

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 12th December, 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. PLANNING PROTOCOL

The Planning Committee abides by the Council's Planning Protocol 2016. A factsheet covering some of the key points within the protocol as well as some of the context for Haringey's planning process is provided alongside the agenda pack available to the public at each meeting as well as on the Haringey Planning Committee webpage.

The planning system manages the use and development of land and buildings. The overall aim of the system is to ensure a balance between enabling development to take place and conserving and protecting the environment and local amenities. Planning can also help tackle climate change and overall seeks to create better places for people to live, work and play. It is important that the public understand that the committee makes planning decisions in this context. These decisions are rarely simple and often

involve balancing competing priorities. Councillors and officers have a duty to ensure that the public are consulted, involved and where possible, understand the decisions being made.

Neither the number of objectors or supporters nor the extent of their opposition or support are of themselves material planning considerations.

The Planning Committee is held as a meeting in public and not a public meeting. The right to speak from the floor is agreed beforehand in consultation with officers and the Chair. Any interruptions from the public may mean that the Chamber needs to be cleared.

3. APOLOGIES

4. 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 17 below.

5. 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

6. MINUTES (PAGES 1 - 34)

To confirm and sign the minutes of the Planning Sub Committee held on 10 October and 1 November.

7. 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.

8. MONO HOUSE 50-56 LAWRENCE ROAD N15 4EG (PAGES 35 - 174)

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

RECOMMENDATION: grant permission subject to conditions and subject to sec. 106 Legal Agreement.

9. LAND TO THE REAR OF 790-796 HIGH ROAD N17 0DH (PAGES 175 - 276)

Proposal (HGY/2016/3310): Erection of a four storey building (Sui Generis Use) to comprise new ticket sales offices, retail, administrative offices and other ancillary uses; demolition of rear extensions of the listed buildings Nos. 792 and 794 High Road; demolition of boundary wall to the rear of 792-796 High Road; associated hard and soft landscaping; and other ancillary works.

RECOMMENDATION: grant permission subject to conditions

Proposal (HGY/2016/3540): Listed building consent for demolition of rear extensions of the listed buildings Nos. 792 and 794 High Road; demolition of boundary wall to the rear of 792-796 High Road.

RECOMMENDATION: grant listed building consent subject to conditions.

10. TEMPLETON HALL AND GARAGES BESIDE 52 TEMPLETON ROAD N15 6RX (PAGES 277 - 340)

Erection of four storey residential building comprising of 11 units (8x2 bed and 3x1bed) with ancillary car parking.

RECOMMENDATION: grant permission subject to conditions and subject to a Shadow sec. 106 Legal Agreement

11. PRE APPLICATION BRIEFINGS

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

Notwithstanding that this is a formal meeting of the Sub-Committee, no

decision will be taken on the following items and any subsequent applications will be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

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

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

12. CAR PARK, WESTERFIELD ROAD LONDON, N15 5LD (PAGES 341 - 348)

13. 52-68 STAMFORD ROAD N15 4PZ (PAGES 349 - 358)

14. PLEVNA CRESCENT

TO FOLLOW.

15. UPDATE ON MAJOR PROPOSALS (PAGES 359 - 372)

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.

16. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 373 - 424)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 24 October to 25 November.

17. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 2 above.

18. DATE OF NEXT MEETING

16 January 2017.

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

Monday, 05 December 2016

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MINUTES OF THE MEETING OF THE PLANNING SUB COMMITTEE HELD ON MONDAY, 10TH OCTOBER, 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**

28. FILMING AT MEETINGS

RESOLVED

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

The Chair identified that item 7, 590-598 Green Lanes would be deferred to the next meeting on 3 November in light of concerns raised by a number of objectors that they had not received notification of the meeting.

The order of the agenda was varied to take item 9, White Hart Lane station first, followed by land to the rear of 3 New Road and 86 Victoria Road.

29. DECLARATIONS OF INTEREST

Cllr Bevan identified that he had submitted a number of comments and observations on proposals for White Hart Lane station as a local ward councillor but confirmed that he still retained an open mind in determining the application.

Cllr Carroll stated that he had an interest with regards to item 10, 86 Victoria Road and as such would stand down from the Committee for the determination of that item.

30. MINUTES

RESOLVED

- That the minutes of the Planning Committee held on 5 September be approved.

31. HAWES AND CURTIS WAREHOUSE, 590-598 GREEN LANES, LONDON N8 0RA

This item was deferred to the meeting on 3 November.

32. WHITE HART LANE RAILWAY STATION WHITE HART LANE N17 8HH

The Committee considered a report on the application to grant planning permission for works to extend the operational railway station at White Hart Lane, the 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, the

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. 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 a number of amendments to proposed conditions and informatives.

An objector to the application addressed the Committee and outlined his concerns regarding the impact of the closure of two existing staircases within the station, resulting in a detour for passengers entering from the west side and to the detriment of local businesses operating near the stairs. These consequences were contrary to Network Rail's guidelines on station planning. A petition on this issue signed by 450 objectors had been submitted in 2014 as part of the High Road West consultation and had not been fully taken into account by the applicant, contrary to requirements in the Localism Act.

Representatives for the applicant addressed the Committee and outlined the benefits of the station reconfiguration including the significant investment in both transport and public realm improvements, creating greater footfall on Love Lane to reduce current anti-social behaviour issues, improved east-west permeability and step free platform access. On match day, the platform access changes would help reduce congestion and improve crowd management through the temporary closure of the Penshurst Road entrance, thereby funnelling passengers through one entrance and reducing queuing.

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

- Clarification was sought on the new roof construction. The applicant advised that the structure would have a 5% pitch to the middle with a central gutter but would appear flat from street view.
- Clarification was sought on the crowd modelling undertaken for match days particularly access routes for passengers entering from the north of the station. The applicant advised that the Penshurst Road entrance would be closed on match days to avoid crowds of pedestrian traffic on this road impacting on local residents.
- It was questioned whether refurbishment works would be undertaken to White Hart Lane road bridge as part of the project. Officers advised that improvements would be made under a Local Implementation Plan (LIP) public realm project running in parallel to the station project. The scoping of this project was being developed and details would be forwarded to Cllr Bevan **[action: MR]**
- The conservation officer's view of the scheme was requested. She identified in response that she had been heavily involved throughout the development of the plans and was very supportive of the well considered design. Additionally, the public realm improvements proposed would enhance the Conservation Area.

The Chair moved the recommendation of the report and it was

RESOLVED

- That planning application HGY/2016/2573 be approved subject to conditions, subject to a s106 Legal Agreement and subject to the Council not being directed to refuse the application following referral to the Mayor and that the Head of Development Management be authorised to issue the planning permission and impose conditions and informatives
- That, following completion of the agreement(s) referred to above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions and 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 the officer report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee:

1. 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 NOx 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 minum 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.

33. LAND TO REAR OF 3 NEW ROAD N8 8TA

The Committee considered a report on the application to grant planning permission for the demolition of the existing buildings on site 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 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.

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

- Vehicular access would be via the car park to Coulsden Court which would become a busy access road and likely suffer from unauthorised parking as onsite parking provision for the scheme was insufficient at only 4 spaces and in consideration that surrounding roads were already heavily parked. The car park also had a restrictive covenant in place prohibiting access for vehicles over 16 tonnes.
- Representatives from Metropolitan housing association which managed Coulsden Court proposed a number of additional conditions be imposed on the scheme including restrictions on unauthorised parking in Coulsden Court spaces, on deliveries etc.
- Concerns were raised over the waste management strategy for the scheme, with the current arrangements in place only being of an informal nature.
- Restrictions on noise and hours of operation of the commercial unit were requested and that local residents be consulted in the drafting of the Construction Management Plan.
- Intensification of the use of the site including a fourfold increase in the number of people currently located there would cause disturbance to neighbouring properties including from increased noise levels.
- A four storey building onsite would result in overlooking from the windows and balconies facing onto the car park as well as reduced privacy and light to neighbouring properties.
- The scale of the scheme was out of proportion to the current single storey building and for such a small site, with the applicant trying to cram in the maximum number of units.
- Traffic pressures in the area would increase.
- Current views to Alexandra Palace would be lost.
- Site security, health and safety and increased footfall were also identified as concerns.

Cllr Connor addressed the Committee as a local ward councillor and raised the following points:

- The scheme would have a detrimental impact on the Conservation Area and greater regard should have been given to the conservation officer's reservations about the scheme in this regard.
- The density of the scheme was too high and would result in poor living standards for future residents.
- There would be a reduction in light received to neighbouring properties and the communal gardens.

- The application did not address the issue of the restricted covenant on Coulsden Court car park.
- The four parking spaces proposed was insufficient for the number of residential units plus the demand associated with the commercial unit and on street parking was an existing problem in the area.

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

- Assurances were sought in response to concerns raised by the objectors regarding overlooking and loss of privacy. Officers advised that measures to mitigate this included the use of louvred screens, opaque glazing and the careful positioning of windows to avoid direct overlooking.
- Clarification was sought on parking provision onsite and in the vicinity. The transport officer advised that four spaces would be provided onsite. A robust parking stress survey had been carried out which identified sufficient on street parking space provision within a 200m radius of the site. It was advised that restrictions were not currently in place on future occupiers obtaining CPZ parking permits.
- The conservation officer was asked to expand on her views of the scheme. She advised in response that her primary concern was over scale and massing due to the backland nature of the site. Although it was identified that some harm would be caused to the Conservation Area, on balance this was judged to be less than substantial and additionally there would be no loss of historic fabric from the demolition of the existing building on site.
- It was questioned whether an informative could be added to encourage the applicant to liaise with Metropolitan Housing regarding resolving the concerns around the Coulsden Court car park. Officers agreed to add this.

Representatives for the applicant addressed the Committee and raised the following points:

- New homes and commercial space would be provided on an underutilised plot.
- Consultation had been undertaken with officers and local people and amendments made to the scheme in response to comments received.
- The Quality Review Panel supported the scheme as an exemplar development.
- Good dialogue had been established and would continue with Metropolitan Housing including car park access arrangements.
- Future employees of the commercial unit would not have access to the car gates and therefore be unable to park onsite. The unit would be in B1 use which was appropriate for a residential area.
- Concerns regarding noise and disruption to neighbours were addressed under conditions 3 and 7.
- Daylight and sunlight surveys had been undertaken and the results considered acceptable.
- Windows to the elevation facing 1 New Road would be fixed shut and of obscured glazing.
- The current building onsite was unsightly and the new scheme would constitute an improvement with the use of high quality materials, new boundaries and planting. There would only be constrained views of the scheme from the public realm.

The Committee expressed concern over proposals for exterior timber cladding owing to the tendency for it to deteriorate in appearance over time. The applicant advised that only small elements were planned to the bays of the houses and a high quality impregnated timber used to reduce potential discolouration. Officers added that they had raised this issue at an earlier stage with the applicant but were satisfied on the maintenance of a good appearance due to the quality of design and conditions in place.

In response to questions, it was advised that the flats would be accessed from New Road and the commercial unit would be of two storeys with a small mezzanine.

The Chair moved the recommendation of the report and it was

RESOLVED

- That planning application HGY/2016/1562 be approved subject to conditions and subject to a s106 Legal Agreement and that the Head of Development Management be authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms.
 - That the s106 legal agreement referred to above 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.
 - That following completion of the agreement(s) referred to above within the stated time period, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions; and 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 the report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.
1. 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 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.

34. 86 VICTORIA ROAD N4 3SW

[Cllr Carroll stood down from the Committee for the determination of this item and took no part in discussions].

The Committee considered a report on the application to grant planning permission for the demolition of the existing buildings and redevelopment to provide 9 residential units (Class C3) with associated access, parking and amenity space provision. 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 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 a number of new and amended conditions.

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

- Over 60 objections to the scheme had been submitted by local residents
- The site was only vacant as the current tenants had been evicted.
- The scheme would compromise the amenity of nearby residents including from overlooking and a loss of privacy. An independent architect commissioned had identified that the development would result in overlooking and breached 20m separation distances to neighbouring properties. The proposed reduction to the

height of the car park wall would further exacerbate the overlooking issue as well as creating a hazardous drop.

- The scheme would cause noise and light pollution including from the proposed balconies and basement light wells.
- The application contained 38 breaches of planning policy and would set a dangerous precedent for future developments in the area.
- The building would constitute a significant increase in massing, height and scale compared to the primarily single storey building currently onsite and would be overbearing, particularly to residents of Mount Pleasant Crescent. The scheme was similar in terms of bulk and height to a previous application rejected in 2008 on the grounds of its harmful impact on amenity.
- The scheme was bulky as a consequence of the applicant squeezing in too many units and was out of proportion to the local area which consisted predominantly of smaller scale buildings.
- The scheme would cause conservation harm due to its proximity to two locally listed terraces of houses. Concerns were raised that the conservation officer had not visited the site and her conclusions too brief for example in making no reference to nearby heritage assets such as Grade 2 Listed Stapleton Hall. Housing need and the PTAL of the site appeared to have been the drivers of the development to the detriment of the heritage impact and as such the application was contrary to policy DM7.
- The application was out of line with an objective under the Council's development management charter to confidently address feedback from local consultation.

Cllrs Gallagher and Hearn addressed the Committee in their capacity as local ward councillors and raised the following points:

- The development would cause harm to residential amenity and the Stroud Green Conservation Area
- Too many units would be crammed onsite resulting in unacceptable living conditions for future residents including a lack of outlook from screened balconies and the basement bedrooms, the living/kitchen room to unit 4 failing to comply with BRE standard in terms of daylight and many of the other rooms were barely above the minimum daylight/sunlight standards.
- The Council should be focussed on bringing forward high quality developments not those that only just met minimum design standards and were borderline policy compliant.
- Significant objections had been raised including by local residents, ward councillors and MP. The concerns raised by local residents regarding overlooking, overbearing, loss of amenity, damage to the Conservation Area and noise and light pollution from the development were reiterated.
- The layout of the scheme was unsuitable and unworkable due to the density, necessitating the use of obscured glass and resulting in dimly lit rooms with a lack of outlook, particularly in the basement.
- Health and safety concerns were raised around the works proposed to the car park wall.

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

- The Council's policy position regarding the development of backland sites was questioned. Officers advised that emerging Local Plan policies set out a position

regarding the development of backland and infill sites and that the application was in compliance with this as a comprehensive redevelopment of a vacant brownfield site.

- Concerns were raised over the loss of employment land from the current use of the site. Officers responded that on balance it was considered that residential use was an acceptable alternative use for the site located as it was within a residential area.
- Clarification was sought on concerns regarding light levels to the basement rooms. In response, it was advised that a daylight survey demonstrated that the basement would meet BRE standards save for one room in one of the units but which did exceed the British Standard for Daylight and as such was considered acceptable.
- It was questioned why the density of the scheme was low compared to the recommended standard for this part of London. Officers advised that the density of the scheme was within London Plan guidelines and sat well within the context of the area.
- Assurances were sought on concerns raised about the lack of outlook to the basement rooms. Officers outlined the differences between the daylight and outlook assessments undertaken, the results of which were both considered to be acceptable.
- An explanation was sought on why an affordable housing contribution was not associated with the scheme. Officers outlined in response the current legal position on affordable housing contributions for developments of fewer than 10 units and which rendered it unlawful to impose a tariff. It was advised however that should the development be subdivided or extended in the future to increase the number of units or the floorspace over 1000sqm, a contribution would be secured via the s106 legal agreement.
- Clarification was sought over how closely the current application resembled the previously refused scheme. Officers advised that the current scheme had a different roof form and therefore had improved massing and outlook in comparison to the refused application.
- Clarification was sought on overlooking distances to neighbouring properties. Officers advised that the Council did not have a specific policy position on this, with applications determined on their own merits. 20m was often used as rule of thumb but it was recognised that this was often unachievable in London.
- Further assurance was sought over the impact of the scheme on the Conservation Area. The conservation officer advised that although she had been unable to visit the site in person, it had been comprehensively assessed on a heritage basis using computer software. The scheme was only two storeys in height, would be an improvement on the current building on site and overall an enhancement to the setting of the heritage assets. The design maintained an ancillary scale to Mount Pleasant Crescent and Stapleton Hall Road and was considered appropriate for the site. The site was also a fair distance from the listed building on Stapleton Hall Road.

Representatives for the applicant addressed the Committee and raised the following points:

- The scheme had been revised a number of times in response to comments received from officers and local residents during the two year consultation process.
- Much needed new homes would be provided on a brownfield site that would be brought back into use.

- The conservation officer had the view that the application would enhance the Conservation Area, with the currently derelict site being unsightly and a security risk.
- Clarification was provided that the tenants previously onsite had not been evicted but had moved to purpose built premises.
- The scheme design was sympathetic, would have no adverse impact on neighbouring properties and was of an appropriate scale being only 2sqm larger than the current building onsite.
- The scheme exceeded all building design standards.

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

- In response to a question, the applicant advised that the basement element served to reduce the scale of the scheme and the impact on neighbouring properties.
- Further assurances were sought on concerns raised by objectors that the new residential units would be substandard. The applicant advised that the units all exceeded minimum standards including London Plan room and amenity space guidance and would provide acceptable living conditions.
- Assurances were sought on the accuracy of the sunlight and daylight surveys undertaken. The applicant advised that these had been undertaken using laser scanning, with a tolerance of just 3mm.
- Further clarification was sought on proposals for the reduction in height of the retaining wall in the car park and the potential for this to pose a health and safety risk. The applicant advised that this measure was to further improve living conditions to the basement accommodation although it was emphasised that the units would still comply with BRE daylight standards even if the wall was retained at its current height. Officers advised that a condition could be added related to this wall to require some form of boundary treatment to be installed such as a grill to protect any drop to the basement light wells.
- Further details were sought on claims made that the scheme would improve daylight to neighbouring properties. The applicant advised that the current structures on site were of a greater scale and located closer to neighbouring boundaries than the proposed scheme.
- Further assurances were sought over the quality of light received to the new units in consideration of proposals for obscured glazing to windows and balconies and the lack of direct light to the basement bedrooms. The applicant advised that only the parts of the balconies that were overlooked would be obscured. Assurances were also provided that daylight assessments were undertaken based on a level 850mm from the floor as opposed to standing head height and that even on these terms, the basement rooms were assessed as being acceptable in terms of daylight.

The Chair moved the recommendation of the report and at a vote, the recommendation fell.

The Chair invited the Committee to put forward alternative motions. The legal officer reminded the Committee that any refusal needed to be on material planning grounds and be capable of being sustained at appeal to avoid the potential for the award of costs against the Council.

Cllrs Mallett and Mitchell put forward a motion to reject the application on the following grounds: one of the ground floor living rooms in one of the units did not comply with BRE standards; harm caused to the Conservation Area; the living conditions for future residents; harm from overlooking and to the residential amenity of surrounding occupiers; the scheme did not comply with policy DM1 as it did not relate positively to neighbouring structures to create a harmonious whole and did not make a positive contribution to a place improving the character and quality of an area; the application did not confidently address feedback from local consultation and was contrary to DM7 regarding backland sites in not relating appropriately and sensitively to the surrounding area as well as the established street scene. At a vote, the motion was carried and it was agreed to delegate to officers the exact drafting of the refusal based on the points outlined above.

RESOLVED

- That planning application HGY/2015/3288 be refused inline with the reasons outlined above and that delegation be given to officers in the drafting of the wording of the refusal.

35. UPDATE ON MAJOR PROPOSALS

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

The Committee raised the following points:

500 White Hart Lane

Officers agreed to check whether affordable housing pepper potting could be achieved by core and access routes to the site from surrounding Council estates could be dealt with at reserved matters stage or whether it had been covered under the original outline permission [**action: EW**]

Highgate train depot

Concerns were raised about the appearance of the prominent industrial fencing. Officers advised that boundary treatments on railway operational land were usually completed under permitted development rights but agreed to look into this issue [**action: EW**]

St Ann's hospital development

In response to a request for an update, officers advised that at the current time the Trust had not put the site on the market or discharged pre-commencement conditions.

Hale Wharf

Officers agreed to review the disparate descriptions provided within the chart [**action: EW**].

36. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

The Committee considered a report setting out decisions on planning applications taken under delegated powers for the period 22 August to 23 September 2016.

Cllr Carter gave officers advanced warning that he would be asking a question at the next meeting once the 22 Sheldon Avenue air conditioning units application decision was reported.

RESOLVED

- That the report be noted.

37. DATE OF NEXT MEETING

Special Planning Committee 1 November.

CHAIR: Councillor Natan Doron

Signed by Chair

Date

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MINUTES OF THE MEETING OF THE PLANNING SUB COMMITTEE HELD ON TUESDAY, 1ST NOVEMBER, 2016

PRESENT:

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

38. FILMING AT MEETINGS

The Chair referred Members present to agenda Item 1 as shown on the agenda in respect of filming at this meeting, and Members noted the information contained therein.

39. APOLOGIES

Apologies for absence were received from Cllr Mann and from Cllr Bevan, who was attending the meeting to make representations on the application relating to Hale Wharf, and was therefore not participating as a Member of the Committee.

40. URGENT BUSINESS

There were no items of urgent business.

41. DECLARATIONS OF INTEREST

Councillors Patterson, Waters, Beacham, Basu, Carter, Mitchell and Mallett advised that they had been approached by objectors to the application relating to Hale Wharf, but confirmed that they had not expressed an opinion on the application in response.

42. HALE WHARF FERRY LANE N17

The Committee considered a report on the application for outline planning permission (for the entire site) for a residential led mixed use development at Hale Wharf, Ferry Lane N17, with all matters reserved in respect of the pedestrian footbridges and Phase 2 and 3 buildings, and detailed planning permission for the Phase 1 buildings, comprising the demolition of existing buildings, the construction of buildings ranging from 16 to 21 storeys to accommodate 249 residential units and 307m2 of flexible retail or business uses, modification works to the existing vehicular access and associated highway works, infrastructure, landscaping and public realm works, new servicing arrangements, car/cycle parking and associated and facilitating works. The report set out details of the proposed development and location, consultation responses, local representations and material planning considerations and

recommended to grant planning permission, subject to conditions, section 106 agreement and subject to referral to the Mayor of London.

Planning officers gave introductory presentations setting out the key aspects of the application and the ambitions for this particular site within the wider regeneration context of the Tottenham Hale area.

Several objectors addressed the Committee and raised the following points in respect of the application:

- The site was located within the Lee Valley Regional Park, which had a unique remit. All new developments should respect the quality and amenity of this location. It was felt that the design of Block A did not respond to its setting, being unremarkable in design, excessively large and dominating.
- The scale and massing of the proposals along Ferry Lane did not respond to its location as part of the regional park; it was felt that a sense of openness should be retained here and that more weight should have been given to the Lee Valley Regional Park Authority's Landscape Sensitivity Study (2013).
- The application represented overdevelopment; this was not the right location for this size of building.
- Any application here should firstly take into consideration the location, environment, community and strategic importance of London's waterways and it was felt that this was not the case with this application, which also did not take into account the long term future of the site.
- It was not felt that the appearance of this development would enhance its setting; local waterways were classified as open spaces in the same way as parks, and it was not felt that such a development would be proposed for a parkland setting.
- The need for more housing was recognised, but it was emphasised that this should not be at any price. The proposed Block A was felt to be too high and unattractive, and gave no consideration to the local community who would have to live alongside it.
- The application did not comply with Haringey's own policy on tall buildings. It was suggested that a maximum height of 11 storeys would be appropriate at the South of the site, with the height tapering down towards the green belt.
- Concerns raised during the consultation period had not been taken into account, particularly in respect of air quality and loss of daylight. Contrary to the assertion within the report that the nearest property to the proposed development was 80 metres away, the closest moored boat was only 8 metres from the site.
- Concern was expressed regarding the potential conflict of interest identified on page 28 of the report in respect of the scheme architects also advising the Council on the District Centre Framework (DCF). While the report stated that this site was not specifically addressed by the district centre framework masterplan, the December 2015 version of the DCF indicated the potential for a tall building on precisely the location of the proposed Block A, despite Hale Wharf not being included within the area identified as suitable for tall buildings.
- The proposal would create a 'wall' between the local community and the green belt.

- The application breached Haringey's planning guidance, in particular the Area Action Plan (AAP), the character study supporting the AAP and DM6 (tall buildings policy). The breaches of policies were felt to be such that a decision to grant permission would be subject to challenge.
- The Committee was urged to reject the application.

The Committee asked a number of questions in response to the points raised by the objectors, and the following answers were provided as follows:

- The legal advisor to the Committee confirmed that he was not aware of any reason why a decision to grant permission would be legally unsafe. The Committee had been given information on the relevant policies as set out in the report, and had a duty to give due weight to these in reaching its decision.
- In response to a question regarding the proposed height of Block A, officers confirmed that the maximum height of 21 storeys, stepping down to 4 to 9 storeys for the majority of the rest of the site, had been reached in negotiation with the applicant following an original proposed height of 25 storeys; judgement on what was considered to be an appropriate height had been exercised, taking into account the relevant planning policies. It was noted that the height had been considered in long view as being very similar to that of the already consented tower at Hale Village.
- In response to concern regarding the proposed level of parking, officers noted the excellent PTAL rating for this site, proposals for car club provision and cycle parking, which would limit the demand for car ownership on the site. Parking spaces for blue badge holders were allocated for the accessible units, and it was confirmed that if there was full take-up of these spaces, the remaining spaces could be allocated to other residents on the basis of need. In respect of parking for visitors, works and delivery vehicles, it was confirmed that there was no visitor parking allocated, but that the internal road layout would incorporate wider sections where service and delivery vehicles could stop.
- The Committee questioned the sufficiency of two car club bays for 505 residential units, and it was confirmed that this had been confirmed as adequate by car club providers who had been consulted.
- In response to a question from the Committee regarding the change in the Quality Review Panel's (QRP) views on parking arrangements between its two meetings, it was confirmed that parking was not the Panel's specialism – their initial concern had been with the potential design impact of parking arrangements, if this was not appropriately managed.
- The Committee asked how the application was felt to respond positively to the neighbouring environment. Officers advised that the tall buildings were only proposed for the extreme South of the site, with buildings on the rest of the site being much lower and gradually stepping up and then back down again to the frontage onto Ferry Lane. Ferry Lane had been identified as a suitable location for tall buildings; there was extensive open space to the south of the site, and this development would form part of an identifiable line of tall buildings marking the entrance to the borough, as set out in the urban characterisation study.
- Officers confirmed that the DCF and characterisation study were background documents to the AAP and were not in themselves adopted planning policies. They therefore had no weight or status as planning documents. The application was felt to be in line with the adopted planning policies, namely the AAP and

the Development Management Policies, and was felt by officers to meet the necessary criteria in relation to tall buildings.

- The Committee asked why the Townscape, Heritage and Visual Impact Assessment was provided by the applicants and was not an independent assessment. Officers confirmed that it was a requirement for such an assessment to be undertaken by the applicant, and that it was for the Local Authority to give consideration to the assessment provided. In this case, the Local Authority accepted the methodology used by the applicant in producing its assessment and felt that the representations produced therefore provided an accurate basis on which to assess the visual impact of the scheme.
- The Committee asked about the principle of stepping up to tall buildings, and how this related to Block A, which would be the first building in Tottenham Hale as one approached from the east. Officers advised that there were smaller buildings between the Ferry Boat Inn and the site, and that there were a number of potential development sites in this location, which would provide stepping up to the taller buildings characterising the urban centre of Tottenham Hale. Around four or five tall buildings, including Block A and the consented Hale Village tower, would be clustered around Tottenham Hale station.
- In response to a question from the Committee regarding the proximity of the station, and whether this was the basis for proposing tall buildings in this location, it was confirmed that the site was around 300-400m from the station, and that the proposed bridges would shorten the distance between the site and station. The high PTAL rating for the site was a basis for encouraging higher density development in this location and this principle was supported in the London Plan and local policy.
- In response to a question regarding the outline aspect of the application, it was confirmed that this established the parameters for the rest of the site, including the maximum height and footprint of the buildings and the design code. It was confirmed that detailed proposals, adhering to the parameters agreed in the outline permission, would be brought back to the Committee for approval, including the detailed proposals for the bridges.
- In response to the concerns regarding the potential conflict of interest identified by the objectors, officers confirmed that it was not unusual for architects to work on a masterplan and then on an individual application within that masterplan. A decision had been taken for the architects not to look at this particular site as part of the masterplanning work, and in any event there was no conflict of interest in bringing this application forward.

The Chair thanked the objectors for their contributions to the meeting.

Councillor Rice, Councillor Reith and Councillor Bevan addressed the Committee in objection to the application, and raised the following points:

- A block of 21 storeys in a semi-rural location such as this was unacceptable to the residents of Tottenham.
- The site was designated as an employment area – this proposal would reduce the number of small businesses in the area, limiting employment options for local people and limit their ability to afford to live in the housing proposed.
- The Committee was urged to reject the application on the basis it was inappropriate, too large, too tall and unattractive.

