elevation and uPVC sash windows to the rear		
Application No:	HGY/2016/2043	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	23/08/2016
Location:	206 Tower Gardens Road N17 7QB		
Proposal:	Erection of a single storey rear infill extension, replace windows to front and rear elevation with double glazed timber sash windows.		
Application No:	HGY/2016/2318	Officer:	Kwaku Bossman-Gyamera
Decision:	REF	Decision Date:	02/09/2016
Location:	201 Devonshire Hill Lane N17 7NP		
Proposal:	Erection of a rear and loft extension with windows to the front roof slope and change of use from single dwelling house to two separate units		
Application No:	HGY/2016/2398	Officer:	David Farndon
Decision:	GTD	Decision Date:	08/09/2016
Location:	2 Walthef Avenue N17 7PL		
Proposal:	Loft conversion with 3 rooflights to the rear roof slope		
Application No:	HGY/2016/2541	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	22/09/2016
Location:	270-274 The Roundway N17 7AG		
Proposal:	Installation of Cold Room clad with brick effect cladding to rear		
Application No:	HGY/2016/2575	Officer:	Laurence Ackrill
Decision:	REF	Decision Date:	20/09/2016
Location:	106 Risley Avenue N17 7ES		
Proposal:	Construction of 1.15m side extension to existing rear extension		

LCD Applications Decided: 1

Application No:	HGY/2016/2415	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	09/09/2016
Location:	50-84 Fenton Road N17 7JQ		
Proposal:	Replacement windows		

PNE Applications Decided: 1

Application No:	HGY/2016/2625	Officer:	Anthony Traub
Decision:	PN REFUSED	Decision Date:	21/09/2016
Location:	271 The Roundway N17 7AJ		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 5 metres for which the maximum height would be 3.5 metres for which the height of the eaves would be 3 metres.		

Total Applications Decided for Ward: 12

WARD: Woodside**ADV Applications Decided: 1**

Application No: **HGY/2016/2806** Officer: Neil Collins

Decision: GTD Decision Date: 12/09/2016

Location: 202 High Road N22 8HH

Proposal: Display of internally illuminated advertisement on bus stop structure

CLUP Applications Decided: 5

Application No: **HGY/2016/2446** Officer: Anthony Traub

Decision: PERM DEV Decision Date: 12/09/2016

Location: 130 Perth Road N22 5QP

Proposal: Certificate of lawfulness for part two storey part single storey rear extensions

Application No: **HGY/2016/2595** Officer: Nanayaa Ampoma

Decision: PERM DEV Decision Date: 26/08/2016

Location: 19 Melrose Avenue N22 5EA

Proposal: Certificate of lawfulness for rear dormer and 3x rooflights to front roofslope.

Application No: **HGY/2016/2787** Officer: Emma McCready

Decision: PERM DEV Decision Date: 26/08/2016

Location: 67 Woodside Road N22 5HP

Proposal: Certificate of lawfulness for a rear dormer and front rooflights

Application No: **HGY/2016/2796** Officer: Neil Collins

Decision: PERM DEV Decision Date: 12/09/2016

Location: 78 Dunbar Road N22 5BJ

Proposal: Certificate of lawfulness for a rear dormer extension with Juliet balcony and roof lights to front roof slope

Application No: **HGY/2016/2938** Officer: Neil Collins

Decision: PERM DEV Decision Date: 06/09/2016

Location: 7 Berwick Road N22 5QB

Proposal: Application for a Lawful Development Certificate for a proposed rear dormer roof extension and the installation of roof lights in front roof slope

FUL Applications Decided: 8

Application No: **HGY/2016/1789** Officer: Gareth Prosser

Decision: GTD Decision Date: 24/08/2016

Location: 6 Eldon Road N22 5DT

Proposal: Erection of single storey rear/side extension

Application No: **HGY/2016/1951** Officer: Neil Collins

Decision: GTD Decision Date: 22/08/2016

Location: Flat A 17 White Hart Lane N22 5SL

Proposal: Erection of single storey rear/side extension to ground floor flat.

Application No: **HGY/2016/2269** Officer: Samuel Uff
 Decision: REF Decision Date: 21/09/2016
 Location: 2 Perth Road N22 5RB
 Proposal: First floor extension and conversion of existing garage, and addition of a rear dormer.

Application No: **HGY/2016/2475** Officer: Nanayaa Ampoma
 Decision: REF Decision Date: 22/09/2016
 Location: 15 Glendale Avenue N22 5HL
 Proposal: Conversion of property from self- contained dwellinghouse to 2 x self-contained flat (1x one bedroom and x three bedroom).

Application No: **HGY/2016/2598** Officer: Samuel Uff
 Decision: GTD Decision Date: 01/09/2016
 Location: Flat C 16 Sylvan Avenue N22 5HX
 Proposal: Rear dormer roof extension and insertion of 4 x front rooflights and 2 x rear rooflights

Application No: **HGY/2016/2603** Officer: Samuel Uff
 Decision: GTD Decision Date: 09/09/2016
 Location: 121 Granville Road N22 5LS
 Proposal: Single storey rear extension (conservatory)

Application No: **HGY/2016/2626** Officer: Neil Collins
 Decision: GTD Decision Date: 02/09/2016
 Location: 622 Lordship Lane N22 5JH
 Proposal: Erection of two storey rear extension and conversion of first and second floors to create 2 x 1 bedroom self-contained flats

Application No: **HGY/2016/2657** Officer: Samuel Uff
 Decision: GTD Decision Date: 08/09/2016
 Location: 35 Berwick Road N22 5QB
 Proposal: Two storey side extension

PNE Applications Decided: 2

Application No: **HGY/2016/2437** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 06/09/2016
 Location: 112 Granville Road N22 5LX
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.175m and for which the height of the eaves would be 2.850m

Application No: **HGY/2016/2505** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 13/09/2016
 Location: 25 Cumberland Road N22 7TD
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 3.538m & 1.205m, for which the maximum height would be 3.4m and for which the height of the eaves would be 2.35m

Total Applications Decided for Ward: 16

WARD: **Not Applicable - Outside Borough**

OBS Applications Decided: 3

Application No:	HGY/2016/1685	Officer:	Matthew Gunning
Decision:	RNO	Decision Date:	14/09/2016
Location:	30 Commercial Road N18 1TP		
Proposal:	Construction of replacement 3-storey warehouse (Observations to L.B. Enfield)		

Application No:	HGY/2016/2611	Officer:	Matthew Gunning
Decision:	RNO	Decision Date:	01/09/2016
Location:	68 Coppetts Road N10 1JU		
Proposal:	Observations to London Borough of Barnet for alterations to hard and soft landscaping including new block paving to provide driveway, new refuse storage area		

Application No:	HGY/2016/2694	Officer:	Matthew Gunning
Decision:	RNO	Decision Date:	09/09/2016
Location:	84-86 Amhurst Park N16 5AH		
Proposal:	Observations to London Borough of Hackney for erection of single storey rear extension at lower ground floor level with external play area/roof terrace above at ground floor level		

Total Applications Decided for Ward:	3
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Total Number of Applications Decided:	464
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