- While the affordable housing contribution was welcomed, the height and design of both Blocks A and B would have an adverse impact on the surrounding green belt land. The tall buildings policy indicated that such buildings were suitable for an urban centre location and it was not felt that this site was such a location.
- The regeneration ambitions for Tottenham needed to take into consideration the local community and not just buildings; this proposal risked undermining regeneration efforts as there was the risk of losing the trust of local residents.
- The scale of Block A was excessive, it would dominate views across the regional park and did not respect the area or provide visual interest. The local planning authority should give substantial weight to the site's location within the green belt and designated Lee Valley Regional Park.
- The application was 10% above the GLA density guidelines, 12% of residential windows fell beneath the required standard for daylight and 11% of residential windows fell beneath the required standard for sunlight, moreover, only 80% of units met the internal daylight conditions. The nearest play space for children was 400-800 metres away, with no play space on the site itself. The privacy and overlooking standard was 18-22 metres, whereas in the documentation the distance between proposed units averaged between 12 and 17 metres. There were therefore adequate grounds on which to reject the application.

Councillor Strickland addressed the Committee in support of the application, in his capacity as Cabinet Member for Housing, Regeneration and Planning, and raised the following points:

- It was acknowledged that this was a sensitive site, and an expensive site to develop due to the difficulties associated with providing utilities at this location. It had therefore taken a number of years to bring a viable scheme forward.
- Benefits of the scheme included the level of affordable housing, opening up links to the area and making the waterfront more accessible, and a welcome source of funding to improve the Paddock.
- In negotiation with the applicant, the height of the development had been reduced, the level of affordable housing increased, the bridges confirmed, good wheelchair accessibility had been secured and changes to the design had been agreed, based on the comments of the QRP.
- Within the wider context of other developments in the area, and the Crossrail 2 station, it was felt that this was an important application which would bring a major contribution to the area, and the Committee was urged to support it.

The Committee asked a number of questions of the Councillors who had made representations, and the following points were raised in discussion:

- In response to a question from the Committee regarding whether the provision of affordable housing should take precedence over other planning considerations, Cllr Strickland responded that this was not the case and that good mixed-use sites such as this proposal were able to deliver more widely.
- The Committee noted the comments in the report regarding the lack of play space, and asked what weight was given to this. The Committee also asked whether the resources to be provided for the Paddock were genuinely for

improvements to this space or to mitigate a lack of play space for older children. Cllr Strickland advised that the investment for the Paddock was to improve its accessibility and safety, to make it more attractive and to enhance this local nature reserve. Officers advised that the provision of play space should be a priority, and that elsewhere in the report it was confirmed that the level of provision for children aged 0 to 5 was sufficient, and that other spaces could be considered in respect of play space for older children. There was no intention that the investment in the Paddock was to mitigate for any lack of play space.

- In response to a question about future employment levels at the site, officers advised that this would vary depending on whether Block K was used for office space or residential (office use was to be encouraged in the first instance, but if it was established that there was no demand for such a use, then this would be a further residential block). There would be a reduction in employment of the site of between 11 to 95 FTE, depending on the final use of Block K. Cllr Strickland advised that under the portfolio approach to regeneration in this area, this site had been identified as being a contributor primarily in respect of housing provision, with increased employment opportunities being provided at other sites in Tottenham Hale.
- The Committee asked about the density of the proposal, and the comment that this exceeded the GLA guidelines. Officers noted that indicative density ranges were set out, but that there needed to be a balance between optimising density and looking at the creation of good quality homes, the provision of parking, play space and amenity space and that on this basis it was felt that the proposed density was acceptable. It was further noted that these were guidelines and not absolute policy – this scheme was felt to meet the majority of criteria and where it did not, there was mitigation for that.
- The Committee asked Cllr Reith to give some detail regarding parking provision in the area, from the perspective of a local ward councillor. Cllr Reith advised that there were significant parking issues, and that while she agreed with the aspiration to encourage greater use of public transport and reduce car ownership, this was not practical for all. The experience at Hale Village was that, far from blue badge spaces being under-subscribed, the provision of spaces was insufficient and caused tension for local residents who were unable to park.

The Chair thanked the Councillors for addressing the Committee. Cllr Bevan remained in the meeting room for the remainder of the meeting.

The applicants addressed the Committee, and raised the following points:

- Muse Developments and the Canal and Rivers Trust (CRT) formed a partnership which aimed to deliver long term improvements to sensitive sites close to waterways. Half of the profits from this project would go to the CRT, for investment in the nation's waterways. This represented the sixth such project brought forward via this partnership.
- The application would transform a polluted and under utilised brown-field site and open it up to the public.
- The design had been remodelled in response to feedback, with the taller buildings situated away from the northern end of the site and the wetlands and

towards the more urban setting of Ferry Lane. The materials proposed were traditional, to reflect the waterside heritage.

- The affordable housing level had been increased to 30%, with an emphasis on the provision of larger units.
- The applicants had worked closely with Natural England and the Environment Agency, to preserve the ecology of the site, and the application would improve the existing drainage at the site.
- The bridges proposed as part of the application would connect the centre of Tottenham Hale to the Lee Valley regional park, and would address the current condition of the Paddock, which had been indicated as a concern.
- The development would deliver high quality housing, leisure space and employment, and was intended to deliver a positive, long-term sustainable contribution to the local area.
- The architectural design of the scheme aimed at delivering a sustainable design, and to make the maximum opportunity of the high level of transport accessibility. This would make the waterside more accessible to the public, as well as opening up space within the site, and would create links to the green grid and create more green spaces than at present.
- The proposal responded to the urban context, with the greatest density close to Ferry Lane, stepping down towards the north of the site. All homes would be designed to the latest standards, the buildings would have active frontages, with private amenity and active ground floor spaces. The proposed use of brick was sustainable, long lasting and easy and cost-effective to maintain, and robust detailing would reference London's waterside architecture and dynamic skyline.
- The site had a number of environmental constraints, including the close proximity to Walthamstow Marshes, which had helped to shaped the proposed design. A comprehensive Environmental Impact Assessment (EIA) and a number of other studies had been undertaken, as part of which there had been extensive consultation with statutory bodies including Natural England, the Environment Agency and the local authority. Feedback from this process had informed the mitigations put forward in the application.
- Lighting would be carefully controlled to respond to the most environmentally sensitive areas of the site, formal foul drainage and surface water attenuation was included, which would improve the water quality of the run-off into the neighbouring waterways, and the scheme had been sensitivity tested against the latest Environment Agency climate change flood requirements, to the Agency's satisfaction. The scheme would deliver playspace and significant additional landscaping; while there may be some adverse effects during the construction phase which would be mitigated, the long term effects of the scheme on the local environment would be positive.

The Committee asked questions of the applicants, and covered the following issues in their discussion:

- In response to a question from the Committee regarding infrastructure such as schools, it was reported that this had been looked at as part of the EIA, and that wider provision of facilities came within the AAP. School places would be met by the local Harris Academy, and funding for a medical centre in Tottenham Hale had also been agreed.

- The Committee asked about the design of the blocks, in particular the slanted roofs, and how these had been arrived at. The applicants advised that the design responded to the challenge set by the client and represented something new, creating a dynamic skyline and reflecting the influence of traditional waterside design and wider London architectural references.
- The Committee asked why agreement had been reached to reduce the height of Block A to 21 storeys, given that the Mayor of London had indicated that greater density would be acceptable on this site. It was reported that this had been a balance between the support of the Mayor for greater density and the reservations expressed by the local authority, reflecting the opinions of local stakeholders. The proposed solution was intended as a collaborative compromise that it was hoped people would be able to support.
- Given the size and ecological qualities of the site and the significant opportunity this represented, the Committee asked about the potential for close working with a range of stakeholders, including Groundwork UK, the RSPB, the London Wildlife Trust and the Woodland Trust, in order to do something special here, working alongside the local community. The applicants confirmed that they would be happy to agree to an informative setting out the need to involve these organisations in the landscape design process.
- In response to a question from the Committee regarding the impact of Crossrail on this site, the applicants responded that this would increase the ability for people to travel from Tottenham Hale to central London. Officers advised that the Crossrail station would be on the same site as the existing station, and would provide additional capacity, a greater frequency and number of services from Tottenham Hale, which might anticipate increased density of developments close to the station in future.

Questioning of all parties having been concluded, Cllr Carroll advised that he proposed to move a motion to reject the application on the grounds of excessive height, that it did not respond appropriately to the surrounding area, that the density was in excess of the London Plan guidance, visual impact, daylight and sunlight deficiencies, insufficient play space provision, lack of parking and poor quality of design.

The Assistant Director, Planning, gave advice to the Committee on the reasons proposed and whether it was likely that these would stand up at appeal, and this advice was endorsed by the legal adviser to the Committee. It was clarified that any decisions made without strong policy grounds to support them would be overturned on appeal and lead to costs being awarded against the Council.

Cllr Carroll moved that the application be rejected on the grounds of excessive height, visual impact, quality of design and lack of parking. The motion was seconded by Cllr Carter and on a vote of 7 in favour of the motion and 2 against it was:

RESOLVED

That planning application HGY/2016/1719 be refused on the grounds of excessive height, visual impact, quality of design and lack of parking.

43. DATE OF NEXT MEETING

3 November 2016, 7pm
14 November 2016, 7pm

The meeting closed at 9.40pm.

CHAIR: Councillor Natan Doron

Signed by Chair

Date

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Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/2824

Ward: Tottenham Green

Address: Mono House 50-56 Lawrence Road N15 4EG

Proposal: 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

Applicant: Highgate Capital LLP

Ownership: Private

Case Officer Contact: James Hughes

Site Visit Date: 29/08/2016

Date received: 26/08/2016 **Last amended date:** 29/11/2016

Drawing number of plans: 1024-00-001rev Q; 1024-00-002revK; 1024-00-003revK; 1024-00-004revJ; 1024-00-005revG; 1024-00-006revF; 1024-00-007revF; 1024-00-008revF; 1024-00-009revD; 1024-00-010revM; 1024-00-011revEcol; 1024-00-012revD; 1024-00-013revCcol; 1024-00-014revDcol; 1024-00-015revDcol; 1024-00-016revDcol; 1024-100-001-col; 1024-100-002 ; 1024-100-003; 1024-100-004; 1024-100-005; 1024-100-006; 1024-100-007; 1024-100-008 ; 1024-100-009; 1024-100-0101024-100-011revA; 1024-100-012revA; 1024-100-013; 1024-100-014; 1024-100-01.

Applicant's Documents: Affordable Housing and Viability Assessment prepared Quod dated August 2016; Arboricultural Report prepared by Landmark Trees dated 8th August 2016; Commercial Report prepared by Currell dated August 2016; Daylight and Sunlight Report prepared by Point 2 Surveyors dated August 2016; Design and Access Statement Rev E prepared by RAK dated August 2016; Energy Statement prepared by Syntegra dated August 2016; Noise Impact Assessment prepared by KR Associates dated August 2016; Planning Statement and Heritage Statement prepared by RPS CgMs dated 11th August 2016; Planning Statement Addendum prepared by RPS CgMs dated 13th September 2016. Statement of Community Involvement prepared by Terrapin Communications dated August 2016; Surface Water Management Report prepared by MTS dated July 2016; Transport Statement prepared by Motion dated August 2016; Travel Plan Statement prepared by Motion dated August 2016.

- 1.1 This application is heard at Planning Sub-Committee because it is major development and is required to be reported to the Sub-Committee under the Council's constitution.

1.2 **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- 1.2.1 The proposed development will make a contribution to targeted housing delivery in the locality and the regeneration of the wider Lawrence Road area. The scheme is judged to accord with the site requirements and development guidelines of the emerging site allocation. The demolition of the existing buildings on the application site is acceptable and a reasonable quantum of commercial floorspace is proposed to be delivered by the scheme. The applicant has justified the net loss of employment floorspace in bringing forward the development. The applicant's financial contribution to off set the net loss of employment floorspace is judged acceptable given viability constraints, discussed below.
- 1.2.2 The scheme is considered to optimise the site potential with respect to development density and has responded well to the Quality Review Panel's (QRP's) design critique. The scheme does not exceed London Plan Density Matrix thresholds. The level of affordable housing offered is not policy compliant, however the developer has submitted a viability appraisal to demonstrate that the level of affordable housing offered is above what may be viably delivered on the site. The Council's third party consultant has reviewed the appraisal and reaches the same conclusion with respect to the quantum of affordable housing offered. The developer has agreed to an 18 month review mechanism to be secured by way of a planning obligation in the event a planning permission granted by Planning Sub-Committee is not implemented. The mix of units within the scheme is also judged acceptable given the accessible location and in consideration of viability issues. The development is considered acceptable in principle.
- 1.2.3 The layout of the scheme represents high quality design that is in keeping with the emerging typologies on Lawrence Road. The scheme will deliver a mixed use development with a continuous and active frontage. Lower residential blocks are proposed behind in a courtyard layout, stepping down in height toward dwellinghouses on Collingwood Road. The height, bulk and massing of the scheme is also successful given the location. The height of seven storey block fronting Lawrence Road is judged acceptable given the high quality design. The massing respects existing building lines southward and is appropriate for the area. The elevational treatment and fenestration are appropriate in design terms and the use of weathering steel framing is considered a strong element of the scheme.
- 1.2.4 The proposed units are judged to be high quality in terms of internal layout and will generally meet the space standards enshrined in the London Plan. All units will have access to a balcony or garden and 90% of the units proposed are dual aspect. There

are no north-facing single aspect units within the scheme. The courtyard layout maximises the number of doors to the street, and no building core comprises more than 4 units per level. A BRE compliant daylight/sunlight assessment confirms the units will receive good levels of daylight and sunlight. Subject to mitigation measures, the noise impacts to future occupiers are acceptable.

- 1.2.5 The provision of child playspace is not required given the unit mix (less than 10 children would live in the scheme based on an application of London Plan guidance) and whilst the level of open space is below policy requirements a contribution to offset this deficiency is not viable without compromising affordable housing provision. The site is served by local green spaces in the vicinity of the site.
- 1.2.6 The impacts of the scheme to adjoining occupiers are acceptable. The applicant's assessment indicates the daylight and sunlight impacts to adjoining properties are satisfactory given the application of BRE criteria. Some planning harm arises as a result of the overshadow impacts to the rear gardens of 19 and 20 Collingwood Road, however this harm is outweighed by other beneficial elements of the scheme. Given the existing position, the privacy and noise impacts to properties on Collingwood Road are judged acceptable.
- 1.2.7 Less than substantial harm is identified on the setting of the Clyde Circus Conservation Area in relation to the height of Block B in the northeast corner of the site. The development will also be visible from views along Nelson Road. While there is some conflict with adopted and emerging planning policy arising as a result of the scheme's impact on the Clyde Circus Conservation Area, the public benefit of the scheme significantly outweighs the harm and would therefore accord with the overall aims of the National Planning Policy Framework in seeking to preserve and enhance heritage assets. The scheme is therefore acceptable in heritage planning terms.
- 1.2.8 The level of car parking provision and cycle parking provision is considered acceptable given the spatial location of the site, subject to the imposition of recommended conditions. The accesses to the scheme are safe and sustainable. The scheme is not considered to give rise to cumulative transportation impacts in relation to the operation of the highway network or highway safety that may be considered to be severe in relation to Paragraph 34 of the National Planning Policy Framework. The development is acceptable in transportation terms.
- 1.2.9 The scheme will not give rise to the removal of any mature tree and is acceptable with respect to flood risk and sustainable drainage concerns, subject to the imposition of recommended conditions. Subject to the securing of proposed sustainability features and a financial contribution to offset climate change impacts, the proposal is acceptable in sustainability terms. The scheme would provide for land remediation and appropriate storage and collection of waste and recycled materials provided that recommended conditions are imposed.

- 1.2.10 While planning harm arises in respect of the loss of employment floorspace, a non policy compliant level of affordable housing, and the lack of open space provided, this planning harm is mitigated by the developer's financial and non-financial contributions to address the harm. The impacts to the adjoining Conversation Area are acceptable given the public benefits.
- 1.2.11 On balance, the development will result in the physical regeneration of the site through the provision of high quality housing and employment uses, and will replace the existing buildings to provide a more appealing urban environment. The character of Lawrence Road will be improved. This development will make a significant contribution to meeting the objectives of the local plan in the Lawrence Road area and delivers a level of affordable housing above what the scheme can viably support.

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 **15th January 2017** 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 is granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning 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 – Summary (The full text of recommended conditions is contained in Section 8 of this report. The internal or external consultee recommending imposition follows in brackets.)

- 1) Three Year Expiry (HGY Development Management)
- 2) Development in Accordance with Approved Drawings and Documents (LBH Development Management)
- 3) Preclusion of A Class Uses – Ground Floor Office (LBH Development Management)

- 4) Materials Samples (LBH Development Management)
- 5) Boundary Treatments (HGY Development Management)
- 6) Hard and Soft Landscaping (LBH Development Management)
- 7) Landscaping – Replacement of Trees and Plants (LBH Development Management)
- 8) Confirmation of Site Levels (HGY Development Management)
- 9) Detail of Sub-Station Re-location (LBH Development Management)
- 10) Impact Piling Method Statement (Thames Water)
- 11) Land Contamination – Part 1 and 2 (LBH Environmental Services and Community Safety)
- 12) Details of Sustainable Drainage – (LBH Senior Drainage Engineer)
- 13) Development in accordance with BREEAM Rating (LBH Carbon Management)
- 14) BREEAM Verification Certificate Submission (LBH Carbon Management)
- 15) BREEAM Non-Compliance Remediation (LBH Development Management)
- 16) Chimney Height Calculations, Diameters and Locations (LBH Environmental Services and Community Safety)
- 17) Details of Combined Heat and Power (CHP) – (LBH Environmental Services and Community Safety)
- 18) Details of Gas Boilers (Dry NOx Emissions) - (LBH Environmental Services and Community Safety)
- 19) Details of Gas Boilers – (LBH Carbon Management)
- 20) Development in accordance with target solar electricity delivery (LBH Carbon Management)
- 21) Details Roof Top PV Panels (LBH Development Management)
- 22) Details of AQDMP (Dus) – (LBH Environmental Services and Community Safety)
- 23) Consideration Constructor Scheme Registration (LBH Environmental Services and Community Safety)
- 24) Plant and Machinery - EU Directives (LBH Environmental Services and Community Safety)
- 25) Registration of NRMM - (LBH Environmental Services and Community Safety)
- 26) NRMM Inventory and Documentation Availability (LBH Environmental Services and Community Safety)
- 27) Details of Noise Mitigation Measures (LBH Development Management)
- 28) Details of Mechanical Plant (LBH Development Management)
- 29) Waste Management Scheme (LBH Environmental Services and Community Safety)
- 30) Cycle Parking Details (Transport for London + LBH Transportation)
- 31) Demolition and Construction Logistics Plan (DCLP) + Demolition and Construction Management Plan (DCMP) (Transport for London + LBH Transportation)
- 32) Servicing and Delivery Plan (SDP) (LBH Transportation)
- 33) On Site Car Parking Allocation Details (LBH Development Management)
- 34) Tree Protection Method Statement (LBH Tree & Nature Conservation)
- 35) Tree Protection Site Meeting (LBH Tree & Nature Conservation)
- 36) Inspection of Tree Protection Measures (LBH Tree & Nature Conservation)

- 37) Details of Central Dish/Receiving System (LBH Development Management)
- 38) Individual Satellite Dishes or Television Antennas Precluded (LBH Development Management)

Informatives – Summary (The full text of recommended informatives is contained in Section 8 of this report. The internal or external consultee recommending imposition follows in brackets).

- 1) Working with the Applicant (LBH Development Management)
- 2) Community Infrastructure Levy (LBH Development Management)
- 3) Hours of Construction Work (LBH Development Management)
- 4) Party Wall Act (LBH Development Management)
- 5) Requirement for Groundwater Risk Management Permit (Thames Water)
- 6) Attenuation of Storm Flows. Combined Sewer drain to nearest manhole. Connection for removal of ground water precluded. Approval required for discharge to public sewer. (Thames Water)
- 7) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres. (Thames Water).
- 8) Water Main Crossing Diversion (Thames Water)
- 9) Minimum Pressure and Flow Rate from Pipes (Thames Water)
- 10) Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)
- 11) Asbestos Survey (LBH Environmental Services and Community Safety)
- 12) New Development Naming (LBH Transportation)
- 13) Connecting and Sharing Heating Plant (LBH Carbon Management)
- 14) Affordable Housing Preferred Partners (LBH Housing)
- 15) Designing Out Crime – Certified Products (Metropolitan Police)
- 16) Tree Protection Site Meeting and Inspection (LBH Tree & Nature Conservation)
- 17) Environment Agency – Additional Advice (Environment Agency)

Section 106 Heads of Terms:

Affordable Housing

- 1) Affordable Housing – **19% (5 intermediate shared ownership (3bedroom/5person) units)**. The nominated units are proposed to be the mews block of houses at the rear of the development.
- 2) Viability review mechanism should the proposal not be implemented within **18 months** of the date of decision.

Transportation

- 3) Amendment of the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development to preclude the issue of on-street

residential parking permits within any current or future Controlled Parking Zone (CPZ) to future occupiers of the land.

- 4) Provision of residential and commercial travel plans, addressing:
 - a. Appointment of travel plan co-coordinator for both plans
 - b. Provision of “welcome transport induction packs” containing sustainable transport information for future residents
- 5) Two years free membership to an existing car club in the vicinity of the site for each future residential occupier and a £50 car club credit for each new residential unit.
- 6) Developer financial contribution of **£3000 (three thousand pounds)** per travel plan toward the cost of plan monitoring.
- 7) Developer financial contribution of **£10,000 (ten thousand pounds)** toward the investigation of the feasibility of a new Controlled Parking Zone (CPZ) to the north of the application site, to be paid upon the implementation of the planning permission.
- 8) Developer obligation to preserve the vehicle/pedestrian access to private land south of the application site in perpetuity.

Loss of Employment Floorspace

- 9) Developer financial contribution of **£5,400 (five thousand four hundred pounds)** toward addressing the net loss of employment floorspace, to be paid upon the implementation of the planning permission.

Skills and Training

- 10) Participation in the Jobs for Haringey Initiative Use to utilise local labor during the construction process.

Carbon Management

- 11) Developer financial contribution of **£ 25,500 (twenty five thousand five hundred pounds)** toward addressing the unachieved carbon reduction targets, to be paid upon the implementation of the planning permission.

Decentralised Energy

- 12) Connection to future decentralised energy network.

Section 278 Heads of Terms:

- 1) A developer contribution of **£45,000 (forty five thousand pounds)** for offsite highway works, to be paid upon the implementation of the planning permission, including:
 - a. removal of the existing vehicular access point
 - b. re-creation of a new vehicular access point
 - c. construction of a raised table
 - d. resurfacing of the footways sites side along the frontage.
- 2.5 In the event that member 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 be refused for the following reasons:
 - i. *In the absence of a legal agreement securing the provision of on-site affordable housing, and in the absence of a legal agreement to review the provision of affordable housing in 18 months, the scheme would fail to foster balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. The scheme would not make full use of Haringey's capacity for housing to meet targeted delivery of required homes. As such, the proposal is contrary to policy SP2 'Housing' of the Council's Local Plan March 2013 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.*
 - ii. *In the absence of an agreement to provide local employment, the proposal would fail to facilitate training and employment opportunities for the local population. The scheme would fail to contribute to the social regeneration of the area. As such the proposal is contrary to Local Plan Policies SP8 and SP9.*
 - iii. *In the absence of planning obligations to provide 1) travel plans and Traffic Management Order (TMO) amendments to preclude the issue of parking permits, and 2) financial contributions toward off site highways works, travel plan monitoring, car club and CPZ feasibility funding, the proposal would have an unacceptable impact on the safe operation of the highway network and give rise to unsustainable modes of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.*
 - iv. *In the absence of a legal agreement to preserve the vehicular/pedestrian access to the land south of the application site for the duration of the development, the*

proposal would give rise to a scheme that lacks connectivity and permeability in design terms. As such, the proposal would be contrary to London Plan policies 7.1, 7.4 and 7.6 and emerging DM Policy DM1.

- v. In the absence of a financial contribution toward carbon offsetting, the proposal would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and therefore contrary to London Plan Policy 5.2 and Local Plan Policy SP4.*
- vi. In the absence of a planning obligation to secure a connection to a future distinct energy network, the proposal would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and therefore contrary to London Plan Policy 5.2 and Local Plan Policy SP4.*

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

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

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3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed development

- 3.1.1. Full planning permission is sought for the demolition of the existing buildings on the land and redevelopment of the application site to create a mixed use scheme comprising 47 residential units over 3 blocks, together with 176m² of commercial floorspace (Use Class B1a) at ground floor level fronting Lawrence Road. The street facing block would be 7 storeys in height and include a recessed top floor. The mid-level block along the northern plot line is proposed to be 5 storeys in height (stepping down to 4 storeys east of the access core) and the mews block would be 3 storeys in height. The scheme makes a transition in height eastward across the site.
- 3.1.2. The three blocks are approximately laid out at the site perimeter and arranged in a courtyard formation. The blocks are proposed to contain the following quantum of development:
- **Block A** ('Mansion block') fronting Lawrence Road (23 flatted units + 176m² ground floor office use). Block A will rise to a height of 22.8 metres to the top of the set back floor. (There is proposed to be a box of rooftop plant 1.9 metres in height above this floor, but this plant will be set back 9.5 metres from the Lawrence Road elevation of the building. Photovoltaic [PV] plant will also be sited on the roof of Block A.)
 - **Block B** ('Courtyard block') along northern plot line (19 flatted units). The five storey element of Block B will rise to a height of 16.2 metres. The projecting steel framing set to the front of Block B will rise to a height of 12.4 metres. The four storey element of Block B will rise to a height of 12.8 metres. PV plant will also be sited on the roof of Block B.
 - **Block C** 'Mews block' along eastern plot line (5 Dwelling Houses). Block C will rise to a height of 9.4 metres.
- 3.1.3. The blocks are proposed to be primarily constructed of brick, with the balcony framing of Blocks A and B constructed of weathering steel. Blocks B and C adjoin in the northeast corner of the site and each block is of a flat roof design. A buff brick is proposed for the Mansion block and the Mews block, while the Courtyard block is proposed to be offset by a darker, purple-grey brick. The top storey of the Mansion block is set back to lessen its massing, and is proposed to incorporate a metal seam roof with decorative fins. The ground floor of Block A by contrast is to have a predominantly glazed commercial shopfront appearance. The upper inset balconies and rear roof elevations of the mews houses (Block C) are proposed to be clad in slate grey cementitious panels, designed to accord with the character of the Clyde Circus Conservation Area to the east. These houses also incorporate back gardens with a depth of approximately 7 metres. (However a single storey projection to Block C in the northeast corner of the site will abut the eastern plotline). The scheme is also designed with slatted privacy screening to the north elevation of Block B.

- 3.1.4. The 47 residential units range in size from 1-bedroom to 3-bedroom, of which 19% (5 units) are designated as 'affordable' (as a percentage of habitable rooms). The affordable housing offer comprises 5 shared ownership 3-bedroom (5 person) family homes. The commercial element of the scheme consists of an office unit (Use Class B1a) at ground floor level (comprising 176 m² of floorspace). The unit mix comprises 23 x one-bedroom units (49%), 16 x two-bedroom units (34%) and 8 x three-bedroom units (17%) across the three blocks.
- 3.1.5. The development proposes to incorporate a shared use double height undercroft access via Lawrence Road leading to an interior courtyard. A second shared use access leading south to the adjoining Bellway Homes development is also proposed. 8 on-site surface car parking spaces (including 5 Blue Badge disabled spaces) lie within the courtyard area. The residential parking provision yields approximately 0.2 car parking spaces per unit. The Mews block will incorporate individual front doors facing the courtyard, while the Courtyard block is deck access to the rear of the block, with a central core (and lift) also accessed from the courtyard. The access to the Mansion block (and two lifts) is via a recess in the shared undercroft. The access to the commercial unit is directly fronting Lawrence Road.
- 3.1.6. 80 cycle parking spaces are proposed within the scheme. The cycle parking for the flats is disaggregated across the site. Cycle storage for the terraced houses will be provided in sheds in the rear gardens. Blocks A and B incorporate lift access. Two residential bin storage areas (serving both the houses and the flats) are proposed, with a separate commercial bin storage areas in the undercroft area serving the commercial unit.

3.2. **Site and Surroundings**

- 3.2.1. The application site is an irregular shaped parcel 0.19 ha in area, widening to the rear. The site is on the east side of Lawrence Road. The front of the site is occupied by an existing terrace of Victorian buildings (Mono House) which may have previously been used for residential purposes. An undercroft from Lawrence Road leads to a small yard between Mono House and a set of 2 and 3 storey factory buildings. The factory buildings represent a substantial footprint in relation to the overall site area and may have previously been used as a lamp works. These buildings feature a saw tooth roof set and a prominent chimney. The factory buildings are currently vacant and comprise a footprint of approximately 1300m². Mono House has a footprint of approximately 200m² with the industrial yard area forming the remaining 400m² of the application site. (Images of the application site are contained in Appendix 2 for reference.)
- 3.2.2. The surrounding area is of a mixed use character. Lawrence Road has wide pavements and an attractive avenue of trees on both sides of the road. Many of the former commercial buildings along Lawrence Road were used intensely by the clothing industry throughout the 1970s and early 1980s. By the mid-1980s, the UK

clothing industry had begun to move abroad for economic reasons and the area is in transition.

- 3.2.3. Immediately south of the application site is the recently completed Bellway Homes development. The site is opposite Zenith House, a post war, low rise office block. Directly north of the application site is a dry cleaning operation trading as 'Jeeves Dry Cleaning'. There are several noise generating industrial plant buildings associated with the site to the north. To the east of the site are the gardens of the residential properties on Collingwood Road and Nelson Road. The site adjoins the Clyde Circus Conservation Area (CA) to the east.
- 3.2.4. The site is allocated on the Haringey proposals map (Unitary Development Plan 2006) as a 'Site Specific Proposal' (SSP27). The site is also allocated in the Council's emerging Tottenham Area Action Plan (SS2). The AAP was subject to Examination in Public (EiP) in September 2016 and Main Modifications to the AAP have now been published for statutory consultation. The emerging site allocation seeks to promote a mixed use scheme with re-provision of commercial /employment uses at ground floor level and residential uses above. The AAP states that the site is suitable for taller buildings fronting both sides of Lawrence Road whilst ensuring that any development respects and safeguards the setting of the adjacent Clyde Circus CA. The site lies in a groundwater Source Protection Zone. The site is also located in the Seven Sisters Controlled Parking Zone (CPZ) and attracts a Public Transport Accessibility Level (PTAL) of 4 on a scale of 1 to 6b. This indicates a good level of public transport accessibility.

3.3. Relevant Planning and Enforcement history

- 3.3.1. There is no recent planning history for the subject site relevant to this application. The Bellway Homes development noted above (Reference: HGY/2012/1983) has been constructed to the south of the site. This development delivered seven buildings rising (at its highest) to seven storeys, providing 264 new residential dwellings and 500 m² of flexible commercial/retail floorspace. This scheme comprised 'Phase 1' of the SS2 strategic site allocation, as per the emerging AAP.
- 3.3.2. Two mixed use schemes at 45-63 and 67 Lawrence Road (References: HGY/2016/1212 and HGY/2016/1213) in the northwest corner of the wider strategic SS2 site is proceeding through the planning process. Planning-Sub Committee resolved to grant this scheme planning permission on 3rd November 2016.
- 3.3.3. The applicant has previously sought pre-application guidance from the Council and the current scheme has evolved in response to officer feedback. Pre-application meetings occurred on 23rd November 2015 and 24th March 2016. A previous version of the scheme (proposing a 9 storey block fronting Lawrence Road and two terraces of mews housing to the rear) was presented to LBH's Quality Review Panel (QRP) on 27th April 2016. A summary of the QRP Report and the Officer response is Appendix 3. A final pre-application meeting was then held on 16th June 2016. The

current version of the scheme was presented at the pre-application stage to Planning Sub-Committee on 27th June 2016.

Applicant's Consultation

- 3.3.4. The applicant has also undertaken non-statutory consultation prior to the submission of the application. According to the applicant, a public consultation event was held on 30th June 2016 at the West Green Baptist Church. The applicant advises that 1009 local residents and businesses received a residents' newsletter inviting them to the event, and that 34 members of the local area signed an attendance sheet on arrival. The applicant advises event attendees included three representatives from the West Green Residents' Association and three representatives from the Clyde Area Residents' Association.

4. CONSULTATION RESPONSE

- 4.1. The following were consulted regarding the application:

- LBH CIL Monitoring Officer
- LBH Transport Group
- LBH Cleansing Team East
- LBH ARB
- LBH Building Control
- LBH Planning Enforcement
- LBH Housing Renewal
- LBH EHS Pollution Air Quality
- LBH EHS Noise
- LBH Conservation Officer
- LBH Parks
- LBH House Design and Major Projects
- LBH Tottenham Team Central
- LBH Economic Regeneration
- LBH Carbon Management
- LBH Flood and Surface Water
- LBH Emergency Planning
- LBH Sustainability
- Tottenham CAAC
- Tottenham Civic Society
- Clyde Circus Residents Association
- Thames Water
- Transport for London
- Metropolitan Police Designing Out Crime
- Environment Agency
- London Fire Brigade

- 4.2. The full text of comments from internal and external consultees that responded to consultation is contained in Appendix 1B. A summary of the received consultation responses is below :

Internal:

1) LBH Conservation

In terms of impact on the Conservation Area, there would be some harm (only because it is not preservation in legal terms), more related to views from the rear of the properties from within the Conservation Area rather than street scene and appearance.

Conservation Officer considers this harm would be less than substantial and there is enough public benefit to outweigh that. CGIs showing what the view would be from the rear of the properties on Collingwood Road looking towards the new development should be presented. These could be comparative to show Members whether the view is an improvement on existing- thus showing heritage benefit.

2) LBH Transportation

The transportation and highways authority have reviewed the transport assessment and supporting documentation and have concluded that the proposed development will not generated as significant increase traffic or parking demand which will have and significant impact on the highway and transportation network, subject to required S.278 /S.106 obligations and conditions.

3) LBH Neighbourhood Action Team

The application does not clearly show if sufficient storage is allocated to store the amount of receptacles required. The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection.

4) LBH Environmental Services and Community Safety.

Condition with respect to emissions from CHP is required. There are chimneys / flues associated with this proposed development, thus a chimney height calculation or emissions dispersal assessment is required. Additional standards conditions proposed.

5) LBH Carbon Management

The applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a "Very Good" standard. This demonstrates policy compliance. Assessment of sustainability

measures undertaken. The scheme does not achieve carbon targets of a 35% improvement beyond building regulation. Therefore a carbon offset of £25,461 is required. Standard conditions around boiler placement, Solar PV details, and mitigation measures recommended.

6) LBH Trees and Nature Conservation

Overall, the potential impacts of development are low as and can be mitigated through appropriate design and precautionary measures, which can be specified in Method Statements in the discharge of planning conditions.

7) LBH Housing

This site forms part of the Tottenham Area Action Plan and within the site allocation to deliver a mixed used development with commercial uses.

Although the site does not maximise the provision of affordable to meet the borough wide target of 40% and does not comply the intermediate dwelling mix and tenure, the housing enabling team supports this development principally on the grounds that it promotes the area's regeneration for Lawrence Road. Informative Recommended.

8) LBH Regeneration

In principle LBH Regeneration support a new development on this site to continue the regeneration of Lawrence Road as a mixed use street, with residential introduced alongside new employment uses as per the emerging Tottenham AAP. Some concerns however regarding the type, quantity, design and mix of uses proposed in this scheme.

9) LBH Senior Drainage Engineer

Planning Officers met with the LBH Senior Drainage Engineer and the applicant's drainage consultant on 30th November 2016. The LBH Senior Drainage Engineer considers the drainage issues outstanding can be addressed with the imposition of a planning condition. The condition recommended for imposition is contained in Section 8 of this report.

10) LBH Design Officer

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

External:

11)Thames Water

With regard to sewerage infrastructure capacity, no objection. With regard to water infrastructure capacity, no objection. 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. Various conditions and informatives attached.

12)Transport for London

Parking provision acceptable subject to Condition around electric vehicle charging points. Car free development by way of a planning obligation requested. Quantum of cycle parking acceptable, however concern in relation to location of cycle parking within site. Condition requested around cycle parking details. Refuse and servicing acceptable.

13)Metropolitan Police – Secure by Design

In principle no objections to the overall redevelopment of the site or the proposal for the site. Informative recommended around certified products to meeting building control requirements.

14)Environment Agency

Having reviewed the information submitted, no objection to the proposal or any conditions to request.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 888 Neighbouring properties consulted by letter
- 1 Resident's Association consulted by letter
- 1 Planning and Conservation Area site notice was erected in the vicinity of 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: 19
- Objecting: 13
- Supporting: 3
- Others: 3

5.3 The full text of representations from adjoining occupiers (and the officer response) is set out at Appendix 1B for reference. Two anonymous objections were received

that could not be strictly taken into consideration by officers, as the objectors did not provide their name and/or address. However, these objections have still been summarised in the summary below in paragraph 5.6.

5.4 The following local groups/societies made representations:

- None

5.5 The following Councillor made representations:

- None

5.6 The issues raised in representations from adjoining occupiers are summarised below.

- Development is perceived to be of excessive height in relation to adjoining properties.
- Impacts of development on the setting of the Clyde Road CA, including the use of brick not in keeping with the character of the CA.
- Building design (including steel frames) out of keeping with the local area.
- Existing Victorian buildings should be maintained on the site for reasons of visual interest and to preserve the industrial heritage of Lawrence Road.
- Housing Mix, including a lack of live-work units within the development is unacceptable.
- Perception that the development construction period will be elongated and impact residential amenity.
- More child friendly open space should be provided with the development.
- Development proposes a lack of on site parking spaces.
- Development will give rise to additional noise and pollution impacts associated with additional car movements to the site.
- Development will give rise to crime and the Council should subsequently provide CCTV on Lawrence Road.
- Daylight/Sunlight impacts will occur to properties on Collingwood Road.
- Setback to Collingwood Road between proposal and existing dwellings is insufficient.
- Building adjoining the rear garden of 17/18 Collingwood Road is an encroachment with insufficient separation distance. This element of the scheme will give rise to privacy issues for adjoining local residents.
- Boundary treatment should be improved at the rear gardens to Collingwood Road, notwithstanding the existing boundary wall.
- More speed control measures should be added along Lawrence Road to prevent use of the street as a “cut through”. Lawrence Road should be made a one-way street.

5.7 The following issues raised are not material planning considerations (the Officer comment is noted in brackets following):

- Southern access to the site is via private road, the maintenance of which is paid for by estate charges. (Officer comments: the only access issue material to planning is if the access to the site will facilitate pedestrian, cycle and vehicle movement to and from the redline area in a safe and sustainable manner. The issue of estate charges for private road maintenance is not a material consideration for members in coming to a planning decision on the application.)
- Public consultation was not sufficient and local residents were not invited to exhibition sessions. (Officer Comment: the public consultation for the planning application has met the statutory minimum required by planning legislation. The applicant's consultation prior to the deposit of the planning application is discretionary and its format is not a material planning issue.)
- Developer may not abide by proposed setback once planning consent is granted. (Officer Comment: the developer must build scheme in accordance with approved plans if planning permission is granted by Planning-Sub Committee. A planning condition around site level confirmation is recommended for imposition.)
- Development will give rise to partial demolition of a park in the Belway Homes development to the south. (Officer Comment: the developer has clarified that no demolition to any park adjoining the site at the southern plotline will occur. A grass verge may be removed to facilitate the southern access.)
- Proposal should be a community use due to perceived school over-crowding. (Officer Comment: the decision as to whether to grant planning permission is in relation to the current proposal. An alternative scheme is not under consideration by Planning Sub-Committee. Notwithstanding this, the developer is making a CIL contribution to local infrastructure, including education.)

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Development Design
3. Impacts to Adjoining Occupiers
4. Development Impacts to Clyde Circus Conservation Area
5. Transportation and Parking
6. Tree Protection and Landscape Character
7. Flood Risk and Drainage
8. Energy and Sustainably
9. Waste and Recycling
10. Land Contamination

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. Planning permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.
- 6.2.2 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The principle of introducing additional residential units at the site would be supported by planning policy, as the units would augment the housing stock in the area, and meet the requirements of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, subject to a consideration of the details of the proposal.
- 6.2.3 The site falls within a designated 'site specific proposal' allocation (SSP27) on the Haringey proposals map (Unitary Development Plan 2006). The site is also allocated in the Council's emerging Tottenham Area Action Plan (AAP) SS2 pre-submission version 2016: 'Lawrence Road.' The Council's Supplementary Planning Document (SPD) Lawrence Road (October 2007) also provides a 'planning brief' for the area and has been adopted to provide guidance for development control purposes.
- 6.2.4 The emerging allocation seeks to promote a mixed use scheme with re-provision of commercial/employment generating uses at ground floor level and residential use above. The emerging allocation also states that the Lawrence Road corridor is suitable for taller buildings fronting both sides of the road, whilst ensuring that any development respects and safeguards the setting of the adjacent Clyde Circus CA.
- 6.2.5 The applicant proposes a mixed use development with commercial uses at ground floor level and residential uses above, as the emerging allocation requires. As per the assessment of detailed considerations below, the proposal is considered to accord with the site requirements and development guidelines as prescribed in the emerging site allocation (SS2) and is considered to be in accordance with the Lawrence Road SPD. It is not considered that the proposed development would prejudice future development of other parcels in the wider SS2 allocated site area and makes a contribution to the wider regeneration of the area.

Principle of Demolition

- 6.2.6 The scheme proposes the full redevelopment of the site, including the demolition of the existing buildings on the land. The existing buildings that occupy the site are not statutorily listed or locally listed. Whilst objector's comments around the retention of the buildings are noted, the principle of demolition was considered at the plan making stage. The Lawrence Road SPD (2007) and development guidelines set out in the site allocation (SS2) of the emerging AAP do not indicate that any building on the subject site should be retained. According to the applicant, the factory buildings contain asbestos sheeting in the roofing, and the long term vacancy of the buildings

is considered to be contrary to Policy SP1, which seeks to optimise the use of land in the locality. The principle of the demolition of the existing buildings on the land is considered to be acceptable in principle, subject to appropriate redevelopment.

Re-provision of employment floor space.

- 6.2.7 The National Planning Policy Framework (NPPF) states at Paragraph 51 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.
- 6.2.8 Local Plan Policy SP8 indicates there is a presumption to support local employment and small sized businesses that require employment land and space. Emerging Development Plan Document (DPD) Policy DM40 (B) states that the Council will only consider the loss of employment land or floorspace acceptable subject to new development proposals providing the maximum amount of replacement employment floorspace possible, as determined having regard to viability.
- 6.2.9 The site does not lie within a Strategic Industrial Location or a Locally Significant Industrial Sites as per Policy SP8, however, the emerging site allocation (SS2) requires re-provision of employment floorspace at ground floor level along Lawrence Road, with residential development above.
- 6.2.10 According to the applicant's Design and Access Statement, the total quantum of employment floorspace contained in the existing factory buildings at the rear of the site (over several levels) is 2,124m². This employment floorspace will be lost in the event of redevelopment. According to the applicant, the rear factory buildings have been vacant for over 5 years. The Council has no contrary information to indicate this is not the case.
- 6.2.11 The previous scheme presented to the Quality Review Panel in April 2016 proposed 510 m² of commercial floorspace at ground floor and mezzanine levels. The quantum of B1 office space has therefore been reduced from the previous position to 176m² at ground floor level in Block A. In justifying the reduction between schemes and a level of provision of employment floor space that does not fully replace the loss, the applicant has submitted an 'Assessment of the Tottenham Commercial Property Market' dated August 2016 prepared by two RICS accredited surveyors.
- 6.2.12 The report undertakes a consideration of the suitability of the site for larger scale employment provision of a density that would replace the lost floor space. The report generally concludes there is a low demand for B1a office space in the N15 and N17 post code areas, however office units of the approximate size of that proposed (176m²) may be lettable in the current market.

- 6.2.13 This report also seeks to consider the equivalency of employment provision delivered by the proposed office space compared to a refurbishment of the existing buildings on the site and their subsequent conversion to office use. The report concludes that approximately 22 FTE jobs may be delivered under this scenario. The report also concludes the proposed office unit could provide 17 FTE jobs given trends to more efficient and higher density office provision. The report also notes the numerous physical and logistical constraints to refurbishment of the existing buildings, including cost. Officers are in broad agreement with the conclusions around refurbishment.

Development Trajectory – Wider Strategic Site

- 6.2.14 The emerging Tottenham AAP indicates an indicative site capacity for SS2 (Phase 2) of 1,390 m² commercial floor space. The wider allocated site (SS2) is 3.7 ha in area. Phase 1 of the allocation (HGY/2012/1983) removed 0.87ha from the allocation and delivered 500m² of commercial space (alongside 265 residential units). The remaining allocated site therefore requires 1,390 m² of commercial floorspace across an area of 2.83 ha to be delivered amongst the remaining parcels with frontage to Lawrence Road.
- 6.2.15 The application site is 0.19 ha in area, which represents 6.7% of the total residual strategic site following the removal of Phase 1 land. 176 m² of commercial space represent 12% of the total remaining site requirement of the 1,390m² of commercial space. Officers are also cognisant the frontage of the subject site is comparatively narrow in relation to other remaining parcels.
- 6.2.16 A quantum of 556 m² of commercial floorspace (Use class B1/A2) is proposed to be delivered by 45-63 Lawrence Road at ground floor level in the northwest corner of the wider site (Council Ref: HGYP/2016/1213). Planning sub-committee recently resolved to grant planning permission to this proposal. The adjoining scheme at 67 Lawrence Road will also deliver 7 live/work units.
- 6.2.17 The remaining substantive parcels within the SS2 site (to the north of the application site [Jeeves Dry Cleaning] and opposite the site [Zenith House]) would be required to deliver approximately 330m² of commercial floor space each. These parcels are of a larger area and with a wider frontage to Lawrence Road.
- 6.2.18 On balance, and in consideration of the development trajectory within the wider strategic site officers consider there is a reasonable prospect other sites may deliver the balance of employment floorspace along Lawrence Road as required by the site allocation, although this will be subject to viability on a site-by-site basis. The applicant has agreed to accept the imposition of planning condition to restrict the permitted development rights for the B1 office space to prevent the introduction of any A Class Uses along Lawrence Road. This recommended condition is contained in Section 8.

- 6.2.19 On balance, given the justification provided by the applicant in respect of the demand for office space in the vicinity of the site and in consideration of the constraints of refurbishment, the re-provision of the employment floors space at below replacement levels is acceptable.

Off-set contributions – Employment Floorspace

- 6.2.20 A shortfall in the re-provision generally requires applicants to adhere to the Planning Obligations Supplementary Planning Document (SPD) (October 2014) which requires a financial contribution (per square metre) to compensate for the loss of commercial/employment generating floorspace. This contribution is sought in order to uphold and support the wider regeneration of the immediate area and the locality generally.
- 6.2.21 An assessment of $2,124\text{m}^2$ of lost floor space (less proposed provision of 176m^2) x 30m^2 yields a contribution of £58,440 (using the SPD formula of 1 worker/ 44m^2 at 48% of local jobs at a retaining contribution of £2800 per employee.)
- 6.2.22 As per the assessment below, there are viability issues with the scheme and in order to prioritise the delivery of affordable housing, officers and the applicant have agreed a contribution of 10% of the total assessed requirement. This contribution is above what the scheme can viably deliver, however the applicant has made a commitment to this amount based on a consideration of the overall level of employment floor space lost with redevelopment. This level of contribution also takes into account the period the factory buildings have been vacant, the condition of the buildings and the other constraints noted in the market assessment around re-provision at a higher level. The applicant has also agreed to participate in a scheme to employ local labour although a financial contribution to address skills and training is not viable given the deficit generated by the scheme. Participation in the Jobs for Haringey Initiative to utilise local labor during the construction process is to be secured as a planning obligation.
- 6.2.23 On balance, given that the provision of B1 floorspace is considered be inline with the development guidelines in that it fronts Laurence Road and makes reasonable contribution given the overall Phase II site area requirements, and in consideration of the reduced financial contribution to off set the loss, the loss of the net employment floorspace of $2,124\text{m}^2$ is acceptable, subject to the financial and non-financial contribution noted above, to be secured by way of a clause in the planning obligations agreement attached to any consent.
- 6.2.24 Officers understand that the applicants may seek to develop Zenith House, and the provision of employment floorspace in this location will be carefully scrutinised by Officers given the ample frontage along Lawrence Road.

Density

- 6.2.25 London Plan Policy 3.4 (Optimising Housing Potential) indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. The reasoned justification to policy states that it is not appropriate to apply the London Plan Density Matrix mechanistically - its density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure. This approach to density is reflected in adopted and emerging local policy.
- 6.2.26 The density of the proposed scheme is 633 habitable rooms per hectare (hr/ha), which is within the 200–700 hr/ha range set out in the London Plan Density Matrix (Table 3.2) within the London Plan. The proposal will yield 247 units per hectare (u/ha) which is also within the London Plan Density Matrix Range of 70–260 u/ha for an urban site. The scheme yields an average of 2.7 habitable rooms per unit (hr/u) which is reflective of the comparatively higher proportion of one and two bedroom units.
- 6.2.27 The site is located in an accessible location (PTAL 4) with good access to public transport. The proposed developments would provide each unit with a high quality private amenity space, and the site is generally well served by public green spaces. The residential units proposed would provide a good internal living environment for future occupiers (as assessed in the sections below). On balance, the proposed density is considered to optimise the site potential and has responded well in design terms to QRP's comments to increase density from the pre-application position without exceeding the thresholds in the matrix. (QRP's comments on the previous scheme are Appendix 3 for reference). The density of the scheme is acceptable.

Affordable Housing

- 6.2.28 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (Paragraph 50).
- 6.2.29 Similarly, The London Plan (2011), Policy 3.12 states that Boroughs should seek “the maximum reasonable amount of affordable housing...when negotiating on individual private residential and mixed-use schemes”, having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability”.
- 6.2.30 Policy HSG 4 of the UDP (2006) requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 50%. This target is retained in Policy SP2 of the emerging Local Plan.

- 6.2.31 The applicants have submitted a financial viability appraisal which concludes that 19% affordable housing (expressed as a percentage of habitable rooms) is viable. The applicant proposes shared ownership intermediate units. The 3 bedroom 5 homes located in Block C are proposed to be designated as affordable and the applicant has identified Buy First as an RSL to deliver the units. (This RSL is not one of the Council's preferred providers.) The viability appraisal was accompanied by a cost plan. The Council instructed a third party consultant (Carter Jonas) to review the applicant's submitted viability documentation and cost plan.
- 6.2.32 The Council's third party consultant concludes that the scheme does not generate a surplus and is in broad agreement between viability consultants with respect to the assumptions that inform the applicant's appraisal (although there is some difference in respect of the level of deficit generated by the scheme). Although a reduced level of affordable housing is provided, the greater proportion of private dwellings will help to balance the housing supply in the east of the Borough where there is currently a high proportion of social rented housing. The UDP sets out the main objectives for the east of the borough including "greater opportunity for large scale redevelopment to address the area's deprivation" and offer "greater housing choice" (in addition to access to jobs, improved public space, transport and environment).
- 6.2.33 The Council's third party viability consultant has recommended an 18 month review mechanism be included in the planning obligations agreement to allow for a review of viability matters in the event the consent is not implemented 18 months following the issue of decision. The applicant has agreed to such a mechanism, and it is included in the S106 Heads of Terms and will be finalised by the Head of Development Management should the Sub-Committee grant planning permission for the development.
- 6.2.34 On the basis of the conclusion of the Council's consultant, the affordable housing offered by the applicant is above what may be viability delivered on the site. The offer of affordable housing, despite being a policy departure in terms of the percentage offer, is acceptable given the viability constraints identified. Given the findings of the third party consultant, which have been shared with the applicant, officers consider the affordable housing provision of 5 three-bedroom intermediate shared ownership family homes to be acceptable.

Housing Mix

- 6.2.35 London Plan Policy 3.8 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors, including the private rented sector. Local Plan Policy SP2 (Housing) and Policy DM11 of the Council's emerging Development Management DPD continue this approach.

6.2.36 The private and affordable housing dwelling mix for all residential development proposals in the borough should seek to achieve mixed, sustainable and cohesive communities. Each individual scheme should be considered in its local context, availability of subsidy and viability. The scheme proposes the following mix:

No. of bedrooms	No. of units	% of units
1 bed units	23	49
2 bed units	16	34
3 bed units	8	17

6.2.37 The proposed dwelling mix is mostly of 1 and 2 bedroom units, but incorporates a comparatively reasonable percentage 3 bedroom family houses (each with a private garden) and flats. The acceptability of the unit mix is also in consideration of the high PTAL rating and subsequent public transport accessibility of the location, which is generally more suited for smaller units where car ownership and use is lower. The Council's housing officer has reviewed the unit mix and does not object to the proposal given the viability concerns associated with the site (as per the assessment above). The housing officer concurs with the focus on maintaining affordable housing provision ahead of other factors, including unit mix. On balance, the proposed housing mix is considered acceptable.

Summary - Principle of Development

6.2.38 The proposed development will make a contribution to targeted housing delivery in the locality and the regeneration of the wider Lawrence Road area. The scheme is judged to accord with the site requirements and development guidelines of the emerging site allocation. The demolition of the existing buildings on the application site is acceptable and a reasonable quantum of commercial floorspace is proposed to be delivered by the scheme. The applicant has justified the net loss of employment floorspace in bringing forward the development. The applicant's financial contribution to off set the net loss of employment floorspace is judged acceptable given viability constraints, discussed below.

6.2.39 The scheme is considered to optimise the site potential with respect to development density and responded well to the Quality Review Panel's (QRP's) design critique. The scheme does not exceed London Plan Density Matrix thresholds. The level of affordable housing offered is not policy compliant, however the developer has submitted a viability appraisal to demonstrate that the level of affordable housing offered is above what may be viably delivered on the site. The Council's third party consultant has reviewed the appraisal and reaches the same conclusion with respect to the quantum of affordable housing offered. The developer has agreed to an 18 month review mechanism to be secured by way of a planning obligations in the event a planning permission is granted by planning sub-committee is not implemented. The mix of units within the scheme is also judged acceptable given the accessible

location and in consideration of viability issues. The development is acceptable in principle.

6.3 Development Design

- 6.3.1 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. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. 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.

Use, Form and Development Pattern

- 6.3.2 The Lawrence Road SPD 2007 states that the size, scale and density of the urban blocks (in terms of proposed developments) should relate to the existing street pattern and the connections with the wider area. The emerging Tottenham Area Action Plan (AAP) sets out in the emerging SS2 site allocation that development should step down in height to respect the existing terraced housing in the vicinity of the site.
- 6.3.3 The proposal envisages residential led mixed use redevelopment with a continuous and active frontage and an employment use on the ground floor fronting Lawrence Road, with residential uses above and behind, with lower residential blocks in a courtyard or mews layouts stepping down toward the heights of existing housing on Collingwood Road.
- 6.3.4 The development proposes a large "mansion" style block facing the street, set back from the pavement with a hard and soft landscaped frontage. Residential flats would be located above with a "set back" top (7th floor). Blocks A and B are proposed to have communal entrances leading to lift and stair cores to access upper floor flats. The houses would each have their own front doors.
- 6.3.5 An access point by way of an undercroft from Lawrence Road would be two storeys in height. The design provides passive surveillance to Lawrence Road and the undercroft access from residential windows above. Block A's layout and siting (with flats above the commercial frontage) would ensure continuity of the "street-wall" along Lawrence Road.
- 6.3.6 Behind the proposed mansion style block fronting Lawrence Road, and enclosed by the mews block and the courtyard block, would be a communal amenity and parking space. While the parking footprint does consume part of the courtyard, the area to more generously landscaped than the approved development to the south. The

landscaping is to be set around planters to reduce the impacts of the hardscape and add to the visual appearance and interest of the space. The courtyard is designed as a semi-public environment with high levels of passive surveillance but with a quiet residential character.

Height, Bulk and Massing

- 6.3.7 The heights of the blocks are set out in the development description in Section 3 above. The site is identified within the emerging AAP as being suitable for taller buildings facing Lawrence Road with mews-type streets behind containing family housing. The proposal responds to the scale of the terraced housing prevailing in the Clyde Circus CA to the east and in line with Bellway Homes development to the south.
- 6.3.8 The Lawrence Road SPD 2007 states that the maximum height of any new building proposed in the planning brief site should not exceed the height of the building at 28 Lawrence Road, which is the most significant building identified in architectural and design terms. Paragraph 7.2.2 of the SPD also states that there may be scope for an additional floor above the height of No 28, but this must be set back from the front façade of the building and will be subject to a detailed assessment of design and amenity considerations.
- 6.3.9 Block A maintains consistent height as a 6 storey “street-wall” with a setback 7th storey. The top of the 6th storey will be commensurate with the height of the adjoining Bellway Homes block to the south, with the stepped back 7th storey rising to a height of 3.7 metres above. This is a strong design approach and considered appropriate for the width and scale of Lawrence Road.
- 6.3.10 The five storey courtyard block (Block B) to the rear of the Mansion block steps down to a height of 4 storeys toward Collingwood Road. As this part of the proposed development would be set back from the street, the buildings would not be highly visible from Lawrence Road, but are nevertheless of an acceptable design standard in terms of height, scale and bulk. It would be expected the exposed flank elevation of Block B facing Lawrence Road would adjoin a future development and sit behind a continued street frontage. As per QRP’s comments, Block B also visually terminate the northbound views from the Bellway scheme to the south of the site, which is considered to be a positive design element.
- 6.3.11 The height of the proposed three storey mews development to rear of the site is also considered appropriate given the existing planning position and the bulk and scale of the existing 2 and 3 storey factory buildings. The proposed development would remove the rear elevations of the factory buildings which present in the rear gardens along Collingwood Road, and introduce a greater separation distance. This would open up the site and improve the relationship between the existing and proposed buildings.

6.3.12 In terms of proposed massing, Block A has been “drawn in” at the rear, inline with QRP’s recommendations and this block is now broadly inline with the rear building line established by the Bellway block to the south. The massing of Block B given its linear form is considered acceptable - the massing is also broken by the lift shaft and elevational variations (including steel framing) to the design. The five mews houses (Block C) are also of an acceptable massing, which is mitigated by the inset balconies fronting the courtyard.

Elevational Treatment and Fenestration

6.3.13 The proposed elevational treatment and fenestration of Block A would reinforce the composition of the prevailing Lawrence Road frontage, as a series of linear blocks with a vertical emphasis and a clear distinction between commercial and residential elements. Entrances are also clearly indicated as open or glazed slots. The weathering steel framing to contrast the selected brick types is also considered to be a positive design response. The louvered privacy screening proposed for the north elevation of Block B is considered to be of a reasonable design that will allow some light penetration while still ensuring privacy to the northern elevation. This design will ensure flexibility for future development of parcels to the north of the site, in line with QRP’s recommendations.

Materials and Details

6.3.14 Paragraph 7.7.3 of the Lawrence Road SPD (2007) seeks materials that are robust and of a high quality. Blocks A and B are proposed incorporate weathering steel detailing to the balconies. A buff brick is proposed for the Mansion block and the Mews block, while the Courtyard Block is proposed to be off set by a darker purple-grey brick. The top storey of the Mansion block is proposed to be constructed of a metal seam roof with decorative fins. The ground floor by contrast is to have a predominantly glazed commercial shopfront appearance. The upper inset balconies and rear roof elevations of the mews houses are proposed to be clad in linear slate grey cementitious panel. This cladding is designed to accord with the character of the Clyde Circus CA to the east.

6.3.15 While details are somewhat limited (no specific product detail is provided) the materials are generally judged to be of a high quality. Brick is appropriate as a durable, robust material that weathers well, and is established by precedent from the local context. A limited palette of 2 different bricks is considered sufficient to provide variety given the scale of the scheme. As per QRP’s comments, the applicant has ensured that the proposed brick materials will offset the Bellway scheme to the south preventing a repetition of similar materials along the corridor.

6.3.16 A planning condition is recommended to be imposed on any grant of planning permission (including provision of product specifications by way of a detailed schedule and samples) to ensure materials are acceptable. Samples of cladding, balustrades, rainwater goods and other materials are recommended to be secured

by condition. It is also recommended details of parapets, window reveals and recessed balconies, including soffits are secured by condition. The recommended materials condition is contained Section 8 below.

- 6.3.17 Objections have been received concerning the issues of design, scale, siting, context, height and the proposal being out of keeping with the character of the wider area. The comments of objectors are noted however, the proposed development is considered acceptable in design terms, and the necessary design quality has been achieved to permit the exceptional height and visibility in this sensitive location. Further, the heights and massing of the proposed development would comply with the Lawrence Road planning brief 2007 and the emerging Tottenham AAP site allocation. The design of the development is considered acceptable.

Inclusive Access

- 6.3.18 Local Plan Policy SP2 and Policy 3.8 of the London Plan require that all housing units are built to Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users
- 6.3.19 The proposed development provides 10% wheelchair units as required in planning policy and the layouts are considered acceptable. The wheelchair units are designated as the 5 mews houses (which are also the affordable units) and the layout is judged to be capable of future adaptation in line with design considerations outlined in the Mayor's Housing SPG and the Mayor's Accessible London SPG.

Unit Layout and Standard of Accommodation

- 6.3.20 London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Policy DM12 of the Council's emerging Development Management DPD reinforces this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.3.21 40 of the flats and all the houses meet the Mayor's Housing SPG space and layout standards. Three of the 1-bedroom units fall below the required 50 m² Gross Internal Area (GIA) for a 1b2p unit as enshrined in the London Plan, however these units would meet the GIA requirements for 1b1p studio unit, and the individual rooms sizes are considered acceptable. The 3 subject units are located on the top floor of Block B. Given the comparatively low number of non-compliant units in the scheme and that the non-compliant units would be compliant if partitioning were removed, this deficiency in relation to policy is considered acceptable in the particular circumstances of this development. All units each have a high quality private external amenity space. 6 Units (five of which are family houses) have access to a rear garden.

Legibility of the Street Layout

- 6.3.22 There is a clear separation between the commercial and residential accesses to Block A, and the residential access to Block B, while recessed is considered to be generally legible. The mews houses have doors to the courtyard, which is considered to be a positive design feature. The accesses would each have 4 or fewer units per floor of each core, as required by Standard 12 of the Mayor's Housing SPG. The courtyard has a high level of passive surveillance and is considered to be well proportioned.

Daylight/Sunlight Provision to Proposed Units

- 6.3.23 The layout of the site is generally considered to optimise the daylight/sunlight penetration to the various units. 90% of these dwellings are dual aspect. The 5 single aspect units are located to the front of the mansion block (Block A) facing west to Lawrence Road and have access to an external amenity space. There are no wholly north-facing units in the development.
- 6.3.24 The applicant has submitted a daylight/sunlight assessment prepared by Point Surveyors dated August 2016. An analysis has been undertaken to examine the amount of daylight penetration to the habitable rooms of the proposed residential units. The daylight investigation includes an assessment of 25 rooms, consisting of 7 Lounge/Kitchen/Dining Rooms ("LKDs"), 6 Living/Dining Rooms ("LDs") and 12 Bedrooms. Fully integrated LKDs have been assessed as one room. The results of the assessment demonstrate that all rooms assessed would meet or exceed the recommended Average Daylight Factor (ADF) targets set out in the Building Research Establishment (BRE) guidelines.
- 6.3.25 An overshadowing analysis is also provided showing that all proposed amenity areas within the scheme would fall within the practical application of the BRE guidelines in terms of available sunlight hours. The provision of daylight and sunlight to the proposed units and their amenity areas is acceptable. The daylight/sunlight impacts to adjoining occupiers are addressed in the section below.

Noise impacts to Future Occupiers

- 6.3.26 London Plan Policy 7.15 (Reducing and Managing Noise) states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. LP Policy 7.15 also indicates that where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles. This approach is reflected in the NPPF and UDP Policy UD3.

6.3.27 The applicant has submitted a Noise Impact Assessment prepared by KR Associates (UK) Ltd dated 7th August 2016. Background noise measurements were undertaken between Tuesday 14th June 2016 and Wednesday 15th June 2016. The assessment indicates that the internal noise levels within the dwellings will comply with the requirements of British Standard 8233: 2014. The report also concludes it is also very unlikely that existing ground borne vibration levels will cause any issue within the completed residential buildings.

6.3.28 Based on the conclusion of the Noise Impact Assessment, two planning conditions are recommended for imposition. These conditions require the applicant to provide details of proposed rooftop plant to ensure that the operation of this plant will not impact future residential occupiers. The other condition requires specific materials be incorporated in the build to ensure sufficient insulation to address surrounding noise impacts. Subject the relevant noise conditions contained in Section 8 below, the proposed units will be of an acceptable quality in relation to noise impacts from internal and external sources. The impacts of noise in relation to adjoining occupiers (including construction noise) are assessed in the section below.

Open Space/Child Play Space

6.3.29 Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards 2009, where London Plan Policy 3.6 and Local Plan Policy SP13 underline the need to make provision for children's informal or formal play space.

6.3.30 Based on the Mayor's Playspace SPG and playspace calculator, 8 children are predicted to live in the development, of which 5 would be under the age of 5. Implementation Point 1 of the 'Shaping Neighbourhood: Play and Informal Recreation SPG (2012)' indicates that only new housing developments that will accommodate 10 children or more are expected to make provision for play and informal recreation on site.

6.3.31 Whilst the objections of adjoining occupiers in relation to open space are noted, the development would be well served by Elizabeth Place Park located at the Clyde Road end of Lawrence Road, at the northern boundary of the wider strategic site. This public open space provides an important local amenity and will be upgraded as per the contributions secured by the developments in the northwest corner of the wider allocated site (45-63 and 67 Lawrence Road - Council Refs: HGY/2016/1212 and HGY/2016/1213). Planning-sub Committee resolved to grant planning permission to this scheme on 3rd November 2016.

Summary - Development Design

6.3.32 The layout of the scheme represents high quality design that is in keeping with the emerging typologies on Lawrence Road. The scheme will deliver a mixed use

development with a continuous and active frontage. Lower residential blocks are proposed behind in a courtyard layout, stepping down in height toward dwellinghouses on Collingwood Road. The height, bulk and massing of the scheme is also successful given the location. The height of seven storey block fronting Lawrence Road is judged acceptable given the high quality design. The massing respects existing building lines southwards and is appropriate for the area. The elevational treatment and fenestration are appropriate in design terms and the use of weathering steel framing is considered a strong element of the scheme.

6.3.33 The proposed units are judged to be of a high quality in terms of internal layout and will generally meet the space standards enshrined in the London Plan. All units will have access to a balcony or garden and 90% of the units proposed are dual aspect. There are no north-facing single aspect units within the scheme. The courtyard layout maximises the number of doors to the street, and no building core comprises more than 4 units per level. A BRE compliant daylight/sunlight assessment confirms the units will receive good levels of daylight and sunlight. Subject to mitigation measures, the noise impacts to future occupiers are acceptable.

6.3.34 The provision of child playspace is not required given the unit mix (less than 10 children would live in the scheme based on an application of London Plan Guidance) and while the level of open space is below policy requirements a contribution to offset this deficiency is not viable. The site is served by local green spaces in the vicinity of the site. The design of the development is acceptable.

6.4 Development Impact to Adjoining Occupiers

6.4.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. In respect of tall buildings London Plan Policy 7.7 states that tall buildings should not affect their surroundings adversely in terms of overshadowing, noise and/or glare and should not impact on local or strategic views.

Daylight/Sunlight BRE Assessment Methodology

6.4.2 The Mayor's SPG Housing indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.

- 6.4.3 The impacts of daylight provision to adjoining properties arising from proposed development is considered in the planning process using advisory Building Research Establishment (BRE) criteria. A key measure of the impacts is the Vertical Sky Component (VSC) test. BRE criteria suggest a VSC of 27% or more should be achieved if a room is to be adequately day lit.
- 6.4.4 In conjunction with the VSC tests, the BRE guidelines and British Standard 8206-Part 2:2008 indicate that the distribution of daylight should be assessed using the No Sky Line (NSL) test. This test separates those areas of a 'working plane' that can receive direct skylight and those that cannot.
- 6.4.5 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.
- 6.4.6 The acceptable level of sunlight to adjoining properties is calculated using the Annual Probable Sunlight Hours (APSH) test. 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.

Assessment of Daylight/Sunlight Impacts to Adjoining Occupiers

- 6.4.7 Concerns have been raised from neighbouring properties regarding daylight/sunlight impacts. The applicant has submitted a daylight/sunlight assessment prepared by Point Surveyors dated August 2016.
- 6.4.8 The applicant's consultant has undertaken an assessment of relevant windows in 16 to 23 Collingwood Road, Nos. 53 & 55 (odd) Grove Park Road and the adjoining Bellway Homes blocks to the south (Blocks B, D, E and F). The assessment concludes the above properties are fully compliant with the recommendations of the BRE Guidelines in that their residential habitable rooms will experience no change in their daylighting condition or less than a 20% reduction in both Vertical Sky Component (VSC) and No Sky Line (NSL) with the proposed development in place. On the basis of the assessment, the daylight impacts of the development are therefore considered acceptable.
- 6.4.9 The applicant's sunlight assessment demonstrate that all (100%) of the existing neighbouring properties with windows facing within 90 degrees of due South meet the recommendations of the BRE guidelines in that their residential habitable rooms will experience no change in their sunlighting condition or less than a 20% reduction in Annual Probable Sunlight Hours (APSH) with the proposed development in place. The sunlight impacts of the development on adjoining properties are therefore considered acceptable.

Assessment of Overshadow Impacts to Adjoining Occupiers

- 6.4.10 The back-gardens serving neighbouring properties at 16 to 23 Collingwood Road and 53 and 55 Grove Park Road have been assessed in accordance with the BRE guidelines as per the applicant's submitted assessment. The results indicate that excepting 19 and 20 Collingwood Road, the assessed rear gardens would experience a small change to their potential sunlight hours on the 21st March, with the results falling within the 20% parameters recommended in the BRE guidelines.
- 6.4.11 However, the rear gardens of 19 & 20 Collingwood experience a 23% change, marginally outside of the recommended BRE level. However, the applicant's assessment notes that these gardens would retain excellent sunlight potential in the summer months, where occupants typically use the amenity space more frequently. Furthermore, the proposed development is deliberately set back from the shared boundary, in contrast to the existing factory building. As noted above, the removal of the factory buildings would have other planning benefits in relation to adjoining occupiers, including reducing the sense of enclosure to the garden.
- 6.4.12 On balance, while some planning harm does arise with respect to the overshadow of the gardens to 19 and 20 Collingwood Road, this is balanced against the existing planning position and the other benefits the scheme delivers, including housing for which there is an identified need the locality at an appropriate density in an area of good transport accessibility inline with LP Policy 3.5. Officers note there has been no objection received from the occupiers of 19 or 20 Collingwood Road (although another objector does reference these addresses).

Privacy and Overlooking

- 6.4.13 The potential for overlooking is from the units in the eastern side of Block B and the rear of the mews block (Block C). While the separation distance is limited from the proposed rear building line to the rear elevations of the dwellinghouses along Collingwood Road (approximately 15 meters, 18 meters to the tunnelback wall) this must be balanced against the existing planning position. The existing factory buildings have windows at first and second floor level that are set directly against to the rear (eastern) plot line of the application site and directly overlook the subject gardens at 16 to 23 Collingwood. While the factory buildings are vacant, the potential to activate any lawful use exists.
- 6.4.14 The proposed development would be an improvement to the existing position with respect to built form, as the proposal would set back the mews block from the rear plot line to allow for the insertion of rear gardens (of an approximate depth of 7 metres) serving the mews units and the northeastern ground floor flat. The mews blocks have no rear second floor windows (with second floor windows oriented toward the internal courtyard).
- 6.4.15 There is 1 proposed habitable window at third floor level and 3 windows at second floor level serving the eastern flats in Block B. The separation distance between

these dwellings and the dwellings on Collingwood Road is considered sufficient that no undue planning harm will arise in relation to overlooking, given the existing planning position at the site. The impacts will also be reduced by existing vegetation in the summer months. Details of a robust boundary treatment between existing and proposed development along the eastern plotline is recommended to be secured by the imposition of a planning condition. This recommended condition is contained in Section 8.

- 6.4.16 The external amenity areas for the proposed development are orientated toward the courtyard and Lawrence Road. The amenity areas within Block B are proposed to have lateral screening. No privacy impacts are anticipated in respect of the private or communal amenity areas proposed. The proposal is not considered to result in undue privacy impacts or overlooking.

Noise and Disturbance

- 6.4.17 UDP Policy UD3 seeks to resist developments involving an unacceptable level of noise beyond the boundary of the site. This stance aligns to the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan.
- 6.4.18 While the introduction of mixed use development will give rise to additional noise and comings and goings generated from future occupiers, the potential noise emanating from the scheme would not create a level of noise and disturbance over and above that of typical dwellings/flats or small scale office use in an urban location.
- 6.4.19 The hours of operation of the B1 use will be controlled by condition, and the applicant has also accepted a recommended condition to ensure that A Class Uses would not be introduced along Lawrence Road by way of the flexible use provisions in the General Permitted Development Order (GPDO). This will ensure noise and disturbance impacts associated with retail use would not be introduced at the application site.
- 6.4.20 Given that a highly noise intensive use may be introduced at the development without the need for planning permission (given the historic use of the site that pre-dates the planning system) the conversion of the site to mixed use is considered to be an improvement in planning terms. The noise and disturbance impacts generated by future occupiers of the land are acceptable in planning terms.
- 6.4.21 The impacts of construction noise are temporary and are proposed to be controlled by condition. A condition is recommended on any grant of planning permission requiring the provision of a Demolition and Construction Logistics Plans and a Demolition and Construction Management Plan are recommended for imposition. The applicant will also be required to join the Considerate Contractors scheme, with proof of registration provided to the Local Authority. While the objections of adjoining occupiers are noted, the temporary noise impacts during the construction are acceptable subject to mitigation.

Summary - Development Impact to Adjoining Occupiers

- 6.4.22 The impacts of the scheme to adjoining occupiers are acceptable. The applicant's assessment indicates the daylight and sunlight impacts to adjoining properties are satisfactory given the application of BRE criteria. Some planning harm arises as a result of the overshadow impacts to the rear gardens of 19 and 20 Collingwood Road however this harm is outweighed by other beneficial elements of the scheme. Given the existing position, the privacy and noise impacts to properties on Collingwood Road are judged acceptable.

6.5 *Development Impacts to Clyde Circus Conservation Area*

- 6.5.1 The legal position with respect to heritage assets is pursuant to Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and as per relevant planning case law, which is set out below.

Legal Position and Policy – Heritage Assets

- 6.5.2 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case indicates that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise." The Forge Field Society v Sevenoaks District Council case indicates 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.
- 6.5.3 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.
- 6.5.4 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.

- 6.5.5 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.
- 6.5.6 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 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. Policy DM9 of the Councils Development Management DPD pre-submission version 2016 continues this approach.
- 6.5.7 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. Clyde Circus was designated a Conservation Area on 16th September 1991. Development on Collingwood Road, which contains typical mid to late Victorian terraced properties are nearest to the application site. The Clyde Circus Conservation Area is unusual in its form because its boundary omits a substantial inner area centred on Lawrence Road, Elizabeth Place and the western end of Clyde Road. The Conservation area of largely 19th Century domestic buildings forms an almost complete ring around declining post-war industrial development. The single storey warehouse building that terminates the southern end of Collingwood Road also has a detrimental impact on the character and appearance of this part of the conservation area.

Conservation Area Impacts

- 6.5.8 The site lies just outside the Clyde Circus Conservation Area and given its size would potentially have an impact on the Conservation Area. The existing buildings on the land do not lie inside the Conservation Area and are not locally or statutorily listed. As per the site allocation, the demolition of the existing buildings is acceptable in principle, and it is not considered the removal of the buildings would impact the setting of the Conservation Area given the character appraisal. The proposed seven storey mansion style block fronting Lawrence Road would be visible in long views from the various parts of the Conservation Area. However, the impact would be similar to the impact of the existing buildings, and as such it is considered that no harm would arise.

- 6.5.9 However, the height of the proposed four storey element of Block B (Courtyard Block) and the three storey mews block would be clearly visible from the rear gardens of properties along Collingwood Road within the Conservation Area. While the blocks would be set back further than the existing factory buildings that present in the rear gardens of Collingwood Road, the height in the north east corner of the site would rise approximately 3.2 metres above the existing ridgeline of the northern most existing factory building on the application site.
- 6.5.10 The overall impact would be considered is considered to be less than substantial. Whilst there are no imminent heritage benefits of the development that would outweigh the less than substantial harm, there are evident public benefits to the scheme such as regeneration, affordable housing and local employment. Officers have carefully considered the harm against the proposed the benefits including the provision of housing, including affordable housing, for which there is a strong positive demand in the locality. Officers have also carefully considered the objections of adjoining occupiers concerning heritage planning.
- 6.5.11 While there is some conflict with the adopted and emerging planning policy noted above, the public benefit of the scheme outweighs the harm and would therefore accord with the overall aims of the National Planning Policy Framework in seeking to preserve and enhance heritage assets. The scheme is therefore acceptable in heritage planning terms.

6.6 Transportation and Parking

- 6.6.1 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 emerging DM Policies DM31 and DM32.
- 6.6.2 The site registers a Public Transport Accessibility Level (PTAL) of 4 on a scale of 1 to 6b which indicates a good level of accessibility. The site is located in close proximity to 3 bus corridors (A504 West Green Road, B153 Phillip Lane and A10 High Road) which provides access to 5 bus routes (41, 230, 341, 279, and 259). These routes when combined offer 42 buses per hour. The site is also within 667 metres walking distance of Seven Sisters underground station and 667 metres walking distance of Seven Sisters rail stations.
- 6.6.3 Lawrence Road is located within the Seven Sisters Controlled Parking Zone (CPZ) which operates Monday to Saturday between the hours of 8am to 6:30 pm. To the northeast of Lawrence Road lies the Bruce Grove CPZ which operates Monday to Saturday between the hours of 8am to 6:30 pm. There are currently no CPZ's to the west and northwest of Lawrence Road, however a CPZ is planned for the roads to

the west which includes coverage along Bedford Road, Summer Hill Road and Dorset Road.

- 6.6.4 The applicant proposes 8 car parking space overall, 5 will be designated as Blue Badge spaces and the remaining three are proposed to be allocated to the family units. This yields a level of car parking provision of approximately 0.2 spaces per unit. The parking is provided in the internal courtyard with access via a shared undercroft and via an access to the south of the site leading to the Bellway Homes scheme.
- 6.6.5 80 cycle parking spaces are provided. This yields a cycle parking provision of 1.7 cycle parking spaces per unit. It is intended that cycle parking lockers with space for 30 cycles will be provided at lower ground floor level adjacent to one residential block, with an additional 30 vertical cycle hangers located adjacent to the pedestrian and cyclist access onto Lawrence Road. 8 additional secure lockers will also be located at this access. Cycle storage for the terraced houses (Block C) will be provided in the form of sheds in the rear gardens. Full details of cycle storage are proposed to be secured by condition.
- 6.6.6 The Council's Principal Transportation Officer has assessed the proposal in conjunction with the Council's Highways Team. The Principal Transportation Officer is satisfied the level of car and cycle parking is acceptable subject to the imposition of the conditions in Section 8, the various obligations set out in the Heads of Terms to the Planning Obligations Agreement.
- 6.6.7 The developer has also agreed to be signatory to a S278 agreement and make a subsequent contribution £45,000 for works related to the removal of the existing vehicular access point and the re-creation of a new vehicular access point into the site, and the implementation of a raised table and the resurfacing of the footways sites side along the frontage. The developer has also agreed to an amendment to the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development to preclude the issue of onsite car parking permits to future residential and commercial occupiers of the proposed development. The developer has also agreed to contribute £10,000 toward investigations of the feasibility of a new Controlled Parking Zone in the vicinity of the application site.
- 6.6.8 Other items that will be addressed by the S106 agreement include a £3000 per travel plan monitoring contribution and free car club memberships to all residents of the development for a period of the at least two years and a £50 car club credit for each unit. The developer has agreed to provide a residential and commercial travel plan.
- 6.6.9 Transport for London has commented on the scheme and has raised no objection. The scheme is not considered to give rise to cumulative transportation impacts in relation to the operation of the highway network and highway safety that may be considered to be severe in relation to Paragraph 34 of the National Planning Policy Framework. The development is acceptable in transportation terms.

6.7 *Tree Protection and Landscape Character*

- 6.7.1 Policy OS17 of the Unitary Development Plan 2006 indicates the Council will seek to protect and improve the contribution of trees, tree masses and spines to local landscape character. This policy approach is reflected in emerging Policy DM1 and the Tottenham Area Action Plan (AAP) which indicates that existing street trees are a strong asset to the streetscape and should be preserved.
- 6.7.2 The proposal seeks to retain the four mature existing trees fronting the site as required by planning policy. A fifth mature tree in the rear garden of 22 Collingwood Road is also proposed to be retained. The applicant has submitted an Arboriculture Impact Assessment Report dated 8th August 2016. The report identifies 5 mature trees as follows: two London Plane Trees fronting the site on Laurence Road, and two Birch Trees to the north east of the existing Mono House building, and an Ash Tree in the rear garden of 22 Collingwood Road.
- 6.7.3 The report concludes that the development may proceed provided details of a Tree Protection Scheme are provided to the Council. The report provides that a condition should secure Tree Protection Barriers (TPB) and protective barrier fencing should be installed immediately following the completion of any pre-commencement tree works, remaining in situ for the entire duration of the development. The report also recommends a crown reduction of one of the birch trees which overhangs the site prior to the development.
- 6.7.4 The Council's Tree and Nature Conservation Manager has assessed the scheme and does not raise an objection. The proposed development will retain mature trees and protect them during the development process. Subject to the imposition of a detailed Tree Protection Scheme and the imposition of conditions around a site meeting and relevant inspections recommended by the Tree and Nature Conservation Manager, the amenity impacts of the proposal with respect to the protection and improvement of landscape character are acceptable.

6.8 *Flood Risk and Drainage*

- 6.8.1 The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding from rivers and sea. As the development site is less than 1 hectare, a Flood Risk Assessment (FRA) is not required to support the application.
- 6.8.2 London Plan (2011) Policy 5.13 (Sustainable drainage) and Local Plan (2013) Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

- 6.8.3 Policy also requires 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 Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme. 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.
- 6.8.4 The applicant has submitted a Surface Water Drainage Report prepared by Heyne Tillett Steel Ltd (HTS) dated 22nd July 2016. The post development surface water run-off rate exceeds the required pre-development greenfield run-off rates for each of the storm events assessed in the Report.
- 6.8.5 The applicant therefore concludes that suitable SuDS methods be implemented to be used in the post development design in order to reduce the post development surface water run-off and discharge volume to the required attenuation rates as specified in London Plan guidance. This mitigation to be in the form below ground attenuation structure and above ground attenuation within the proposed courtyard area. A condition to secure this mitigation is recommended in Section 8. The Council's Senior Drainage Engineer has assessed the scheme and provides no objection subject to the imposition of planning conditions and additional information.
- 6.8.6 Subject to the imposition of the condition noted above, the development is acceptable in Flood Risk and Sustainable Drainage terms.

6.9 Energy and Sustainably

- 6.9.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015).
- 6.9.2 The London Plan sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists proximate to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered. The Council's Planning Obligations SPD (October 2014) indicates that a non-financial obligation may be secured with respect to demonstration of connection to the district energy network by way of a planning obligations agreement pursuant to S106 of the TCPA 1990.

- 6.9.3 The applicant has submitted an Energy Strategy Report prepared by Syntegra Consulting dated August 2016. The report assesses the predicted energy performance and carbon dioxide emissions of the proposed development in line with London Plan policy. The report considers renewable energy technologies that could reduce the development's CO2 emissions. In determining the appropriate renewable technology for the site, various constraints were considered. The applicant identified that Photovoltaic (PV) and Air Source Heat Pumps (ASHP) would be the most appropriate options to reduce carbon for the development. The report concludes that the regulated CO2 emissions for the development would be reduced by 20% over Building Regulation 2013 requirements.
- 6.9.4 Given the quantum of residential development that would not require a high heating load, a Combined Heat and Power (CHP) system has not been considered. The Council's Head of Carbon Management has assessed the scheme and supports this decision.
- 6.9.5 The applicant proposes 99 high efficiency 315W monocrystalline PV panels to be installed at 10° on the flat roof. Details of the panels and their electrical output are recommended to be secured by the imposition of a planning condition. The applicant also proposes high efficiency individual Air Source Heat Pump (ASHP) for heating and hot water to serve the houses (Block C) and the commercial unit on the ground floor of Block A. Details of the ASHP are also recommended to be secured by condition.
- 6.9.6 The applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a "Very Good" standard. This standard is recommended to be secured by the imposition of a planning condition. Should the agreed standard not be achieved, a condition around remediation or offset payment is also recommended for imposition.
- 6.9.7 LBH's Head of Carbon Management considers it feasible for the flatted units to use a decentralised energy source in the future, and the plant room on the ground floor of Block A has the potential to be utilised to connect to a future district heating network. A design that will ensure the feasibility of a future connection is recommended to be secured by the imposition of a planning obligation. The decision notice is also recommended to carry an informative around coordination with the Bellway scheme to bring forward a decentralised energy connection.
- 6.9.8 Despite the incorporation of the sustainability features above, the total cumulative carbon savings do not satisfy the requirements of planning policy (a 35% reduction is required), and therefore a contribution to offset the exceedance is proposed to be paid by the developer.
- 6.9.9 As per the consultation response from the Head of Carbon Management, a carbon offset of £25,461 is required, to be delivered at commencement on site. This sum is also proposed to be secured through a S106 contribution. This contribution amount

has been agreed by the applicant and is included in the S106 Heads of Terms above.

- 6.9.10 Further, should the agreed target not be able to be achieved on site through energy measures conditioned above, any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee. Officers considered subject to the imposition of the various conditions, and obligations the development is acceptable in terms of sustainable energy.

6.10 Waste and Recycling

- 6.10.1 Local Plan Policy SP6 “Waste and Recycling” and Saved UDP Policy UD7 “Waste Storage”, require development proposals make adequate provision for waste and recycling storage and collection.

- 6.10.2 With respect to residential waste storage, the applicant proposes two bin store areas, one at the north of the site (west of Block B) and one to the south along the southern plot line in the courtyard. A commercial bin store is located in the undercroft next to the cycle storage. The residential bins will have a total capacity of 12 x 1100L Euro Bins (to be spilt over the two stores including both waste and recycling in separate containers) for the 47 residential units. The commercial bin would have a capacity of 1 x 360L Euro Bin. A landscaped bin collection area is proposed fronting the commercial unit to allow for collection. The houses in Block C are proposed to use communal waste storage, which is a positive design feature in that it will prevent bin clutter in the internal courtyard fronting the houses.

- 6.10.3 While the access to the courtyard stores for residents is considered to be acceptable, a management plan and cleaning schedule is required to ensure movement of waste to the collection. LBH’s Neighbourhood Action Team Leader has assessed the proposal and questions if sufficient waste capacity is provided within the stores. It is considered this issue may be addressed by the imposition of a planning condition to bring forward a Waste Management Plan to address any outstanding waste issues. High quality landscaping will also be required to ensure the fronting storage area is visually acceptable. The management plan will be required to ensure that there is no storage of waste fronting Lawrence Road on non-collection days.

- 6.10.4 Subject to the imposition of the planning conditions recommended above, the impacts of the development in relation to waste and recycling are considered to be acceptable.

6.11 Land Contamination

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

6.11.2 The Council's Environmental Health Pollution Officer has assessed the proposal and raises no objections subject to the imposition of standard conditions around land remediation on any grant of planning permission. These condition are recommended for imposition and are contained in Section 8.

6.12 Conclusion – Material Planning Considerations

6.12.1 Planning harm arises in respect of the loss of employment floorspace, a non policy compliant level of affordable housing, and the lack of open space provided, however this planning harm is mitigated by the developer's financial and non-financial contributions to address the harm. The impacts to the Conversation Area are acceptable given the public benefits.

6.12.2 On balance, the development will result in the physical regeneration of the site through the provision of high quality housing and employment uses and will replace the existing buildings to provide a more appealing urban environment. The character of Lawrence Road will be improved. This development will make a significant contribution to meeting the objectives of the local plan in the Lawrence Road area and delivers a level of affordable housing above what the scheme can viably support.

6.12.3 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should therefore be granted for the reasons set out above.

7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 Based on the information given on the plans, the Mayoral CIL charge will be **£130,034.36** (3023 sqm x £35 x 1.229) and the Haringey CIL charge will be **£45,232.41** (2861 sqm x15 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 RECOMMENDATIONS

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

Subject to the following condition(s):

- 1) Three Year Expiry (HGY Development Management)

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) Development in Accordance with Approved Drawings and Documents (LBH Development Management)

The approved plans comprise drawing nos:

1024-00-001rev Q; 1024-00-002revK; 1024-00-003revK; 1024-00-004revJ; 1024-00-005revG; 1024-00-006revF; 1024-00-007revF; 1024-00-008revF; 1024-00-009revD; 1024-00-010revM; 1024-00-011revEcol; 1024-00-012revD; 1024-00-013revCcol; 1024-00-014revDcol; 1024-00-015revDcol; 1024-00-016revDcol; 1024-100-001-col; 1024-100-002 ; 1024-100-003; 1024-100-004; 1024-100-005; 1024-100-006; 1024-100-007; 1024-100-008 ; 1024-100-009; 1024-100-0101024-100-011revA; 1024-100-012revA; 1024-100-013; 1024-100-014; 1024-100-01.

The approved documents comprise:

Affordable Housing and Viability Assessment prepared Quod dated August 2016; Arboricultural Report prepared by Landmark Trees dated 8th August 2016; Commercial Report prepared by Currell dated August 2016; Daylight and Sunlight Report prepared by Point 2 Surveyors dated August 2016; Design and Access Statement Rev E prepared by RAK dated August 2016; Energy Statement prepared by Syntegra dated August 2016; Noise Impact Assessment prepared by KR Associates dated August 2016; Planning Statement and Heritage Statement prepared by RPS CgMs dated 11th August 2016; Planning Statement Addendum prepared by RPS CgMs dated 13th September 2016. Statement of Community Involvement prepared by Terrapin Communications dated August 2016; Surface Water Management Report prepared by MTS dated July 2016; Transport Statement prepared by Motion dated August 2016; Travel Plan Statement prepared by Motion dated August 2016.

The development shall be completed in accordance with the approved plans and documents 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) Preclusion of A Class Uses – Ground Floor Office (LBH Development Management)

The office use hereby approved shall only be used as a office, to the express preclusion of any other use within Use Class A of the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, unless agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the locality and prevent the introduction of retail uses along Lawrence Road.

4) Materials Samples (LBH Development Management)

Prior to the commencement of the development, samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, shall be submitted in writing to and for approval by the Local Planning Authority. Samples shall include type and shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. Details shall include louvered screens on the north elevation of Block B. The development shall be constructed of the approved materials and maintained thereafter.

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.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

5) Boundary Treatments (HGY Development Management)

Prior to the commencement of the development, details of the proposed boundary treatment shall be submitted in writing to and approved by the Local Planning Authority. The approved boundary treatment shall thereafter be installed prior to occupation of the new residential unit.

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

6) Hard and Soft Landscaping (LBH Development Management)

Prior to the commencement of the development (excepting demolition works), full details of both hard and soft landscape works shall be submitted to and for approval by the Local Planning Authority. Details of hard landscaping works shall include:

- other vehicle and pedestrian access and circulation areas (including details of the southern access to the site)
- hard surfacing materials
- minor artefacts and structures (eg. furniture, 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) including details of the re-located sub-station on the site.

Details of soft landscape works shall include:

- planting plans
- a full schedule of species of new trees and shrubs proposed to be planted (including plantings in the waste collection area fronting Lawrence Road)
- 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; and
- an implementation programme.

The hard and soft landscaping shall be constructed in accordance with the approved details. The approved soft landscaping details shall be implemented in the first planting and seeding season following the occupation of the approved development. The approved hard landscaping details shall be implemented within 3 months of the residential occupation of the development.

Reason: to protect the amenity of the locality and ensure high quality landscaping.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

7) Landscaping – Replacement of Trees and Plants (LBH Development Management)

Any tree or plant on the development which, within a period of five years of occupation of the approved development 1) died 2) is removed 3) becomes damaged or 4) becomes diseased, shall be replaced in the next planting season with a similar size and species of tree or plant.

Reason: to protect the amenity of the locality.

8) Confirmation of Site Levels (LBH Development Management)

Prior to the commencement of the development, the details of all levels on the site in relation to the surrounding area shall be submitted in writing to and for approval by the Local Planning Authority. The development shall be constructed in accordance with approved details.

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

9) Detail of Sub-Station Re-location (LBH Development Management)

Prior to the commencement of the development, details of the re-location of any electrical substation on the land shall be submitted in writing to and for approval by the Local Planning Authority. The detail shall demonstrate liaison with the relevant sub-station operator and that the re-location will not prejudice local amenity. The re-location shall be undertaken in accordance with the approved details and maintained thereafter.

Reason: to protect local amenity and ensure orderly development.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

10) Impact Piling Method Statement (Thames Water)

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

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

11) Land Contamination – Part 1 and 2 (LBH Environmental Services and Community Safety)

Part 1:

Before development commences other than for investigative work:

a) Using the information contained within the Phase I desktop study and Conceptual Model, a site investigation shall be carried out for the 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.

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.

Part 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.

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

12) Details of Sustainable Drainage – (LBH Senior Drainage Engineer)

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

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

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

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

13) Development in accordance with BREEAM Rating (LBH Carbon Management)

The development hereby approved shall be constructed in accordance with the approved document Energy Strategy Report dated Aug 2016 by Syntegra Consulting Ltd. to deliver the rating of BREEAM New Construction (2014) of 'Very Good'.

Reason: to address the impacts of climate change and ensure sustainable development.

14) BREEAM Verification Certificate Submission (LBH Carbon Management)

Within six calendar months of the residential occupation of the development hereby approved, details confirming the standard of BREEAM New Construction (2014) "Very Good" has been achieved shall be submitted in writing to the Local Planning Authority. The details shall include a Post Construction Certificate issued by an independent certification body, confirming the relevant standard has been achieved. The development shall be maintained to the relevant standard thereafter.

Reason: to address the impacts of climate change and ensure sustainable development

15) BREEAM Non-Compliance Remediation (LBH Development Management)

In the event that the development fails to achieve the relevant BREEAM standard of 'Very Good' and unless a subsequent carbon offset payment program is agreed in writing with the Local Planning Authority, within two calendar months of the submission of the post construction certificate noted in the "BREEAM Verification Certificate Submission" Condition above, details of a full schedule of remedial works required to achieve the relevant BREEAM rating shall be submitted in writing to and for approval by the Local Planning

Authority. The approved details shall be implemented within 3 months of the date of approval and maintained thereafter.

Reason: In the interest of addressing climate change

16) Chimney Height Calculations, Diameters and Locations (LBH Environmental Services and Community Safety)

Prior to construction of the development details of all the chimney height calculations, diameters and locations must be submitted for approval by the Local Planning Authority.

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

17) Details of Combined Heat and Power (CHP) – (LBH Environmental Services and Community Safety)

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 Local Planning Authority.

Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

18) Details of Gas Boilers - (LBH Environmental Services and Community Safety)

Prior to installation, details of all (Communal and Individual) 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 NO_x emissions not exceeding 40 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

19) Details of Gas Boilers – (LBH Carbon Management)

Details of the boiler facility and associated infrastructure, which will serve heat and hot water loads for all the units on the site shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include:

- a) location of the energy centre;
- b) specification of equipment;
- c) flue arrangement;
- d) operation/management strategy; and
- e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

The boiler facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22.

20) Development in accordance with target solar electricity delivery (LBH Carbon Management)

The development hereby approved shall be constructed in accordance with the approved document Energy Strategy Report dated August 2016 prepared by Syntegra Consulting Ltd to deliver 31kWp of electricity by way of the approved rooftop PV Solar Panels.

Reason: to address climate change.

21) Details Roof Top PV Panels (LBH Development Management)

Prior to the occupation of the development for residential purposes, details of the layout and specification of the PV solar panel installation hereby approved (including any green roofs required for drainage purposes) shall be submitted in writing to and approved by the Local Planning Authority. The details of the

installation shall demonstrate compliance with the Microgeneration Certification Scheme (MCS). The installation shall be constructed in accordance with the approved details and maintained thereafter.

Reason: To address climate change.

22) Details of AQDMP – (LBH Environmental Services and Community Safety)

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

Reason: To Comply with Policy 7.14 of the London Plan

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

23) Consideration Constructor Scheme Registration (LBH Environmental Services and Community Safety)

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 Locally Planning Authority.

Reason: To Comply with Policy 7.14 of the London Plan

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

24) Plant and Machinery - EU Directives (LBH Environmental Services and Community Safety)

All plant and machinery to be used at the demolition and construction phases shall meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM.

Reason: to protect local air quality

25) Registration of NRMM - (LBH Environmental Services and Community Safety)

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.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

26) NRMM Inventory and documentation availability (LBH Environmental Services and Community Safety)

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.

27) Details of Noise Mitigation Measures (LBH Development Management)

Prior to the commencement of the development, details of measures to demonstrate compliance with British Standard 8233: 2014 to mitigate the impact of external noise shall be submitted in writing to and approved by the Local Planning Authority. The mitigation measures shall be in general conformity with Table 9.2.3 of the Approved Document Noise Impact Assessment prepared by KR Associates (UK) Ltd dated 7th August 2016. The mitigation measures shall be installed in accordance with the approved details and prior to the occupation of the development for residential use.

Reason: To mitigate the impact of external noise on the residential units hereby approved.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

28) Details of Mechanical Plant (LBH Development Management)

Prior to the commencement of the development, details of mechanical plant associated with the A1 retail unit on the ground floor and the roof top mounted plant shall be submitted in writing to and approved by the Local Planning Authority. The details shall demonstrate the subject plant will not exceed the maximum noise and vibration levels set out in the Table 1.4.4 of the Approved Document Noise Impact Assessment prepared by KR Associates (UK) Ltd dated 7th August 2016. The plant shall be constructed in accordance with approved details and maintained thereafter.

Reason: To ensure retail and roof top mechanical plant does give rise to noise impacts to the dwellings hereby approved.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

29) Waste Management Scheme (LBH Environmental Services and Community Safety)

A scheme setting out details of the collection and storage of waste and recycled materials shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall demonstrate sufficient on site capacity for the storage of both residential waste and recycled materials and provide the details of a cleaning plan. The scheme shall preclude the storage of waste on Lawrence Road on non-collection days. The scheme shall be implemented as approved prior to the residential occupation of the development and maintained thereafter.

Reason: To protect the amenity of the locality.

30) Cycle Parking Details (Transport for London + LBH Transportation)

Prior to the occupation of the development for residential purposes, full details of the cycle parking hereby approved (including the type, dimensions and method of security and access, as well as details of water storage for plant watering) shall be submitted in writing to and approved by the Local Planning Authority. The details shall be in accordance with the London Cycle Design Guide and submitted to the Authority following consultation with Transport for London. The cycle parking shall be constructed in accordance with the approved details and maintained thereafter.

Reason: to ensure sustainable modes of transport.

31) Demolition and Construction Logistics Plan (DCLP) + Demolition and Construction Management Plan (DCMP) (Transport for London + LBH Transportation)

Prior to the commencement of the development, a Demolition and Construction Management Plan (D+CMP) and a Demolition and Construction Logistics Plan (D+CLP) shall be submitted in writing to and for approval by the Local Planning Authority. The D+CMP and D+CLP should provide details of how demolition and construction work would be undertaken in a manner that minimises disruption to traffic and pedestrians on Lawrence Road, Collingwood Road and Nelson Road. Demolition and Construction vehicle movements shall also be planned and coordinated to avoid the AM and PM travel peak periods. The D+CMP and D+CLP shall be implemented as approved and maintained for the duration of the demolition and construction processes.

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

32) Servicing and Delivery Plan (SDP) (LBH Transportation)

Prior to the occupation of the development for residential purposes, a Servicing and Delivery Plan (SDP) shall be submitted in writing to and for approval by the Local Planning Authority. The SDP shall demonstrate how servicing and deliveries will occur at the site, and that servicing and delivery vehicle movements are planned and coordinated to avoid the AM and PM peak travel periods. The SDP shall be implemented as approved and maintained thereafter.

Reason: To reduce traffic and congestion on the transportation and highways network.

33) On Site Car Parking Allocation Details (LBH Development Management)

Prior to the occupation of the development for residential purposes, the applicant shall submit in writing to and for approval by the Local Planning Authority details of the allocation of the non-disabled on site car parking. The details shall demonstrate that the on site car parking allocation has been prioritised for the shared ownership family units hereby approved. The car parking shall be allocated in accordance with the approved details and maintained thereafter.

Reason: to ensure sustainable modes of travel.

34) Tree Protection Method Statement (LBH Tree & Nature Conservation)

Prior to the commencement of the development, a Tree Protection Method Statement (TPMS), in general accordance with the recommendations in the approved document Arboriculture Impact Assessment Report dated 8th August 2016 prepared by Landmark Trees, shall be submitted in writing to and for approval by the Local Planning Authority. The TPMS shall additionally provide:

- The frequency of periodic inspections of the installed tree protection measured to be undertaken by the Consultant Arboriculturist during the development process.
- Confirmation all construction works within identified root protection areas (or areas that may impact on them) must be carried out under the supervision of the Consultant Arboriculturist.

The scheme shall be implemented as approved, maintained until the development works are complete, and any associated tree protection works shall be removed as soon as is practicable when no longer required.

Reason: In order to safeguard the trees in the locality.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

35) Tree Protection Site Meeting (LBH Tree & Nature Conservation)

Prior to any demolition on the applicant site, a Tree Protection Site Meeting shall occur. The meeting shall be attended by the Site manager, the Consultant Arboriculturist, the Council Arboriculturist and all relevant contractors. The meeting shall confirm all the protection measures in line with the approved Tree Protection Scheme, and discuss any construction works that may impact on the trees.

Reason: In order to safeguard the trees in the locality.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

36) Inspection of Tree Protection Measures (LBH Tree & Nature Conservation)

Prior to any demolition on the application site, the installed tree protection measures as approved in the Tree Protection Scheme must be inspected and approved by the Council's Arboriculturist.

Reason: In order to safeguard the trees in the locality.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

37) Details of Central Dish/Receiving System (LBH Development Management)

Prior to the occupation of the development, details of a Central Satellite Dish/Receiving System for the residential units hereby approved shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.

Reason: to protect the amenity of the locality.

38) Individual Satellite Dishes or Television Antennas Precluded (LBH Development Management)

The placement of any satellite dish or television antenna on any external surface of the development is precluded, excepting the approved central

dish/receiving system approved pursuant to the “Central Dish/Receiving System” condition above.

Reason: to protect the amenity of the locality.

Informatives:

1) Working with the Applicant (LBH Development Management)

INFORMATIVE: In dealing with this application, the London Borough of Haringey has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 to foster the delivery of sustainable development in a positive and proactive manner.

2) Community Infrastructure Levy (LBH Development Management)

INFORMATIVE: The Community Infrastructure Levy 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.

3) Hours of Construction Work (LBH Development Management)

INFORMATIVE: 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.

4) Party Wall Act (LBH Development Management)

INFORMATIVE: 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.

5) Requirement for Groundwater Risk Management Permit (Thames Water)

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. Thames Water 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."

- 6) Attenuation of Storm Flows. Combined Sewer drain to nearest manhole. Connection for removal of ground water precluded. Approval required for discharge to public sewer. (Thames Water)

INFORMATIVE: 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.

- 7) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres. (Thames Water).

INFORMATIVE: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

- 8) Water Main Crossing Diversion (Thames Water)

INFORMATIVE: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for

maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

9) Minimum Pressure and Flow Rate from Pipes (Thames Water)

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.

10) Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)

INFORMATIVE: 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.

11) Asbestos Survey (LBH Environmental Services and Community Safety)

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

12) New Development Naming (LBH Transportation)

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

13) Connecting and Sharing Heating Plant (LBH Carbon Management)

INFORMATIVE: The applicant is advised to liaise with the owner of the adjoining development to the south (the Bellway Homes scheme) to discuss connecting and sharing heating plant. To further discuss district heating, contact Joe Baker, Head of Carbon Management at joe.baker@haringey.gov.uk.

14) Affordable Housing Preferred Partners (LBH Housing)

INFORMATIVE: The Council has established a preferred partners list to deliver affordable housing, working with six specific registered providers to increase investment and improve efficiency. To further discuss the preferred partners, the applicant is advised to contact Robinson Yvonne, Housing Enabling Officer, at Yvonne.robinson3@haringey.gov.uk

15) Designing Out Crime – Certified Products (Metropolitan Police)

INFORMATIVE: In meeting the requirements of Approved Document Q pursuant to the building regulations, the applicant may wish to seek the advice of the Police Designing Out Crime Officers (DOCOs) concerning certified products. The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

16) Tree Protection Site Meeting and Inspection (LBH Tree & Nature Conservation)

INFORMATIVE: To schedule a Tree Protection Site Meeting and pre-demolition inspection of tree protection measures, contact Alex Fraser, Tree & Nature Conservation Manager on 020 8489 5657 or alex.fraser@haringey.gov.uk.

17) Environment Agency – Additional Advice (Environment Agency)

INFORMATIVE: The Environment Agency has provided advice to the applicant in respect of Ground Water Protection and Land Affected by Contamination. This advice is available on the Council's website using the application reference number.

Appendix 1A - Consultation Responses from Adjoining Occupiers

ADJOINING OCCUPIER	COMMENT	OFFICER RESPONSE
Mr Alexander Newton 96 Clyde Road (Objection)	I am concerned that this will be a SEVEN story development, way higher than any of the buildings in the area. It will loom over the rest of Clyde Road/Lawrence Road, totally changing the atmosphere and provide a precedent for future highrise building. For those reasons, I cannot support this application.	Objection noted. The scheme is in general accordance with the prevailing heights in the area. The development is in accordance with the emerging site allocation.
P. Carroll 55 Clyde Road (Objection)	The planning draft for the street said mixed use for the whole area. This plan has no live work units within it so does not match the planning brief. It should be all live work unit to balance out the fact the council allowed the other to be all residential. The build adds little to the conservation area and is deemed to detract and impact the view from the conservation area so should be refused.	Objection noted. The applicant is providing an acceptable quantum of commercial space and is making a contribution to off set the lost employment floor space given viability issues. The Conservation Area impacts are acceptable.
Dr James Bone 9 Bathurst Square (Objection)	I note that the main point of vehicular access to the site will be via the Bellway scheme located to the south of the site. This Bellway scheme is Bathurst Square which is a private road, maintained by an estate charge. Details have not been provided with regard to supporting the maintenance of this road to offset damage caused servicing the 47 residential units. Bathurst Square is not of a suitable design to support the increased vehicular movements, and the proposed plans should be revised to allow for main vehicular access being via Lawrence R Residents of Bathurst Square were not made aware of the public exhibition session occurring on 30 June 2016.is a material oversight as the residents of this area will be significantly impacted by the proposed development.	Objection Noted. The access is acceptable in planning terms. Private road maintenance is a civil matter and not material to the planning decision.
Joanna Carrington Flat 10, Butterfly Court Bathurst Square	I currently live in the Lawrence Swuare development off Lawrence Road and I would welcome further development which will help improve and upgrade the area. Fully supported.	Support Noted.

(Support)		
Anna May 30 Dovetail Place (Neutral)	I would like to understand how long the proposed build would take and during what hours the build work would be done. I am absolutely behind development in the area as long as it doesn't impact the quality of properties here already. A 7 storey building is much higher than all flats here, can you please also confirm if this build affects anyones view from their current property?	Comments noted. The building height is in accordance with prevailing heights and judged an acceptable design. Strategic views will not be impacted by the scheme. The construction phase will be subject to a construction management plan.
Matt Davidson 8 Bathurst Square (Objection)	I object to this planning application. Whilst redevelopment and improvement is welcomed, I do not support the notion of having vehicular access to the proposed scheme via Bellway's Bathurst Square. This is a private road and is maintained by residents via an estate charge. Bathurst Square doesn't have the capacity to service 47 new residential units. Access to the proposed Mono House development should be via Lawrence Road and I strongly feel that residents of Bathurst Square will be detrimentally impacted by the proposed development. As such I can't support this application, specifically the vehicular access / new road being positioned off Bathurst Square.	Objection noted. Private road maintenance is a civil matter and not material to the planning decision. The access to the site is acceptable in planning terms.
Z Georgiou Dovetail Place Lawrence Road (Support)	I am a new resident to the area and have recently bought in the Lawrence Square development, with many of my friends. I am very impressed about the change of the area so far but I am extremely concerned about the parking situation on Lawrence Road – 1- There is very little space on the road for cars irrespective of the restrictions. 2- There is a need for further speed bumps, as most people use this road as a 'cut through'. Additionally the commercial on the road which are all empty should be looked at. The developer should address both parking and commercial rates for businesses to come to the road and then I certainly would be happy with further development.	Support Noted. The level of parking is judged to be acceptable. Use of off site commercial parking is not material to the planning decision. The developer is making contributions to study the creation of a new CPZ and future occupiers will not be issued parking permits.

James Grunshaw 25 Laurence Road (Neutral)	Currently there isn't enough parking on the street for the residents. Also, more speed bumps need to be added because people use the street as a cut through and tend to drive very quickly.	Comment noted. Level of parking in scheme is considered acceptable. Additional speed controls are not required to make development acceptable. A raised table will be secured by a S278 Agreement.
N Gilks Dovetail Place Lawrence Street (Objection)	Far too many cars on the street already, very congested, we do not need more car on the roads. Also people use this as a cut through road I feel we need more speed bumps to deter this. 7 floors is far too high, and I object wholeheartedly	Objection noted. Level of parking in scheme is considered acceptable. Additional speed controls on any adjoining road are not required to make development acceptable. The building height is in accordance with prevailing heights and judged an acceptable design.
O Venn 24 Dovetail Place Lawrence Road (Objection)	Objection to the height of the building and the parking. Not enough space on the street.	Objection noted. Level of parking in scheme is considered acceptable. The building height is in accordance with prevailing heights and judged an acceptable design.
P Smith-Richards Butterfly Court Lawrence Road (Objection)	I object to the planning application. I am extremely concerned about the parking situation on Lawrence Road and surrounding roads. Lawrence Road is already being used as	Objection noted. Level of parking in scheme is considered acceptable. The building height is in

	a 'cut-through' road and sometimes is noisy with cars. Also, I am think the developers should be looking at local buildings in the area and their aspects, 7 floors is too high and would tower over my building.	accordance with prevailing heights and judged an acceptable design.
Tomas Krousky Butterfly Court Lawrence Road (Objection)	I support this application, However as many other residents that recently bought in Lawrence Road, There is a concern of increasing ASB related issues. New development certainly will improve the area, however Lawrence road have already transformed with thousands of new residents. I would object any new development unless Haringey council starts managing the increase in car traffic, associated with noise levels and pollution. Large number of new residents and demographics will certainly attract criminal activity and I would see it as an absolute must that council will put CCTV in Lawrence Road. Council should consider prevention of crime in Lawrence Road as it is now highly populated street, area is suffering with street crime such as robberies and ASB. Additionally Increase in car traffic should also be regulated by making Lawrence Road one way street or at least introducing speed bumps as in most streets. I support this and any other development , however with above suggestions relating to security and car traffic.	Objection noted. Additional speed controls on any adjoining road are not required to make development acceptable. Metropolitan Police have reviewed scheme in relation to Secure by Design Principles and have not raised an objection. Off site CCTV is not considered necessary to grant planning permission. The building height is in accordance with prevailing heights and judged an acceptable design.
Ruth Allen 16 Collingwood Road (Objection)	I welcome a new project such as this, but I have to strongly object 2 main points that other residents already mentioned. They are: - Access to the new development via Bathurst Square: This is unthinkable as the quietness and secluded area of the houses and flats will be compromised. Create an entrance directly from Lawrence Road, just like all the others. - 7 storey building: Lawrence Road is already dark and with high 5 storey buildings so 7 storey is an exaggeration. I would also welcome the refurbishment of the existing building. It's an interesting one and it would look lovely with flats (see the development of the West Hackney National School in stoke Newington).	Objection noted. Main access to scheme is via Lawrence Road. The building height is in accordance with prevailing heights and judged an acceptable design. Removal of current building is supported as per the emerging site allocation.

	But the two main points above are essential to give the go ahead on this development.	
Benedict Healy 10 Butterfly Court (Support)	I live just off Lawrence Road and support the planning application. It would provide a much needed cash injection into the local area and help with the wider regeneration of South Tottenham.	Support Noted
B. Johnston Birdsmouth Court (Neutral)	Whilst we support the application, we object to the following aspects: - The seven story height is too imposing and should be kept as the same height as the surrounding buildings. - The area is severely lacking in open space, particularly children's playgrounds. With the presumed influx of families into the area this provision should be increased and thoughtfully considered when approving applications on Lawrence Road. - The access arrangements are very concerning. The road at Bathurst Square is single lane and has residential parking spaces attached, so vehicles entering and leaving the site simultaneously are bound to encounter difficulties. At present it is a private road, maintained by resident charges and should not be a thoroughfare for another development. Also, access on the plan would suggest part of our park being demolished to pave way for an extension to the existing road. Access from Lawrence Road for this development should be considered - The increase in people and traffic along Bathurst Square would also cause excess noise which would be very unwelcome. - Finally, the enclosed nature of Bathurst Square is creating a hot bed for anti social behaviour. It's location, tucked away behind Lawrence Road is attractive to youths in particular hoping to avoid onlookers. CCTV should be considered in the adjoining development and adequate lighting to avoid increasing crime further. Access via the gate at the back should be heavily controlled or removed from the plan. The chimney on the existing building on the proposed site is a lovely feature and it is disappointing that this cannot be persevered in some way. We are in favour of this development, yet wish our comments to be considered. We strongly oppose the current access arrangements via	Comments Noted. Level of parking in scheme is considered acceptable. The building height is in accordance with prevailing heights and judged an acceptable design. Metropolitan Police have reviewed scheme in relation to Secure by Design Principles and have not raised an objection. Off site CCTV is not considered necessary to grant planning permission. The building height is in accordance with prevailing heights and judged an acceptable design. The development is considered to bring forward sufficient open space. Levels of comings and goings to application site are less than may be possible under lawful commercial use as a factory. Access to site is acceptable. Removal of current buildings is supported as per the emerging site allocation.

	Bathurst Square.	
Ligaya Salazar 49 Kitchener Road (Objection)	Having come across the notice of planning application outside Mono House, I was curious what had been submitted after recent public consultation. I must say that I object wholeheartedly to this proposal for the following reasons: - whilst I agree that the site would benefit from improvement, any proposal should <i>maintain its current Victorian Industrial Character</i>. It is now the only remaining site that points to the Lawrence Road's light industrial past and its roof shape and chimney add to the character of the skyline when approaching through the Clyde Circus conservation area as well as walking past it on Lawrence road. It is really important that development in Tottenham does not only consist of bland residential flats and mews houses (which are proposed in extremely high density opposite Mono House anyway), but that some character is maintained. There are many examples of improving and invigorating Victorian industrial sites (most recently in Granary Square, Kings Cross) - Having recently taken part in a consultation around maintaining the cultural and creative industry in this sector and providing more spaces for interaction with the community, could this site not be considered for a more community-minded development? Adding more flats to an area that already struggles with overcrowded schools and doctors and no space for young people to go, this should really be considered within the high density proposals in the Lawrence road area - the height of the proposed development, which I don't think should be approached in this way generally, is way too high and, alongside the development proposals across the road, will create a long dark corridor of a road with no real additional public spaces, but hundreds if not thousands more residents with nowhere to go! As a local resident, I cannot object more to this development. The council needs to consider retaining some character in the area as well as providing more spaces for the community to use, Mono House and in particular the factory building behind it seem a perfect place to enable this.	Removal of building is supported as per emerging site allocation and Lawrence Road SPD. Issue of building retention was considered at plan making stage. No building on the site is listed or locally listed. Developer is making CIL contribution to local infrastructure. The building height is in accordance with prevailing heights and judged an acceptable design. The development proposal (mixed use residential development) is in accordance with site allocation.

Carl Fiford 51 Grove Park Road (Objection)	1. Given recent large new-build development on Laurence Rd, we believe that in the long term the area will benefit from preservation and improvement of existing period residential and commercial buildings particularly given the proximity to the Clyde Circus conservation area 2. The height of the planned building will block significant amounts of light (particularly in the evening) for properties with odd numbers on Grove Park road and also on neighbouring roads to the north. 3. I believe that the attractive appearance of the factory building with the chimney which we believe could be a long term asset to the area (preserving Tottenham's industrial heritage).	Objection noted. Removal of building is supported as per emerging site allocation and Lawrence Road SPD. Issue of building retention was considered at plan making stage. No building on the site is listed or locally listed. The building height is in accordance with prevailing heights and judged an acceptable design.
Eleanor Rose Schling 33 Birdsmouth Court Bathurst Square (Objection)	We object to the development in its current form as it will not provide any social housing. The developers say they support mixed communities but the only 'affordable' housing included is five shared ownership properties. We urge the council to insist a decent amount of social housing is included so the development is part of a move to resolve, rather than deepen, the housing crisis. The developers suggest they cannot afford this but even with more social housing units they will still make a significant amount of money from the development. Their Affordable Housing and Viability assessment states they are looking to make a 20% profit from the scheme - the exact figures are blacked out but whatever the precise eventual return it will be a huge amount of money that will be far beyond anything the vast majority of Haringey residents will make in the next few years. (The developers will even make a profit from the build and rent of the social housing itself, just not quite as much as they will from the private units.) We would find it deeply troubling that in a borough where thousands of	Objection Noted. The development is making an affordable housing contribution of 5 intermediate units of which all are 3-bedroom family homes. This is acceptable given development viability considerations. Level of open space in the development is considered to be acceptable in planning terms given viability issues and parking constraints.

	people are homeless, living in temporary accommodation or paying unaffordable private rent, the council allowed a developer to make huge amounts of money while doing nothing to provide homes for all those who need them. They could add a number of social housing units to the plan and still make a decent return from the development. If these developers do not want to provide social housing, the council should reject the present application and find ones that do. In addition, like other residents, we have concerns over the use of Bathurst Square for access to the development. We would also like to object to the lack of children's play space provided which will add pressure to the already serious deficit of play space in the area.	
Peter Brades, DipArch RIBA Flat 4, Studio Court 28a Lawrence Road (Objection)	As a resident living very near this proposed scheme and as a practicing architect, I should like to make the following comments. 1. while the existing front building at 50-56 is no longer of any value and the street deserves a good. modern replacement, the saw-tooth-roofed rear building is of interest and it would be a shame to see it disappear but it inevitably will. Generally, the site is clearly 'ripe for development', especially given the other new buildings in Lawrence Road by Bellway Homes, now virtually complete. 2. the proposed scheme is far too big for the site. The accommodation is shoehorned in to within an inch of its life, both on plan and in section and elevation. It badly needs to be loosened-up, thinned-out and at least one storey removed, preferably two. 3. the scheme fails to take account of the buildings and conservation area to the north, responding only to the tall new blocks of the Bellway development to the south. It must be designed as an intermediate building that steps down from the Bellway blocks towards the lower, older buildings on Lawrence Road and Clyde Road. The building directly opposite, Zenith House, 69 Lawrence Road, should be the	Comments noted. Removal of building is supported as per emerging site allocation and Lawrence Road SPD. Issue of building retention was considered at plan making stage. No building on the site is listed or locally listed. The scheme is within the London Plan Density Range for an Urban site with a PTAL of 4. The set back from the Conservation Area is an improvement on the current position at the site. The provision of commercial space is considered acceptable.

	guide-height (although it is of low quality itself) or even no. 28. 4. the elevations are predictable 'twenty-first century developer-modern' and not very inspiring, but at least they are not mock-Victorian. 5. the new commercial spaces are inadequate and minimising them, as done here, will adversely affect the mixed character of the neighbourhood. 6. overall, the scheme is a typical developer's try-on, a massive over-development of the site, and should be considerably reduced before it becomes acceptable.	
S Lawlor 13 Nelson road (Objection)	I wish to object to the mono house development. It is out of character with the area, and is a design of poor quality. Any new housing development should prioritise much needed and truly 'affordable' housing and social housing provision, which the proposed plans do not. Green space for the community to enjoy is already limited, and the plans do not address this issue at all. Instead this development will increase the problem. Furthermore, seven stories is too high for the area and will impinge on the nearby Clyde road conservation area, overshadowing properties in Collingwood road, as well as being an overbearing presence to Nelson road. The historic industrial chimney should be preserved as it adds to the character of the conservation area. Preservation of the historic character of the current site should be prioritised as a valuable and unique asset to the area, in keeping with the nearby conservation area. The site's Victorian factory/warehouse should be redeveloped as an community asset. A new seven story development will only weaken future calls to preserve what the unique architectural character of Tottenham, and is currently out of character.	Flatted Development is in keeping with development to the south of the site. The development is making an affordable housing contribution of 5 intermediate units of which all are 3-bedroom family homes. Level of open space is considered to be acceptable. The building height is in accordance with prevailing heights and judged an acceptable design. The submitted daylight and sunlight assessment indicates amenity impacts are acceptable. Removal of building is supported as per emerging site allocation and Lawrence Road SPD. Issue of building retention was considered at plan making stage. No building on the site is

		listed or locally listed.

Appendix 1B - Consultation Responses from Internal and External Consultees

CONSULTEE	COMMENT	OFFICER RESPONSE
LBH Transportation Officer	Transport Observations <i>Transport Context</i> The proposed development site is located to the north of Lawrence Road close to the junction of Lawrence Rod with Clyde Road; the development site was previously used as commercial and residential. The site has a medium public transport accessibility of 4 and is located close to 3 bus corridor (A504 West Green Road, B153 Phillip Lane and A10 High Road) which provides access to some 5 bus routes (41, 230, 341, 279, and 259) these routes when combined offers some 42 buses per hour, the site is also within 667 metre walking distance of Seven Sisters underground and 667 metres walking distance of Seven Sisters rail stations. Lawrence Road is located within the Seven Sisters control parking zone (CPZ) which operates Monday to Saturday between the hours of 8am to 6:30 pm, to the northeast of Lawrence Road is the Bruce Grove CPZ which operates Monday to Saturday between the hours of 8am to 6:30 pm, there are currently no CZP's to the west and northwest of Lawrence Road, a CPZ is planned for the roads to the west which includes: Bedford Road, Summer Hill Road and Dorset Road. Accident Analysis The accident analysis conducted as part of the application for 47-67 Lawrence Road concluded that within the area surrounding the site which included: Lawrence Road, Phillip Lane, and West Green Road, over the last 5 years up to 31st of August 2015, there were 34 accidents; 32 of the 34 were classified as slight and 2 sever. Of these accidents only 3 were on Lawrence Road, all three accidents were classified as been slight. Of these accidents 2 collisions	Comments Noted. Conditions, planning obligations and informatives recommended for imposition.

	involved cyclist/vehicular collision and the other a collision involved a pedestrian failing to judge the speed of the vehicle whilst it was reversing. Of the other 29 accidents 13 were on Philip Lane junction with West Green Road and Phillip Lane and 16 were on West Green Road and Junction of West Green Road with Lawrence Road. Description of Development The applicant is proposing to demolish the existing buildings and redevelop the site to provide a 7 storey building to provide 47 residential units and 176 sqm of commercial B1 floor space, the application also includes 8 car parking spaces, (5 wheel chair accessible car parking spaces and 3 car parking spaces to be allocated to the 3 plus bed units). Trip Generation The applicant's transport consultant Motions have submitted a Transport Statement (TS) and a Draft Travel Plan to support the application. The trip generation prediction was supported by survey information extracted from the TRAVL/TRICS prediction database. We have assessed the proposed trip rates and have concluded that the sites selected from the trip generation database are not representative of the site and have under underestimated the trips that will be generated by the proposed development. The TS estimated that the trips that will be generated by the proposed 47 units would be some 26 in/out person's trips during the AM peak period and 22 in/out person's trips during the PM peak period. Using the following sites (Clarence Close, EN4, Coopers Court, W3, Stanley Close, SE10, Swainson Road, W3) the development proposal would generate some 31 in/out person's trips during the AM peak periods and 26 in/out person's trips during the PM peak period. However as the development will be largely car free the number of vehicular trips generated by the proposed development will not be significant compared to the existing use. The applicant is proposing to provide some 176 sqm of commercial use as B1 office, we have considered that as the proposed development will not have any off street car parking provision, and the peak trip generation will be during the operational hours of the existing CPZ, the vehicular trips generated by the proposed development are likely to be by taxis and servicing of the residential units and office, the trips can be accommodated on Lawrence Road. Pedestrian Access Pedestrian access to the development will be via shared surfaces to a new landscaped central	

	courtyard; the residential units can also be access via the existing Bellway Scheme (Lawrence Square), the applicant is proposing amendments to the highways layout to provide a new build out and raised table which provides traffic calming and pedestrian crossing. The pedestrian access to the commercial B1 space will be providing directly off Lawrence Road. Parking Provision The applicant has conducted a parking survey in the area surrounding the site (200 metres) which included the following Roads: Lawrence Road, Lawrence Close, Clyde Road, Collingwood Road, and Bathurst Square and West Green Road; the parking surveys were conducted in line with the Lambeth methodology on; Tuesday the 5th July 2016 at 03:30 and Wednesday 6th July 2016, the parking surveys conducted over night when the majority of residents are at home and the demand for on street car parking spaces will be at the highest. On reviewing the results of the car parking survey, there was a minimum of 23 on street residents permit bays available to park within the 200m radius of the site The Councils Saved UDP Policy M9 “Car-free Developments” state that: Proposal for new development without the provision of car parking spaces will be permitted in locations where: a) There are alternative and accessible means of transport available; b) Public transport is good; and c) A controlled parking zone exists or will be provided prior to occupation of the development In addition the Council’s Local Plan SP7: Transport, which focuses on promoting sustainable travel and seeks to adopt maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD pre-submission version January 2016, Policy DM32 which support car-free development in areas with a good public transport accessibility level provided a CPZ exist. The applicant is proposing to provide 10% (5) off street disable car parking spaces for the wheel chair accessible units and 3 off street car parking spaces for the family sized units. As the proposed developments is located in an area with high public transport accessibility and a CPZ exists and or will implemented before the development is occupied the proposed car parking provision is considered acceptable.	

	The applicant has provided cycle parking in line with the 2015 London Plan which requires a minimum of 72 secure sheltered cycle parking spaces for residents and 2 visitors' cycle parking spaces for visitors of the residential aspect of the development. The applicant has also provided 2 cycle parking spaces for the commercial B1 aspect of the development. The location type including dimensions and method of security will be secured by way of condition. As the development proposal is car capped the applicant will be required to provide car club membership to each of the residential units, prior to occupation of the development the applicant will be required to implement a car club scheme and offer 2 years free membership and £50 (fifty pounds) in driving credit to each residential unit. Although this site is located within the Seven Sisters Controlled Parking Zone (CPZ), it is within walking distance of a number of roads to the northwest of Lawrence road which are not covered by a CPZ and will potentially suffer from displaced residual parking generated by the development proposals, in order to discourage prospective residents from parking on surrounding streets not currently subject to parking restrictions, it will be necessary for the applicant to contribute towards the costs of investigating and designing a new parking controls in the areas which are not currently covered by a control parking zone. The parking management team has requested contribution of £10,000 towards the design and consultation of a new control parking zone in the area to the north of the site. Access and Servicing Arrangements The applicant has proposed providing refuse storage on the ground floor, a temporary reuse collection area will be provided fronting Lawrence Road, where refuse truck will be able to stop on Lawrence Road and collect the refuse on a refuse collection day; details on the management of the refuse , and deliver for residents to the site will be secured by way of a service and deliver plan. Travel Plan The applicants have put forward a number of travel plan initiatives to minimise the impact of the development. A member of the site management team will be appointed as Travel Plan Co-ordinator to implement, manage and promote the travel plan. The travel plan will need to accord fully with the latest Transport for London guidance and it will be necessary to secure it's delivery via a S106 agreement.	

	Highways layout The site is currently served by vehicular accesses onto Lawrence Road, the applicant is proposing to relocate the existing crossover, implement a new buildout and the construct a raised table which is detailed in Drawing No: 160604-01, the highways works are estimated to cost in the region of £45,00; these funds are to be secure byway of a S278 agreement. The transportation and highways authority have reviewed the transport assessment and supporting documentation and have concluded that the proposed demolition of the existing commercial and residential units and construction of 47 residential units and 176 sqm of B1 commercial floor space will not generated as significant increase traffic or parking demand which will have and significant impact on the highway and transportation network subject to the following S.278 /S.106 obligations and conditions: 1. The applicant will be required to enter into a Section 278 Agreement to secure a sum of £45,000 (forty five thousand pounds) for works related to the removal of the existing vehicular access point and the re-creation of a new vehicular access point into the site, construction raised table and the resurfacing of the footways sites side along the frontage. Reason: To improve pedestrian/cycle conditions in the immediate vicinity of this development. 2. The applicant 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. Reason: To mitigate the parking demand generated by this development proposal on the local highways network by constraining car ownership and subsequent trips generated by car, resulting in increase travel by sustainable modes of transport hence reducing the congestion on the local highways network. 3. The applicant shall be required to enter into a Section 106 Agreement securing a £10,	

	000 (ten thousand) contributions towards investigations for the feasibility of a new controlled parking zone. Reason: To encourage the use of sustainable modes of transport and to minimise the impact of the development upon on-street parking within the vicinity of the site. 4. A residential and commercial travel plan must be secured by the S.106 agreement. As part of the detailed travel plan the flowing measures must be included in order to maximise the use of public transport: a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives annually. b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents. c) Establishment or operation of a car club scheme, which includes at least 3 cars spaces. The developer must offer two years free membership and £50 credit to all new residents. d) The applicant's are required to pay a sum of, £3,000 (three thousand pounds) per travel plan for monitoring of the travel plan initiatives. Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport. Conditions: 1. The applicant/developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work (including demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Lawrence Road, West Green Road and Philip Lane 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 and highways network. 2. The applicant/operator is required to submit a Service and Delivery Plan (SDP) for the local authority's approval prior to occupancy of the proposed development. The Plans should provide details on how servicing and deliveries will take place. It is also requested that servicing and deliveries should be carefully planned and co-ordinated to avoid the AM and PM peak periods. Reason: To reduce traffic and congestion on the transportation and highways network. 3. The location type including dimensions and method of security and access should be submitted for approval before the development is occupied, cycle parking should be design in line with the London Cycle Design Standard. Reason: To promote travel by sustainable modes of transport by bicycle to and from the site. Informative The new development will require naming. 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.	
Neighbourhood Action Team Leader (Waste Management Comments)	Further to your request concerning the above planning application [Neighbourhood Action Team Leader] has the following comments to make: Street-based households receiving kerbside collection services require space for the 'Standard kerbside collection full set' to be left for collection within the area of the property as close as possible to the access point to the property for collection teams. Details of the 'Standard kerbside collection full set' are given below. • Wheelie bins or bulk waste containers must be provided for household collections.	Comments Noted. Informative and Conditions recommended to be imposed.

	• Bulk waste containers must be located no further than 10 metres from the point of collection. • Route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary. • If waste containers are housed, housings must be big enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be accessed by users. Applicants can seek further advice about housings from Waste Management if required. • Waste container housings may need to be lit so as to be safe for residents and collectors to use and service during darkness hours. • All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them. • If access through security gates/doors is required for household waste collection, codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access. • Waste collection vehicles require height clearance of at least 4.75 metres. Roads required for access by waste collection vehicles must be constructed to withstand load bearing of up to 26 tonnes. • Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required. 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 • 8 x 1100L Euro bin for refuse • 5 x 1100L Euro bin for recycling • 47 x food waste kitchen caddy • 4 x 140L food waste exterior box Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway. The Managing agent will need to ensure that there is a regular cleaning schedule in place so that waste does not end up on the public highway. Waste Vehicles will need to drive in and out with the need to reverse either in or out on to the public highway. 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. The application does not clearly show if they have allocated enough storage space for the amount of receptacles required. The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection. Name: Martin Lester Neighbourhood Action Team Leader Container types, sizes and applications	

	Standard kerbside collection full set One 240 litre wheelie bin for refuse One 240 litre wheelie bin for recycling One food waste box One garden waste sack Garden waste sack, approximate size is as follows: Dimensions Application 450mm D x 450mm W x 600mm H One sack per household for kerbside collections Food waste box, approximate size is as follows: Dimensions Application 350mm D x 300mm W x 360mm H One food box per household for kerbside collections Wheelie bins, approximate size is as follows: Bin size Dimensions Application 120 litre wheelie bin 550mm D x 500mm W x 930mm H One bin per single 1 bed dwelling when supplied for sole use. 240 litre wheelie bin 730mm D x 580mm W x 1080mm H One per single 2/3 bed dwelling when supplied for sole use. 360 litre wheelie bin 885mm D x 620mm W x 1100mm H One per single 4+ beds dwelling when supplied for sole use. Or one per pair of 1/2/3 bed dwellings when supplied for shared use. Bulk containers, approximate size is as follows: Bin type and size Dimensions Application 1100 litre eurobin 985mm D x 1260mm W x 1370mm H For refuse, one per 6 dwellings. Collection frequency, once per week. Very large developments can be cleared at a maximum frequency of twice per week. plus For recycling, one per 10 dwellings. Preferred collection frequency, once per week. Very large developments can be cleared at a maximum frequency of twice per week.	

	940 litre bin 960mm D x 1050mm W x 1410mm H For drop-down refuse chute system only, one per 5 dwellings. Collection frequency, once per week. Very large developments can be cleared at a maximum frequency of twice per week. Separate provision for recycling also has to	
Lead Officer – Pollution. Environmental Services and Community Safety.	The following comments and conditions are recommended; Air Quality: The London Plan, Policy 7.14 states that new development should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAS) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; be at least ‘air quality neutral’ and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAS)). Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. 100 Photo voltaic panels and gas boilers/ CHP is proposed with this planning application; a condition with respect to emissions from CHP is therefore required. There are chimneys / flues associated with this proposed development, thus a chimney height calculation or emissions dispersal assessment is required. I recommend the following conditions: ☐ Prior to construction of the development details of all the chimney height calculations, diameters and locations must be submitted for approval by the LPA. Reason: To protect local air quality and ensure effective dispersal of emissions. Prior to commencement of the development, details of the CHP must be submitted to evidence	Comments noted. CHP condition omitted – no CHP installation proposed in development.

	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. Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction. ☐ Prior to installation, details of all (Communal and Individual) 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 The London Plan Policy 7.14. Contaminated land: (CON1 & CON2) CON1: ☐ Before development commences other than for investigative work: a) Using the information contained within the Phase I desktop study and Conceptual Model, a site investigation shall be carried out for the 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. 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. CON2 : ☐ 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. Management and Control of Dust: No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. Reason: To Comply with Policy 7.14 of the London Plan Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. Reason: To Comply with Policy 7.14 of the London Plan ☐ 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 NOx 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. ☐ 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. 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.	
Metropolitan Police – Designing Out Crime Officer	Thank you for allowing us to comment on the above planning proposal for Mono House Lawrence Road N15 4EG. In principle we have no objections to the overall redevelopment of the site or the proposal for the site and to date we have had no dealings with the Architects or developers for the project, ‘Planning shapes the places where we live and work and the country we live in. Good planning ensures that we get the right development, in the right place at the right times. Paragraph 1 Planning Policy Statement 1 - Delivering Sustainable Development.PPS1 makes clear that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or the fear of crime does not undermine quality of life or community cohesion. Design and Access statements for outline and detailed applications should therefore demonstrate how crime prevention measures have been considered in the design and how it reflects the attributes of safe, sustainable places set out in Safe Places - the Planning System and Crime Prevention [ODPM/Home Office 2003] Paragraph 87 Department of Communities and Local Government circular 01/06 Developments should be safe and secure, taking into account the objectives of ‘Secured by Design’,’ Designing out Crime’ and Section 4B Paragraph 4.40 the London Plan ‘To facilitate the efficient delivery of high quality development, Local Authorities should draw on relevant guidance and standards...’ [These include - Safer Places -The Planning System and Crime Prevention [ODPM 2004] and Secured by Design, www.securedbydesign.com Paragraph 18 Planning Policy Statement 3 [Housing] Bearing in mind the high crime levels in and around the location and the legislation and planning guidance described, the recommendations made above could be covered by the attachment of a Secured by Design condition to any design and layout aspect which would go beyond the bounds of Approved Document Q (physical security of a building). I am very willing to assist the architects in working towards a SBD award that covers not just the use of third party certificated security	Comments noted. Informative recommended to be imposed.

	products but also the physical layout of the development. Therefore, if the Local Planning Authority are to consider granting consent, I would ask that the condition(s) and informative detailed below be attached. This is to mitigate the impact and deliver a safer development in line with national, regional and local planning policies. Concerns: • Boundary treatment/s • Mews Entrance • Access Control • Lighting • Secure cycle storage • Secure refuse store • Secure airlock within the Communal entrance • Landscaping/planters • Commercial building Post HSR Planning Conditions. Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards I would encourage the planning authority to note the experience gained by the UK police service over the past 26 years in this specific subject area. That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product. I would therefore request that the benefits of certified products be pointed out to applicants and	

	that the Local Authority encourages assessment for this application. For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website www.securedbydesign.com . Community Safety - Informative: Secured by Design Condition In aiming to satisfy the condition, the applicant is advised to seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s). The Police DOCO's should be consulted in discharging any relevant condition(s) where attached. I would ask that my interest in this planning application be noted and that I am kept apprised of any developments. In conclusion may I draw your attention to Sec 17 of the Crime and Disorder Act 1998 which states "It shall be the duty of each Authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on and the need to do all it reasonably can to prevent Crime and Disorder in it's area". Should the Planning Authority require clarification of any of the above comments please do not hesitate to contact me at the above office. If you wish to discuss this matter further or require any additional information please do not hesitate to make contact with either myself or the North East DOCO office.	
Thames Water	Waste Comments No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.	Comments notes. Conditions and informatives recommended for imposition.

	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. '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:"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." 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. 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. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from	

	Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application. Water Comments Thames Water recommend the following informative be attached to any planning permission: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information. 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.	
LBH Tree & Nature Conservation Manager	Five trees have been surveyed as being material constraints to this proposed development. There are two London plane trees (T1-T2) within the footway at the front of the site. There are two Silver birch trees (T3-T4) in the adjacent car park and an Ash tree (T5) in the adjacent rear garden of 22 Collingwood Road, N15. There are no trees within the proposed development site and no trees are specified for removal in the planning application. There is potential for T1–T4 to be impacted through the demolition of Mono House. To minimise these impacts, all plant and vehicles engaged in demolition works must either operate	

	outside the root protection areas, or work from within the existing built structure and hard standing. It will be necessary to undertake demolition inwards within the footprint of the existing building. It is proposed to carry out minor pruning to T3 to facilitate the demolition of Mono House, which will be a very low impact provided it is undertaken in accordance with good arboricultural practice. There is also a potential impact to T2 and T3 by the proposed new vehicular crossover to the site, which passes within the root protection areas of both trees. To minimise the likelihood of root damage occurring, a No-Dig construction method must be utilised when constructing the new crossover. All necessary excavations must be carried out by hand, under arboricultural supervision, with pre-emptive pruning of any roots encountered. Overall, the potential impacts of development are low as and can be mitigated through appropriate design and precautionary measures, which can be specified in Method Statements in the discharge of planning conditions. All three species affected are generally tolerant of root disturbance and pruning. The retained trees all appear generally healthy for their age and species, they should withstand any minor impacts. The proposed development will not have any detrimental impacts on the retained trees or wider landscape. The two London plane trees on the public highway outside the site, will need to be protected by wooden panels to prevent damage to their stems. When drafting planning conditions for this application, they must include reference to the following; A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees. Method statements must be produced to specify all tree protection measures and all works that may impact the trees (i.e. demolition works and all construction works within root protection areas).	

	The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition. The tree protective measures must be periodically checked the Consultant Arboriculturist. All construction works within root protection areas or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.	
Tottenham Regeneration Programme – LBH Regeneration	In principle we support a new development on this site to continue the regeneration of Lawrence Road as a mixed use street, with residential introduced alongside new employment uses as per the emerging Tottenham AAP. We do have some concerns however regarding the type, quantity, design and mix of uses proposed in this scheme. Employment space – the replacement of lost light industrial space with 176 sqm of B1(a) office is welcomed, however there is still a substantial loss of office space (-1,948.8) and has been made clear throughout the pre-application process that a higher proportion of employment space should be retained, particularly given the cumulative loss of employment space along Lawrence Road through recent planning applications. There is little information on what is planned for the B1(a) office space, but at 176 sqm this does raise concerns about how viable such a small office/ work space would be in isolation and how it will be managed. This point was again made to the applicant in pre-application discussions with the Council and a preferred amount which was double this was initially discussed as being appropriate based on the usual minimum requirement from workspace operators. The Commercial Report provided as part of the application does not take into account demand for flexible workspace from the creative industries, created by rent increases pushing these industries out of more central locations in London and of which there is significant evidence. By under-delivering on employment provision, this scheme is undermining the Council's aspiration for Lawrence Road as a mixed use employment hub. In turn it fails to contribute as much to the increased use/ footfall in the nearby Seven Sister/ West Green Road town centre in the day by those working in Lawrence Road. Affordable housing – this scheme offers a low proportion of affordable housing, with only 5 affordable units out of 47 proposed to be affordable. This is well below the target level for both	Comments Noted. The retention of the building is not called for the site allocation. The provision of commercial space is considered acceptable given development trajectory in the area and the documentation provided by the applicant. The level of affordable housing is acceptable given viability constraints.

	Haringey and Tottenham and will therefore does not sufficiently contribute to meeting the local or borough-wide housing need. Design - The design of the scheme is of high quality and the layout provides a positive continuation of the Lawrence Square development, particularly to the rear of the scheme with an walkway/ access route through to the Bellway scheme. The existing industrial building on the site is noted to be an attractive example of the area's past character and it would have been preferable for this to be retained and converted, particularly given the opportunities this could offer for a significant level of affordable workspace. The scale of the Mono House scheme on Lawrence Road means that the impact on the street scene is limited, however it should be noted that the height and massing of the proposed development would contribute to creating a canyon-like affect on the street, as is resisted in the Tottenham AAP. This must be taken into account for this and any future developments on Lawrence Road, particularly adjacent to this site. Open space – no open space is provided by this development and so a financial contribution to the provision or improvement of open space locally (potentially Elizabeth Gardens to the north of the site) should be provided through the S106 agreement.	
LBH Carbon Management	Sustainability Assessment The applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a "Very Good" standard. This demonstrates policy compliance. We recommend the following condition is used on this site: Suggested Condition: You must deliver the sustainability assessment BREEAM New Construction (2014) as set out in "Energy Strategy Report for 50-56 Lawrence Road, London N15 4EG" dated Aug 2016 by Syntegra Consulting Ltd. 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	Comments noted. Conditions, planning obligations and informatvies recommended to be imposed.

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.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

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

Energy

The scheme does not achieve carbon targets of a 35% improvement beyond building regs. It achieves the following standards:

Energy Hierarchy		Carbon Emissions before measures	Tonnes of carbon saved by the stage	% improvement over Building regulations
Baseline	TER set by Building Regulations 2013 Part L	63.50	-	-
Lean	After energy demand reduction	64.20	-	-
Clean	After heat network/ CHP	64.20	-	-

Green	After renewable energy	50.71	12.79	20.14 %
Total Target Savings		41.3 is the target	-	35%
Offsetting Shortfall	Tonnes of carbon needed to be offset to achieve the required target		9.43.	14.86 %

Lean

At the 'BE LEAN' stage of the energy hierarchy, energy efficient building elements have been incorporated into the build. The heat loss of different building element is dependent upon their U-value, air tightness, and thermal bridging y-values. Therefore, better U-values and air permeability than the minimum values set in the Part L 2013

Clean

Since this development has only 47 dwellings that would not require high heating loads, a CHP system has not been considered for this development at Be Clean stage. The Council accepts this decision.

But the development has given no indication on connecting to neighbouring heating networks as required by policy. There was to be an energy centre and onsite network in the Bellway development on Lawrence Road to the North. Mono House appears to be immediately adjacent to the Bellway Development on Lawrence Road.

The applicant for Mono House 50-56 Lawrence Road should approach Bellway (or their managing agent) to assess the opportunity to connect to the existing energy centre as per policy requirements in the London Plan. There is no mention of this in the submitted energy

	strategy. Action: That the applicant discusses with the Bellway development about connecting and sharing heating plant. There are no details on the Community Heating Newtork in the submitted Energy Strategy. This should be conditioned to be delivered before commencement on site. Suggested Condition: Details of the boiler facility and associated infrastructure, which will serve heat and hot water loads for all the units on the site. Shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include: a) location of the energy centre; b) specification of equipment; c) flue arrangement; d) operation/management strategy; and e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) The boiler facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter. REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22. Green The scheme has been designed to deliver a 31kWp Solar PV array. This will require aprox 99 solar panels on the roof. This should be conditioned: Suggested Condition:	

	You will install the renewable energy technology of PV Solar Panels to deliver 31kWp of electricity on the roof of the development as set out in the document “Energy Strategy Report for 50-56 Lawrence Road, London N15 4EG” dated Aug 2016 by Syntegra Consulting Ltd. Should the agreed output target not 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 5.7. and local plan policy SP:04 Offsetting The scheme does not achieve carbon targets of a 35% improvement beyond building regs. Therefore a carbon offset of £25,461 is required. To be delivered at commencement on site. This should be secured through S106 / legal agreement. Action: To secure a contribution of £25,461 to the Councils Carbon Offsetting Fund, to be spent on supporting and funding the delivery of carbon reduction projects within the borough.	
LBH Housing	Affordable Housing Provision The Council will seek to ‘maximise the Provision of Affordable housing by requiring developments capable of providing 10 or more residential units to provide affordable housing to meet an overall Borough wide target of 40% by habitable rooms. The scheme does not comply with the adopted London Plan strategic target that 40% of all additional housing should be affordable. Dwelling mix and Tenure The proposed development fails to comply with the recommended dwelling mix for the Intermediate housing 30% x 1beds, 60% x 2beds and 10% x 3beds and rented housing 15% x 1beds, 43% x 2beds, 32% x 3beds and 10% x 4beds or more.	Comments Noted. Informative recommended for imposition.

	A minimum of 10% all new units, to be fully wheelchair accessible to ensure housing choice for disabled residents. There are currently high levels of social rented housing in the Tottenham constituency wards. In order to balance the levels and promote the area's regeneration, current Local plan policies SP1 and 2, promotes higher proportions of market sale homes and intermediate housing in this part of the borough. Propose Development Scheme. The current quantum of affordable housing to be provided on the above sites comprise of 19% affordable housing by habitable rooms 5 x 3 bedrooms units, The affordable tenure will be 100% shared ownership, which has been through an independent viability assessment. This site forms part of the Tottenham Area Action Plan and within the site allocation to deliver a mixed used development with commercial uses. Although the site does not maximise the provision of affordable to meet the borough wide target of 40% and does not comply the intermediate dwelling mix and tenure, the housing enabling team supports this development principally on the grounds that it promotes the area's regeneration for Lawrence Road. The Council has established a preferred partners list, working with six specific registered providers to increase investment and improve efficiency in the delivery of affordable housing (see attached list FYI) deliver a proportion of affordable housing large enough for Haringey's borough wide target. [Preferred Affordable Partner Contact Details also provided by consultee]	
Transport for	Thank you for consulting Transport for London regarding the above mentioned application.	Comments noted. Electric Vehicle

London	Transport for London is concerned with any application which may impact the safe and normal function of the transport network including the Transport for London Road Network and Strategic Road Network. Having reviewed the submitted application, TfL have the following comments. • The site registers a Public Transport Accessibility Level (PTAL) of 4 on a scale of 1 to 6b which indicates a good level of accessibility. • The applicant proposes 8 car parking space overall, 5 will be designated as Blue Badge spaces and the remaining three will be for family units. TfL welcomes these proposals and the design of car parking, that said TfL request the applicant provide Electric Vehicle Charging Points in line with the London Plan. • TfL request the applicant enter a permit free agreement to prevent any residents parking in any existing or future CPZ, secured through Section 106. • 80 cycle spaces are proposed across the development. TfL find the quantum of cycle parking proposed compliant with the London plan. In addition, TfL assess the design of cycle parking against London Cycling Design Standards. The applicant proposes to use vertical hangers, lockers, stackers and shed storage in the terraced houses. TfL find the cycle parking proposed secure however the applicant should ensure that 5% of cycle parking can accommodate larger cycles. Apart from those located in the shed, TfL is concerned that cycle parking is not accessible for all users. TfL therefore request the Council secure full details of cycle parking, with reference to LCDS, by condition, in consultation with TfL. • Refuse collection will take place on Lawrence Street. TfL find refuse and service arrangements acceptable. • TfL agree with the applicant that a Construction Logistics Plan should be secured by condition. Based on the understanding that the above request s are met, TfL have no further comments.	Charging Points are not required for scheme that incorporate less than 10 car parking spaces. This condition is not recommended to be imposed.
Environment Agency	Thank you for consulting us on this application, having reviewed the information submitted we have no objection to the proposal nor any conditions to request. Advice	

	The site lies in a source protection zone 2 for groundwater and the previous industrial use of the site has the potential to have caused pollution. We are currently operating with a significantly reduced resource in our Groundwater and Contaminated Land Team in Hertfordshire and North London Area. This has regrettably affected our ability to respond to Local Planning Authorities for some planning consultations. We are not providing specific advice on the risks to controlled waters for this site as we need to concentrate our local resources on the highest risk proposals. We recommend however that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be additional to the risk to human health that your Environmental Health Department will be looking at. We expect reports and Risk Assessments to be prepared in line with our 'Groundwater protection: Principles and practice' document (commonly referred to as GP3) and CLR11 (Model Procedures for the Management of Land Contamination). In order to protect groundwater quality from further deterioration: ☐ No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution. ☐ Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution. The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site: From www.gov.uk: Groundwater Protection: Principles and Practice (August 2013) ☐ Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency's Guiding Principles for Land Contamination) in the 'overarching documents' section ☐ Use MCERTS accredited methods for testing contaminated soils at the site	

	From planningguidance.planningportal.gov.uk: ☐ Land affected by contamination British Standards when investigating potentially contaminated sites and groundwater: ▪ BS 5930: 1999 A2:2010 Code of practice for site investigations ▪ BS 10175:2011 Code of practice for investigation of potentially contaminated sites ▪ BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points ▪ BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.	
LBH Conservation Officer	In terms of impact on the conservation there would be some (only because it is not preservation in legal terms), more related to views from the rear of the properties from within the conservation area rather than street scene and appearance. I would think this would be less than substantial and there is enough public benefit to outweigh that. However, what would help is if there are some CGIs showing what the view would be from the rear of the properties on Collingwood Road looking towards the new development. These could be comparative to show members whether the view is an improvement on existing- thus showing heritage benefit.	Comments noted. Developer has agreed to provide additional images of the development at the Conservation Area Boundary.
LBH Principal Design Officer	Architects: RAK Architecture Ltd Location, Description of the site, Policy context 1. The site is on the east side of Lawrence Road, approximately mid way along its length. Lawrence Road is towards the south-east of Haringey, but not close to the borough's boundaries. It is in the wider Tottenham area, but west of the High Road that forms its spine, and crucially west of the Liverpool Street to Enfield Town and Cheshunt Overground railway that for many marks the western boundary of the heart of Tottenham; it can therefore be seen as being on the eastern, Tottenham side of the mostly residential hinterland area of Haringey between the eastern (Tottenham High Road) and central (Green Lanes / Wood Green High Road) "spines" of the borough.	Comments noted. Condition around the privacy screening in Block B recommended for imposition. Daylight/sunlight comments noted, however targeted windows

	2. Lawrence Road is just north-west of the western end of the busy shopping street and designated Town Centre of West Green Road. There are also local shops and amenities on Phillip Lane, to the north. Both streets also form primary east-west connections and bus routes between Tottenham High Road and Green Lanes, merging at West Green, half way between the two. Lawrence Road therefore sits within an elongated, triangular urban block formed by West Green Road, Philip Lane and the High Road, 1km east to west and ½ km north-south, the approximate length of Lawrence Road itself. 3. The street forms a grand avenue, running north-south, connecting West Green Road with Philip Lane; it is the main street linking the two, and its junction with West Green Road forms the point where that latter street changes abruptly from a busy, vibrant and “tightly proportioned” shopping street into a broad, residential arterial road. Philip Lane has less consistency of character, alternating between short retail parades and residential terraces and rows of detached and semi-detached villas, varying from late 18th to early 20th century. 4. Lawrence Road is lined with majestic mature trees. Until recently Lawrence Road itself was characterised by consistent terraces of 4 and 5 storey mid 20th century industrial buildings over its southern 2/3, with one a large late 19th / early 20th century industrial building of six high storeys, no. 28, marking the end of the “industrial street”. North of this is a street/linear park crossing; for the last third of the street is residential in character, starting with a pair of 1960s 6-storey blocks then dropping down to 2-storey up to Philip Lane. Grand 19th century public houses mark each end of Lawrence Road; The Fountain at the southern end and the former Botany Bay (now a supermarket) at the northern end. 5. The Council have considered the whole industrial stretch (southern 2/3) of Lawrence Road as suitable for residential lead mixed use redevelopment for over 10 years and first adopted this view in the 2007 Lawrence Road Planning Brief (adopted as Supplementary Planning Guidance). The sites falls within a designated ‘site specific proposal’ (SSP27) on the Haringey Proposals Map (Unitary Development Plan 2006), also identified and allocated as Site SS2 in the emerging Tottenham Area Action Plan (pre-submission draft 2016). 6. The form of redevelopment envisaged by the council over the whole of Lawrence Road is of mixed employment and residential with a consistent form of blocks facing the street with non residential use on their lowest floors and active frontage, plus possible residential behind; the retention no. 28 and its established heights form an important governing principle for the	considered to be sufficient.

	masterplan of Lawrence Road. However it was not considered a necessity that all the industrial sites were redeveloped. Proposals, including this, are therefore expected to accommodate both the existing context and possible future residential led redevelopment, in accordance with the masterplan, on their neighbours. 7. The first and largest site to be redeveloped in accordance with the masterplan is the Bellway site, known to the developers as “Lawrence Square”, designed by BPTW Architects, approved in 2013 as HGY/2012/1983. This adjoins the current application site to the south, as well as being directly opposite and to the south-west on the other side of Lawrence Road. North-west on the other site is no. 69, a site for which no application for redevelopment has yet been made, followed by no. 67 and nos. 45-63, two adjoining, intertwined sites for which complimentary planning applications (HGY/2016/1213 & HGY/2016/1212) to designs by Forge Architects and Kieran Curtis Architects, were very recently (October 2016) granted. 8. Immediately north of the application site, nos. 30-48 is the factory for the “Jeeves of Belgravia” dry cleaning business. This has a large car park at the front onto Lawrence Road, with a 2 storey red brick office building and a large, effectively 3 storey portal framed factory building behind filling their site. Along their southern boundary, there is a single storey lean-to (as well as a number of vent outlets in the main factory block above this lean-to). The Lawrence Road frontage of their site extends slightly past the front of this application site, meaning the Lawrence Road frontage of this application site is narrower than its rear $\frac{3}{4}$. Jeeves of Belgravia have a large single storey plant installation, adorned with flues and vents, in this projection. 9. Parallel to Lawrence Road to its east and west is series of quieter residential streets with a mixture of older houses; part of the Clyde Circus Conservation Area, their back gardens back onto the eastern boundary of this site. The unique characteristic of this site compared to the other Lawrence Road sites is the “fracture” in the street pattern directly east of the site. The Bellway development backs onto the long back gardens of houses on Grove Park Road, which ends in a short cul-de-sac level with the south-eastern corner of the site and then picks up again running north-east to meet Beaconsfield Road the next north-south street east. Whereas this site backs onto the much shorter back gardens of Collingwood Road, also parallel to Lawrence Road but closer than Grove Park Road. It too terminates in a short cul-de-sac, with a small industrial unit backing onto the southern 10m of this site’s eastern boundary, and with Nelson Road running north-east off it just before the cul-de-sac; this street will provide a view of taller buildings on the application site over the rooftops of the 2 storey	

	terrace of Collingwood Road. 10. There are existing buildings on this site. On the narrow Lawrence Road frontage there is a rendered 2-storey building that would appear originally to have been 4no., 2 storey, Victorian terraced houses. One house has been “knocked through” to create an archway to the rear, where there is a small yard followed by the larger, effectively 2-3 storey, brick, (probably) Victorian industrial building, with a “saw-toothed” roof and tall brick chimney, extends almost to the back of the site, with an approximately 2m wide gap or lean-to up to the boundary wall. Use, Form & Development Pattern 11. The proposals follow the established pattern of development; with a “mansion” type block; Block 1; facing Lawrence Road and establishing a strong street “wall” and more “mews” type housing behind. Non residential uses, specifically business (B1) are located on the ground floor of the mansion type block. This is the welcomed form of development, in accordance with the masterplan and precedent of neighbouring approved developments. It is appropriate for this grand, tree lined avenue, and is an urban form that will support its transition to modern employment alongside residential uses, and support a consistent, dignified and well proportioned urban design to Lawrence Road. 12. Ideally, it would be preferable if the non-residential (use class B1) use extended to the 1st floor of Block 1 as has been proposed to elements of the recent approvals at 45-63 & 67 Lawrence Road. However the fact that the commercial use proposed in this application covers the whole of the ground floor, with high ceilings and good daylighting from the rear as well as the frontage, suggests it is well designed to be flexible and make good working environments, suggesting it is more likely to be successfully let. Of more importance from a design point of view, the ground and first floor are treated together architecturally, with the glass of the large bay windows on the Lawrence Road frontage extending up to become the balustrades to the 1st floor flat’s balconies. This with the archway being double height makes the architectural base a lofty 2 storeys in height; loftier than even two normal floors, given that the ground floor of Block 1 has such high ceilings. 13. The second element of the masterplan pattern in Lawrence Road is the contrasting “Mews-type” space and housing behind the mansion block. This is followed to some extent in the intermediate block, Block 2, characterised by the applicant as their “courtyard block”, and most closely in their townhouses of Block 3, which they characterise as “terraced housing”. The neighbouring section of the Bellway development consists of a long row of terraced	

	housing, a mixture of 2 and 3 storeys, set back from the mansion blocks facing Lawrence Road, with a broad street like space between, named Dovetail Place, extending the full width of their site, in other words right up to the boundary of this application site. It is therefore a fundamentally important aspect of this development that it is designed to integrate into the space and form of Dovetail Place. 14. The terraced mews-type townhouses of Block 3 extend the line of the same type in the neighbouring Bellway development, but step back the building line by about 2m. It would ideally have been preferable if this application had maintained the building line established in the adjacent development, but the variation can be justified in combination with the decision to site an additional intermediate block along the northern edge of this site, the applicants' Block 2, justifying their characterising that as the "Courtyard Block". 15. Block 2 also forms a strong visual termination to the long, linear "mews space" on the east side of the Bellway development, increasing the likelihood that it will acquire the identity of a street and providing a visually satisfying termination to this long space, preferable to its existing visual termination in unkempt, undesigned bare flank walls and views of factory roofs and chimneys. It can also be seen as a mirror to Lawrence Yard, an existing cluster of industrial buildings of 2 – 4 storeys at the opposite, southern end of Dovetail Place granted planning permission earlier this year (HGY/2014/2366). 16. The form and bulk of can be seen as intermediate between 6/7 storey "mansion blocks" fronting Lawrence Road and 2/3/4 storey "mews houses" , analogous to block stepping down along Elisabeth Place side of recently approved scheme for 45-63 Lawrence Road scheme. Mews Terraces parallel to Lawrence Road are one possible response, shorter perpendicular Mews Terraces have also been implemented in a smaller part of the Bellway development opposite this site. This site can be seen therefore to incorporate both patterns of mews development; parallel and perpendicular, as well as fitting into, extending and improving on the coherent pattern of mews space. Height, Bulk & Massing 17. Block 1, the mansion block is proposed to be of 7 storeys, Block 2, the courtyard block, 5 storeys, and Block 3, the mews houses, 3 storeys, with the corner where Blocks 2 & 3 join at an intermediate 4 storeys. 18. The height of Block 1 reaches its maximum, at 7 storeys, only in the set back top floor;	

	its street wall on both front and back is more apparent at the parapet line, at 6 storeys. The intended maximum heights in the SPG were those of the existing building at no 28, which has 5 lofty storeys, equivalent of six storeys in a typical modern building, up to a strongly expressed parapet line, with an additional floor (also of greater height than typical today). Along the Lawrence Road frontage this proposal pushes at these limits. The total number of storeys, at seven, and the setting back of the top floor, is no greater than the highest parts of the built Bellway scheme or the whole of the Lawrence Road frontage of the recently approved proposals for nos 45-63 and 67. However the actual height of both the parapet and set back roof level would appear to be about 1m greater than these proposals and therefore than the original building at no. 28. This would appear to be due to a much higher floor to ceiling height being proposed for the ground floor. 19. Although this would appear to put the proposed height of the highest element of this proposal above strict limits set in the SPG, whether or not this can be considered acceptable should depend on the reasons for this and whether benefits outweigh the potential harm from its height. The additional height in the ground floor potentially creates better space for business use as discussed above, increasing its viability, a significant concern in view of the history of ground floor commercial units in residential led mixed use developments being left unlet for many years. Loftier ground floor height also undoubtedly makes for better proportioning in elevations of 5-8 storey buildings; some of the Bellway buildings, although generally looking handsome in their recently completed state, do have a slightly crushed appearance at the ground due surely to their architectural “base” being just a conventional height ground floor, whilst other Bellway buildings and all of the recently approved schemes opposite should not have this problem as they have a 2 storey base; the latter having commercial use (45-63) or live-work units (67) on the ground and 1st floors. 20. The height could be justified on lack of detrimental impact; the applicants have convincingly demonstrated that due to its location in the middle of Lawrence Road, north of the completed Bellway scheme, south of an industrial site, well away from most nearby existing houses, especially those with long back gardens, overshadowing & impression of impact on neighbouring existing & proposed housing – views from surroundings, is much less than on other Lawrence Road sites (this is explained further below under “Daylight, Sunlight, Overshadowing, Privacy & Overlooking”). The Jeeves site to its immediate north could also (from an urban design point of view) be redeveloped, but no plans have been produced; it is reasonable to consider that the height of this proposed Mansion Block would not have a detrimental impact on any proposal for the Jeeves site, which would also be expected to have	

	a large, mansion block style element on its Lawrence Road frontage. 21. Views of the development, especially this its highest element, must be considered here, as whilst considerations of views of this development, like its neighbours, from intended frontages, are accommodated within the normal assessment of the bulk, composition and proportions of its elevations, its greater height than that prevailing around and about can make it appear in other views, from surrounding streets and spaces, just as a tall building can. In particular, it is expected its highest element would appear from Nelson Road, over the rooftops of houses on Collingwood Road. Both Nelson and Collingwood Roads are in the Clyde Circus Conservation Area and as such should be additionally protected. The applicants show a dashed outline of the profile of the proposal that would be visible on page 16 of their Design & Access Statement. This shows that it would replace the existing brick chimney in the application site, which appears prominently in this view. 22. Nelson Road is a public street, but it can be argued it is not a significant street, forming along with Collingwood a cul-de-sac loop, not containing public recreation space or a destination to any public facilities, just access to private houses. From the view modelled, the skyline of the proposal would not be as high as the existing chimney, although it would fill more of the sky, but not a substantial amount of the sky. The D&AS demonstrates that similar amounts of the Bellway development are visible from the length of Grove Park Road, parallel to and south of Nelson Road, and more from West Green Road, the busy shopping street (and also part of the Conservation Area) that Lawrence Road joins at its southern end. The design (not conservation) assessment is therefore that the highest part of these proposals would be visible from Nelson Road but this would not itself be harmful, would be similar to the effect already experienced in a similar street, Grove Park Road, and less significant than that in the more important West Green Road. 23. Of the two elements of this proposal behind the Lawrence Road frontage, “Block 2”, the “Courtyard Block”, proposed at 5 storeys, is of greater concern than “Block 3”, the mews houses at 3 storeys. The height of Block 2 includes a set back top floor, so that its effective parapet height is at 4 storeys, and its design with an “exo-skeleton” framework containing its balconies reduces its apparent parapet height to the top horizontal of the exo-skeleton, at 5th floor slab level. However its appearance will be viewed straight on from much further back than most, as it “closes” the long view up the length of Dovetail Place, the mews-courtyard space on the east side of the whole length of the Bellway development. As such its height can be argued as needing to be this high to adequately close this long space.	

	24. The potential impact of the bulk & massing of the Courtyard Block on the existing uses of the Jeeves site next door are not significant by virtue of that neighbouring site's industrial use; but there is potential concern on a residential or part-residential redevelopment not currently planned but in principle acceptable on that site, in accordance with the SPG & Site Allocations. Its northern elevation is designed as an array of louvres, designed to control views, overlooking of the site and disturbance of these proposals from noise of the current industrial uses (further detailed below). This proposal would constrain possible designs of residential development immediately adjacent. However it can be reasonably expected that the bulk of such a development on the Jeeves site would be frontage mansion block building, that site having a wider frontage than the width of its rear, and yet the rear of that site is still wide enough to allow a substantial rear wing or parallel, "mews-style" block, set closer to the northern and/or eastern side of their site, that would not be unduly constrained by this proposal. 25. The townhouses are acceptable in height, bulk and massing and within expectations from the SPG and precedent from neighbouring developments. They further match the height, bulk and massing of those in the Bellway development (whilst not precisely replicating them, providing variety). Why its impact on neighbouring residential amenity is not considered to be a concern is explained below under "Daylight, Sunlight, Overshadowing, Privacy & Overlooking", as is the impact of the 4 storey corner or knuckle, connecting Blocks 2 and 3. This corner has only the slightest visibility from the public realm, as a connecting tower element, emphasising the verticality of the core; an incidental highlight of minimal bulk. Approach to the front door(s), Accessibility & Legibility of the street layout 26. The proposals create their own contribution to enhancing and extending the network of public streets and squares to enable access to the deep site. It is particularly to be welcomed how well integrated is this aspect of the proposals. The broad open but semi-private "mews-courtyard" space to the east of the Bellways development, named Dovetail Close, is proposed to be extended and terminated in a well proportioned formally landscaped square at the heart of the site. This will be fully open to Dovetail Close, vital for ensuring its integration into its neighbourhood, reducing the danger of either the mews space in the Bellway development or in this development becoming a ghetto or an exclusive enclave. As the applicants' D&AS says, the space will provide a "positive termination" to Dovetail Close. 27. Furthermore, the mews-courtyard is also connected back to the main street, Lawrence Road through a lofty 2 storey high archway through this proposals' mansion block. This will	

	provide a direct route, increasing permeability of the local street network. The proposed designs of these spaces and buildings reinforce a logical spatial hierarchy, emphasising Lawrence Road as a main street, a Grand Avenue, off which, via gateway/threshold spaces, such as this archway, more private, intimate and local secondary streets; the mews courtyards. Heights of enclosing buildings, widths of spaces and quality, complexity and greenness of landscaping support this hierarchy. 28. As the archway is straight, it provides good visibility of the mews courtyard and the blocks surrounding it from Lawrence Road. The archway itself is of impressive lofty height. It has some windows opening onto it from the ground floor business space towards the Lawrence Road end, and the door, glazed area and wider pavement from the flat entrances at the courtyard end. Otherwise its ground floor is lined with cycle storage sheds on the north side and blank wall plus louvered plant room to the south side. It is disappointing that no 1st floor windows look onto it, whether from a flat or the common circulation, limiting the amount of passive surveillance it receives. 29. Turning to the approach to and legibility of front doors to various blocks and uses, the mansion block has a front door to the ground floor office use off Lawrence Road, but the entrance to the 23no. residential flats above is through the archway, off the corner of the courtyard. An entrance off Lawrence Road would have been preferable, but it is understandable that it is more difficult in this instance as the Lawrence Road frontage is much narrower than any other sites; it is more important that both an archway of appropriate width is secured, along with a viable, wide enough, commercial frontage. The number of flats per core in total and per floor (generally four) is below London Housing SPD recommended maxima. 30. The mews houses have their own front door opening off a short front garden (defensible space) off the mews courtyard; a thoroughly exemplary arrangement. Privacy of residents is reinforced by having only this and a toilet window on the ground floor; a living room or kitchen window might have been preferable to provide more passive surveillance, but surveillance is not in short supply so this is not considered significant. 31. The Block 2 entrance is in the corner, marked by continuous glass to an open entrance hall next to a continuous Cor-Ten steel clad facade to the stair shaft; this striking and potentially spectacular elevational composition will attract the eye and act as a strong marker to what could have been a rather awkwardly located, tucked away, core entrance to 20 flats. Ground floor flats are screened from the public realm with defensible space landscaping well integrated into the overall courtyard landscaping plan to this development, and then by a	

	secondary layer of screening formed by the framework supporting the upper floor flats' balconies, but the presence of these flats provides the strongest passive surveillance of this courtyard space, albeit that habitable rooms to upper floors of all 3 proposed blocks look onto this space. Dwelling Mix and Block(s) Layout, including Aspect 32. The dwelling mix is mostly of 1 and 2 bedroom units, but with some family sized 3 bedroom units; eight in total representing 17% of habitable rooms in the development compared to 34% in two bed flats and 49% in one bed flats. It is to be welcomed that these are mostly three storey townhouses (5no.; the remainder being larger flats in the junction between Blocks 2 & 3), and that all are located on the quieter eastern side of the site, and almost all with their own private front and back gardens. 33. Despite having a block laid out east to west, as well as the larger, deeper plan main blocks north to south along the Lawrence Road frontage and townhouses on the east side of the courtyard, the proposals for the site completely avoids north facing single aspect flats and generally avoids south facing or ground floor single aspect flats. There are single aspect west facing one bedroom flats in Block A, facing Lawrence Road, but this aspect is acceptable in single aspect units, they are all 1 bedroom and they look out onto a busy street, from 1st to 4th floor only. 34. The partial exception on south facing is Block B, the "Courtyard Block", which consists solely of what would normally be described as single-aspect south facing one bedroom flats, including ground floor flats. These are designed with the location and aspect in mind to exploit the advantages and mitigate the concerns entailed. They can be described as effectively single aspect, but are laid out with a higher level kitchen window facing north onto the access deck, with the kitchen being open plan to the living room; this will ensure they all enjoy cross ventilation, mitigating the greatest concern with single aspect south facing flats (one exception being the end ground floor flat). The frontage is designed with layering so the living room and bedroom windows are separated from the pavement behind a landscape buffer and then the framed "exo-skeleton" containing staggered balconies and providing additional sun shading (particularly in summer when climbing plants are in leaf), as well as south facing outdoor amenity space off their living rooms, with better light due to the staggered plans, so that balconies the rooms balconies will provide shading to are bedrooms. This set of measures can be considered to allow the south facing flats to enjoy the great potential benefits of south facing	

	aspect without suffering the harms. Residential Design Standards & Internal Layout(s) 35. All flat layouts meet Mayors Housing SPG space and layout standards. As already mentioned above, 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 not otherwise reasonably screened. 36. Flats in the mansion block are laid out with normally 4 flats per floor (three on the 1st floor where one is omitted for the double height archway). All are logically laid out with living rooms looking onto an external balcony and from there onto a lively street, generally Lawrence Road. Bedrooms are more variable, with two flats per floor having a second bedroom looking onto a narrow lightwell space; on the south side squeezed beside the blank flank wall to the neighbouring Bellway block, to the north open currently onto the Jeeves factory, but where we would expect a similar development if that site ever comes forward. It would be important that these windows do not establish any acquired rights of light from the Jeeves site in order not to prejudice the development we want to see on that site. However, from the point of view of residential standards, in each affected flat this bedroom window looks onto a small and very private balcony and outlook from second bedrooms is less important; this bedroom also is what allows these flats to be dual aspect. 37. The flats in Block B have been described in detail above under “Dwelling Mix and Block(s) Layout, including Aspect”, but it is also worth noting that in both here and at the rear of Block 1, layout and balcony location alternates floor by floor so that balconies are only ever above bedroom windows, meaning the balconies themselves and living room windows onto those balconies, get better daylight. 38. The townhouses feature open plan living dining kitchens on the ground floor, opening onto their decent sized (by London standards) private rear gardens facing east but deep enough to get day long sunshine. They then have two bedrooms and a family bathroom on the 1st floor and the main bedroom, with en suite bathroom, and a small, front, west facing roof terrace. This avoids 2nd floor windows facing east towards the existing neighbouring dwellings, which might have been a privacy concern. It would have been preferable if dining kitchens from living rooms were available but this is not considered essential in three bedroom houses. Daylight, Sunlight, Overshadowing, Privacy & Overlooking	

39. The applicants have both provided Daylight Sunlight and Overshadowing Reports on their respective sites, 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) .

40. The reports show that no part of the proposed development would have a significant, noticeable effect on existing neighbouring dwellings. A significant factor leading to no worse (or not noticeably worse) sunlighting or daylight to existing neighbouring houses and gardens on Collingwood Road is the height and proximity of the existing factory building on the application site; indeed many neighbouring properties would receive a significant increase in the amount of sunlight and/or daylight received.

41. The proposals show that daylight to proposed habitable rooms, as well as the sunlighting to the proposed habitable rooms and amenity spaces is acceptable. There are also no concerns with overlooking and privacy. However it is noted that some bedrooms to Block 1 that would be expected to have the poorest daylighting, those looking onto the narrow lightwell spaces at their sides, have not been assessed. In the case of the windows closest to the Jeeves site, these should consider both the existing condition and with development of similar height and plan depth on the boundary.

42. As explained above, the proposals do not present any issues regarding privacy and overlooking of existing neighbours from the mansion block (Block 1), form Block 2 in the Jeeves site as existing, and only potentially from the townhouses on their 1st floor. These windows are approximately 18m from the nearest facing rear windows to existing neighbouring houses; this is the closest distance considered acceptable, at which research shows facial recognition ceases to be possible. This would normally be considered just acceptable anyway, but in this case represents a considerable improvement on the existing condition where the factory building back wall, containing numerous upper floor windows, is only about 1m from the boundary and is considerably higher. There is a concern that this will not seem reasonable to residents, as the factory has been disused for several years, but there would be nothing to stop it being converted and those windows being opened up. The corner between Blocks 2 and 3 does present greater privacy concern, as here the building rises to three and recessed four floors, all with windows to habitable rooms facing neighbours. Here also though, this represents an improvement compared to the existing condition and the 18m distance is still the acceptable minimum. Overlooking between dwellings in this development is avoided by layout;

	the distance across the courtyard is sufficient, and by screens to avoid overlooking between neighbouring balconies on the Lawrence Road and mews courtyard frontage and at the corner of block 2 and 3 Elevational Treatment & Fenestration 43. The proposed elevational treatment and fenestration needs to be supportive of the masterplan for the redevelopment of this and the neighbouring sites within Lawrence Road, including responding to the design parameters established for the whole allocation site and responding in a complimentary way to what has already been approved and built at the Bellway site to the southern end of the street and approved at nos 45-63 and 67. It should also complement its existing neighbours especially those immediately adjoining to its east. 44. Crucially, the elevational treatment and fenestration needs to and in my view does reinforce the composition of the Lawrence Road frontage, as a bold block of a mansion-block style, with a vertical emphasis and a clear distinction between base, middle and top. The large glazed bay windows to the ground floor provide transition to the office interiors as well as a grand scale to the ground floor base; the glass is continued up to form the 1st floor balconies' balustrades. The four repeating floors above this are a simple, elegantly proportioned repeating grid of large windows, reminiscent of a warehouse without being pastiche, topped off with a contrasting, recessed top floor. The rear elevation of the mansion block is similar but indicates its lesser importance with smaller windows. 45. The third elevation of the mansion block is the flank elevation onto the Jeeves site; this has to work both as a potentially permanent, finished, exposed elevation and one that would allow a similar development to be built right up against it. It is by necessity a plain brick wall, which could have been a concern, but by using the same quality finish brick, not a cheaper temporary "party wall" material, and relieving by inscribing two panels, containing a regular, dense and random pattern of projecting bricks; a base and a middle, with the same recessed top floor as at the front and rear. The fourth facade is butted against the existing Bellway block so is not a concern, except at its top floor. It is of concern that the proposals include windows in the top floor of both flank elevations, albeit that they are secondary windows to living rooms that have their main windows facing front and back. These windows should not be permitted to acquire any rights of light. 46. Block 2, the "Courtyard Block" has a framed, gridded elevation formed by the "exo-skeleton" containing its balconies to define its southern facade onto the long linear space of	

	Dovetail Place, described above. It has a blank facade to its western side, where it needs to accommodate the possibility of neighbouring development, but this is less of a concern than with the mansion block as it is two floors lower, half as wide and significantly set back; enough that a glimpse of the trees of the internal mews-courtyard should become possible across Jeeves car park and single storey buildings. 47. The north facade of Block 2 is probably the most challenging; despite not (currently) facing onto a public space, it will be visible in oblique views across Jeeves, and could well become visible from within a courtyard-mews space in any future development of Jeeves, it also has to deal with the challenges of providing daylight and ventilation to this development whilst protecting this development from the noise and possibly smells and fumes from industrial uses on the Jeeves site. Block 2 is laid out with access balconies only on this facade, with kitchen windows and front doors opening onto these. The access balconies are screened from Jeeves with dramatic full height angles louvres which will apparently allow air but suppress noise. I am optimistic that this should be successful. 48. The townhouses are treated elevationally in a contrasting manner to the Bellway scheme, but in a manner that will also identify the individual house as the basic compositional unit; each house will have a castellated form from the front, with a small second floor balcony and bedroom window providing an interesting repeated form. The rear is more subdued and lacking in overall composition, as it should be, as it should only be appreciated in small segments from within private gardens within these or neighbouring houses. The townhouses' elevational treatment is considered entirely appropriate. Materials & Details 49. The materials palette is predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. A limited palette of just 2 different, interesting and variegated bricks provide sufficient variety; a light-buff, highly variegated brick to the mansion block (Block 1) and family houses (Block 3), and darker "purple" less (but still somewhat) variegated brick to the courtyard block (Block 2). This does not attempt to pick up on the overwhelmingly red brick dominated context established by the neighbouring Jeeves and Bellways blocks, but re-establishes a greater variation, picking up similarities to the "live-work building" (no. 28), some of the bricks in the recently approved proposals for nos 45-63 and 67 and existing neighbouring houses. I would be concerned if the light buff brick was too yellow, but in the applicants' renderings it would appear to be proposed to be more of an "off-grey". Precise choice of brick will be subject to	

	conditions. 50. The main contrasting material chosen is Cor-Ten steel cladding; a naturally pre-weathered steel, with a spectacular, rich orange-purple appearance that resists discolouration due to weathering. This is used to balcony, overhang and bay window cheeks, soffits and facias, as well as the set-back top floor of the mansion block on Lawrence Road, louvres to the north facade of Block 2, bin stores and cycle stores. The recessed top floors to Blocks 2 and 3 is proposed to be slate grey cementitious panel cladding; both this and the Cor-Ten to block 1 will provide the necessary roof like contrast and will reinforce their “recessive” appearance as an element analogous to a pitched roof on a more traditional building. Windows, balustrades and other joinery / metalwork will be in dark bronze-grey PPC aluminium cladding. Balustrades are all proposed to be open with banisters and handrail, rather than at least partially solid as would have been preferable, and there is therefore some concern that balcony clutter could appear unsightly and residents will not find sufficient privacy on their balcony. 51. Conditions will be required to secure quality materials and that their detailing is robust, particularly of choice of brick, cladding, louvres, balustrades, rainwater goods and other materials, and detailing of parapets, window reveals and around recessed balconies, including their soffits. Conclusions 52. There are a number of issues where it is not considered the optimal solution, that the Council would have preferred, has been adopted, but can all be considered minor compared to the benefits of the scheme, and all with mitigating factors within the specific area of concern, notwithstanding those other benefits. In particular: a) The height of the highest part of the proposed development, the mansion block on Lawrence Road, is greater than prevailing by about 1m; b) The view from Nelson Road is noticeable, although not considered harmful from an urban design point of view; c) There is a possible constraint on possible development of neighbouring Jeeves site, but it does not in our view prevent all forms of optimal development; d) Lack of overlooking / passive surveillance to the archway, although the archway is a short space; e) Lack of separate dining-kitchens to townhouses, although this is not considered essential in three bedroom houses; f) Narrow slots to rear of mansion block, although this only affects second bedrooms and	

	allows them to benefit from dual aspect; g) Overlooking to neighbouring existing houses to east is right on the edge of acceptability if it were an undeveloped site, but a significant improvement, for these neighbours, compared to the existing factory building; h) Windows in the top floor of the mansion block onto flanks, but only second and third windows to otherwise well illuminated living rooms; i) Louvres to north elevation, which can be secured by conditions requiring details; j) Choice of light buff brick, which will only be finalised at discharge of conditions; and k) Balcony balustrades. 53. Notwithstanding the above concerns, the proposals contain significant benefits to completing the redevelopment of this part of Lawrence Road: a) Mansion block follows the form along Lawrence Road in probably a better quality, well proportioned and detailed design than any other scheme approved; b) Courtyard-mews space forms a well considered termination to the longer mews space behind the Bellways scheme, Dovetail Place; c) Landscaping and hard paving suitable for and supportive of the open space strategy; d) Adds to and increases the permeability of the network of public streets and squares in accordance with a logical hierarchy; e) Provides a ground floor commercial unit with a good chance of proving viable and capable of supporting good quality jobs; f) Provides good quality, well designed housing with high standards of space, amenity, outlook, privacy, legibility, day and sunlight; and g) Promises good quality, interesting and durable yet appropriate and to a degree contextual materials and details. 54. As design officer I am satisfied that the necessary design quality has been achieved to permit the exceptional height and visibility in this sensitive location. I am also happy that the quality of residential accommodation will be high, and that the relationship of the proposed development to the street and context will be positive. E-mail of 17/11/2016 In assessing the applicants Day & Sunlight Assessment I have one small concern, which is that they have not assessed the daylight levels to 3no. rooms that I think may be a concern. The methodology employed, which is acceptable in principle, has been to assess daylight levels to just a sample of rooms in the proposals; rooms they considered to be likely “worst cases”. And those assessed have all met the recommended standards in the BRE Guide. However I am	

	concerned that the following rooms should also have been assessed: • Bedroom 2 to the 1st floor flat on the southern side of the block facing Lawrence Road (i.e. the bedroom facing the courtyard, to the east, in the flat who's living room & Bedroom 1 face west onto Lawrence Road); • Bedroom 2 on the 2nd floor north, side of the block facing Lawrence Road (corresponding position to the above, but where the lowest floor is this floor; and • Bedroom 3 to the 1st floor 3 bed flat in the north-east corner of the development; the corner of the northern and eastern blocks. My view is it would be prudent for the applicant to tell their consultants to assess these rooms in addition to those already assessed, as they are unlike any of those, and potentially in worse positions for daylighting. I should point out though that as all the rooms currently assessed are predicted to receive good levels of daylight, and in an inner-city location such as this, it can be regarded as an exceptional bonus that such good daylight levels are achieved. I would most probably therefore not be overly concerned if these rooms did not have great levels of daylighting. I also acknowledge (and address this in greater detail in my full comments) that in general the proposals do not have a harmful effect, and frequently have a beneficial effect, on daylight and sunlight to existing neighbouring dwellings. However I think it would be helpful for the sake of completeness if the applicants filled in these three missing gaps I have identified.	

Appendix 2 - Plans and Images



Plan 1.1 – Site Plan (Source: Applicant)



Image 1.1 – Historic Aerial Image - Looking East. (Source: Google Maps - Application site dashed in red for illustrative purposes)



Image 1.2 – Historic Aerial Image – Looking West. (Source: Bing Maps - Application site dashed in red for illustrative purposes)



Plan 1.2 – Surrounding Land Uses (Source: Applicant)

1. Industrial extraction unit for 'Jeeves Dry Cleaners'
2. Industrial building – 'Jeeves Dry Cleaners'
3. Residential properties along Collingwood Road
4. Industrial unit
5. Mews Development

6. Grass Verge
7. New residential Development recently completed



Plan 1.3 – Surrounding Land Uses by Type (Source: Applicant)



Image 1.3 (LHS) and 1.4 (RHS) – Existing Factory Building Interior and Internal Yard (Source: Applicant)

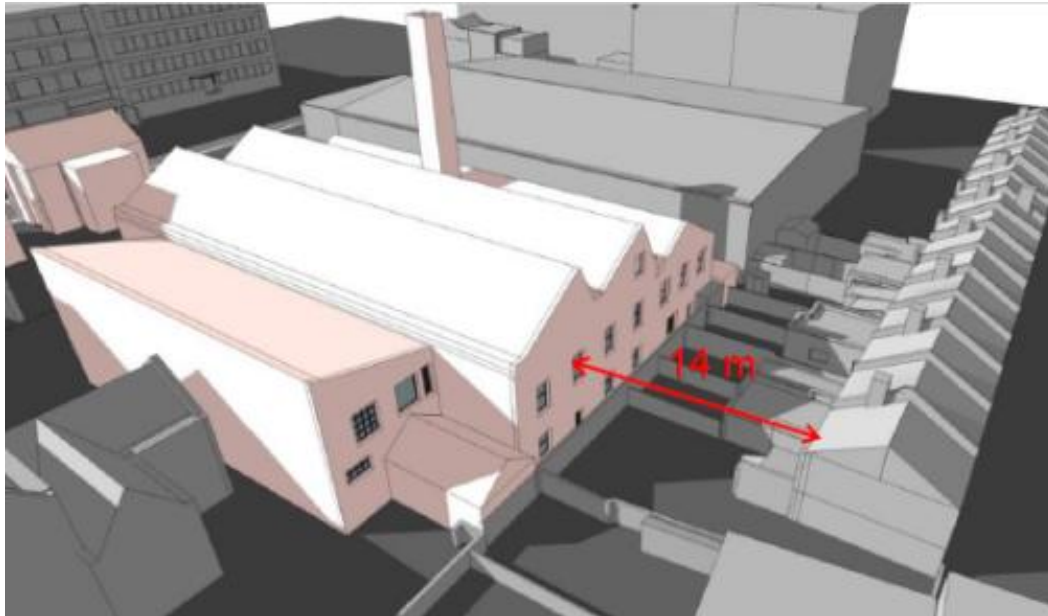
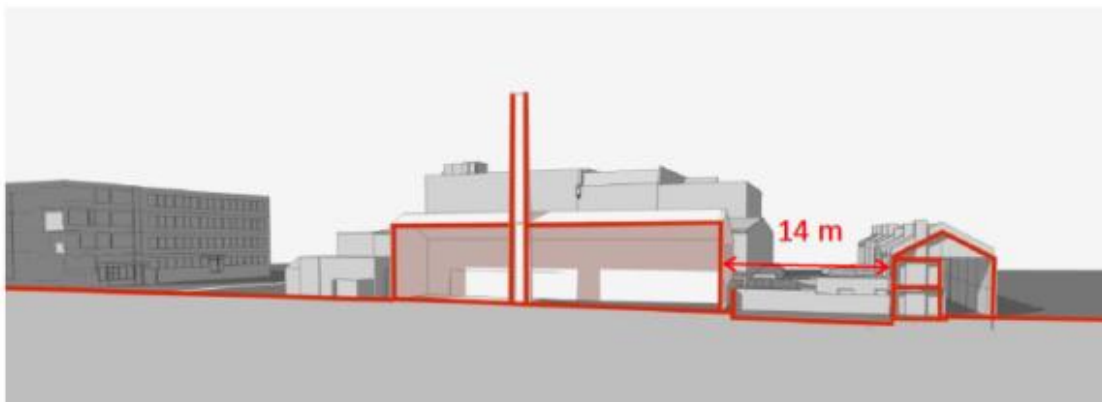


Image 1.5 – Render of exisiting buildings and rear gardens on Collingwood Road
(Souce: Applicant)



Section AA – Existing



Section AA – Proposed

Image 1.6 - Existing and Proposed Section (Souce: Applicant)



Plan 1.3 - Proposed Ground Floor (Source: Applicant)



Plan 1.4 - Proposed First Floor (Source: Applicant)



Plan 1.5 - Proposed Second Floor (Source: Applicant)



Plan 1.6 - Proposed Third Floor (Source: Applicant)



Plan 1.7 - Proposed Fourth Floor (Source: Applicant)



Plan 1.8 - Proposed Fourth Floor (Source: Applicant)



Plan 1.9 - Proposed Sixth Floor (Source: Applicant)



Elevation 1.1 – Front (West) Elevation (Lawrence Road) Source: Applicant



Elevation 1.2 – Section – Looking North from courtyard – Source Application



Elevation 1.3 – Section (Looking East from Courtyard – Source: Applicant)



Elevation 1.4 – Section (Looking west from Courtyard – Source: Applicant)



Elevation 1.5 – Rear (East) Elevation (as viewed from rear gardens Collingwood Road - Source: Applicant)



Elevation 1.6 – North Elevation (view from dry cleaners – Souce: Applicant)



Image 1.7 – Render of proposed seperation distance (Source Applicant)



Image 1.8 – Render of Seperation Distance 2 (Source: Applicant)



Image 1.9 Indicative Render of Development (Source: Applicant)



Image 1.10 Indicative Render of Development 2 (Source: Applicant)



Image 1.11 – Looking west – Nelson Road (Proposed development height outline in Red – Source: Applicant).



Image 1.12 – View from 1st Floor of Existing Factory Building (Source: Applicant)

Appendix 3

Quality Review Panel Comments Summary – 27th April 2016

QRP Comment	Officer Response
<i>Summary</i> The Quality Review Panel recognises that the site represents a huge opportunity for development. Whilst broadly welcoming the approach taken to the design of the scheme so far, the panel has concerns about a number of issues. They feel that the scale and bulk of the mansion block fronting onto Lawrence Road requires further consideration, and would also recommend careful detailed design of the top storey in order to reduce the impact on long views. The panel think that there would be great benefit in exploring an alternative configuration for the northernmost part of the rear mews. There is also scope for improving the landscape and townscape qualities of the rear mews. With regard to the architecture of the scheme, the panel would encourage a contrasting materiality and articulation to that of the visually dominant Bellway scheme adjacent. Further details on the panel's views are provided below.	Summary noted.
<i>Massing and development Density</i> • The panel have concerns over the dominant scale and bulk of the mansion • block fronting onto Lawrence Road. • They would encourage the design	• The block fronting Lawrence Road (Block A) has been reduced to seven storeys, with a stepped back design at the top storey. • The current scheme density is within the London Plan Density Matrix (for both unit/ha and hr/ha) for a PTAL 4 site.

team to pull back the rear building line of • the mansion block, to align with the adjacent Bellway block. • The panel feel that the bulk of the mansion block should be reduced; options to remove and cut back the upper storey should be explored. • The panel would encourage the design team to adjust the massing and • reconfigure the northernmost portion of the rear mews (further details below).	• Block A has been drawn back at the rear and generally accords with the established rear building line.
<i>Place-making, Character and Quality</i> • The panel would encourage the design team to integrate high quality landscaping within the rear mews. • They note that the existing Bellway mews adjoining the site is lacking in landscape features, and has visually dominant street clutter (e.g. railings and bin stores). • The panel would encourage a much higher standard of landscape design and provision within the Mono House redevelopment. • They welcome the thoughtful approach to cycle storage that allows for planting in front of the structure.	• Landscaping proposed for current scheme is considered to be of improved quality in relation to development to the south. • The developer has submitted a Landscaping. Landscaping and cycle parking details conditions is recommended for imposition to ensure quality.
Relationship to surroundings: access and integration • The panel understands that the access road to the Bellway mews immediately to the south is a private road, however they would encourage a more open approach to the interface of the two sites.	• The wall along the southern elevation has been removed and an access to the Bellway scheme to the south has been inserted. The details of the use of this access are to be secured by the imposition of a planning condition. A Planning Obligation to maintain this access is also recommended to be included in

• Visual (and possible pedestrian) access could be achieved by removing the separating wall (through agreement with Bellway), in tandem with careful consideration of both hard and soft landscaping. • Whilst the panel notes from the presentation that the taller mansion block proposed on Lawrence Road would not be visible from Clyde Circus, they would encourage consideration of the long views across to the site from roads to the east. • The panel would recommend careful consideration of design details at roof level in order to enhance these long views.	the S106 agreement. • The block fronting Lawrence Road (Block A) has been reduced to seven storeys, with a stepped back design at the top storey.
<i>Scheme layout</i> • The panel would encourage further consideration of the mews accommodation to the north of the site, as two of the mews houses on the eastern boundary only have an outlook onto the flank wall of the northernmost houses, and are vulnerable in terms of surveillance and security. • This northern-most section of the rear mews also represents an opportunity to visually terminate the long view from the Bellway mews to the south. • Exploration of an alternative configuration would be encouraged; this could be in the form of a taller apartment block at the north end of the mews, instead of the row of houses at the northern boundary.	• The layout has been amended to remove the units fronting the flank elevations of adjoining development. The taller transitional block has been inserted into the middle of the site along the northern plot line. This block terminates views northbound and is considered to improve the security of the scheme by virtue of the layout.

• A taller apartment building could potentially terminate the long view from the south, whilst mediating between the scale of the mansion block to the front of the site and the mews houses to the rear. • It could also offer the opportunity to improve security in the spaces between the buildings through design of the boundaries between public space and private space. • A taller apartment building at the north end of the mews could potentially take advantage of the long southerly aspect down the Bellway mews to the south.	
<i>Architectural expression</i> • In terms of the architectural expression of the scheme, the panel would encourage the design team to explore an elevational treatment and palette of materials that would provide contrast and relief from the visually dominant Bellway scheme adjacent. • The panel would welcome a carefully designed top storey to the mansion block; cut back in scale and with neat detailing (avoiding roof level guard rails) in order to respond to long views from the local surroundings, especially Nelson Road. • The panel understands that work is ongoing to establish the floor-to-floor heights of the duplex commercial units on Lawrence	• The commercial element is now a single storey and the mezzanine commercial element has been deleted. The cornice line of the current scheme is considered to generally accord with adjoining development to the south. • The top floor block of the current scheme does not feature guard railings and a cut away in line with the panel's comments.

Road, which will have a visual impact upon the rhythms of the cornice lines across the different developments.	
<i>Commercial accommodation</i> • The panel acknowledges the difficulty in creating viable live-work units, and suggests that successful integration of commercial units within a residential environment requires an intelligent response. • Consideration of different approaches to the servicing of commercial accommodation in the floor void could result in a reduction of floor-to-floor height, which could help in reducing the scale of the building.	• The commercial element is now a single storey and the mezzanine commercial element has been deleted. The commercial and residential elements have separated and legible entrances. There are no live-work units proposed. • The scale of Block A has been reduced to seven stories.
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. • It was highlighted that the standard of zero carbon homes remains a requirement of the London Plan, in contrast to the Building Regulations.	• The developer has committed to a carbon offset contribution for the current scheme by way of a planning obligations agreement.

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS**

Reference No: HGY/2016/3310
HGY/2016/3540

Ward: Northumberland Park

Address: Land to the rear of 790-796 High Road N17 0DH

Proposal (HGY/2016/3310): Erection of a four storey building (Sui Generis Use) to comprise new ticket sales offices, retail, administrative offices and other ancillary uses; demolition of rear extensions of the listed buildings Nos. 792 and 794 High Road; demolition of boundary wall to the rear of 792-796 High Road; associated hard and soft landscaping; and other ancillary works.

Proposal (HGY/2016/3540): Listed building consent for demolition of rear extensions of the listed buildings Nos. 792 and 794 High Road; demolition of boundary wall to the rear of 792-796 High Road.

Applicant: Tottenham Hotspur Football Club

Ownership: Private

Case Officer Contact: James Hughes

Site Visit Date: 14th October 2016

Date received: 30/09/2016 **Last amended date:** 02/12/2016

Drawing number of plans: 140922-NT-00-801; 140922-NT-00-802; 140922-NT-00-810; 140922-NT-10-801; 140922-NT-10-802; 140922-NT-10-803; 140922-NT-10-804; 140922-NT-10-805; 140922-NT-10-821; 140922-NT-10-822; 140922-NT-11-811; 140922-NT-11-815; 140922-NT-20-801; 140922-NT-20-802; 140922-NT-20-803; 140922-NT-20-804; 140922-NT-20-805; 140922-NT-20-820; 140922-NT-20-821; 140922-NT-20-822; 140922-NT-20-851; POP-4494-PLN-GA-8000; POP-4494-PLN-GA-8001; POP-4494-PLN-GA-8010; POP-4494-PLN-GA-8011; POP-4494-PLN-GA-8020; POP-4494-PLN-GA-8021; 140922-NT-21-801; 140922-NT-21-820; 140922-NT-31-601.

Applicant's Documents:

Application Cover Letter - Quod

Planning Statement- Quod

Design and Access Statement prepared by F3 Architects (including Movement Strategy)

Application Drawing Schedule - Quod
Heritage Statement (to include Historic Building Survey) - F3 Architects
AVR Methodology Statement - INK
Sustainability Statement - XCO2
Energy Statement (to include technical details of air conditioning) - XCO2
Concept Below Ground Drainage Strategy (including foul/waste water) - Lyons O'Neill
Transport Statement - Tim Spencer & Co
Noise Impact Assessment (to include technical details of air conditioning) - XCO2
Archaeological Desk Based Assessment - LP Archaeology
Design Stage Demolition, Excavation and Construction Site Waste Management Plan
Daylight, Sunlight & Overshadowing Assessment -XCO2
Contaminated Land Assessment - Desk Study Report Southern Testing
Construction Management Plan Base Contracts

Planning Sub-Committee

This application for planning permission is being referred to Planning Sub-Committee for a decision because it is major development and is required to be reported to the Sub-Committee under the Council's constitution. The application for Listed Building Consent accompanies the application for planning permission.

1 SUMMARY OF KEY REASONS FOR RECOMMENDATIONS

- 1.1 In respect of the application for planning permission, the proposed development is in accordance with the site allocation (NT7: Tottenham Hotspur Stadium) pursuant to the emerging Tottenham Area Action Plan (AAP). The loss of the car parking on the land is acceptable given the re-location of the car parking spaces within the wider site and the current policy position to encourage sustainable transport. Based on their complementary nature and the emerging policy context around the existing local centre boundaries, the mix of main town centre uses proposed is acceptable. The development is therefore acceptable in principle.
- 1.2 The layout of the proposed building and the public spaces are considered to allow for permeability and connectivity. The site has suitable accesses and the scale and height of the proposed building is appropriate. The Paxton building is proposed to be constructed of high quality materials and the design is considered to relate well to the existing and proposed pattern of development in the area. The various elements of the public realm created by the scheme (including paving, hard and soft landscaping, street furniture and lighting) are considered acceptable subject to condition.
- 1.3 Provided a full and detailed application for the Secured by Design commercial award scheme in consultation with the Metropolitan Police is undertaken, the pedestrian flows and queuing arising from the development are considered safe. The scheme offers an acceptable level of access for disabled users subject to the

imposition of a condition addressing disabled provision for the ticket window. The design of the development is therefore considered acceptable.

- 1.4 The emerging site allocation within the Area Action Plan envisages a more active use for the application site and the site is required to contribute to the wider regeneration of Tottenham. On this basis the impacts of additional footfall and comings and goings are acceptable. The daylight/sunlight impacts of the Paxton building will result in some loss of daylight to adjoining windows, however given the particular circumstances (including the window locations and room layouts) these impacts are judged acceptable, and the other benefits of the scheme outweigh this planning harm.
- 1.5 The development would not give rise to issues of privacy / overlooking or reduced outlook and the scheme is considered to have positive impacts to the amenity of adjoining occupiers in that the area will benefit from additional natural surveillance and a safer public realm. Subject to the imposition of planning conditions on any grant of planning consent, the noise impacts of the scheme are considered acceptable. The overall impacts of the development in relation to adjoining occupiers are considered acceptable.
- 1.6 There is harm identified arising from the development's impacts on the North Tottenham Conservation Area and the less than substantial harm to the setting of the listed buildings is judged to be outweighed by the heritage benefits and other positive elements of the scheme, including the improvements to the public realm and the wider regeneration of Tottenham.
- 1.7 The impact of the scheme in sustainability terms is acceptable subject to the imposition of various planning conditions on any grant of planning consent. The issues of transportation and parking, drainage, land contamination, archaeology, and waste and recycling are similarly able to be mitigated by the imposition of planning conditions.
- 1.8 In respect of the listed building consent – reference HGY/2016/3540, the applicant has adequately identified and considered the significance of the relevant assets that would be impacted by the proposal. Officers are in agreement with the applicant's assessment that the removal of the subject extensions, walls, and fencing would improve the setting of the listed buildings and are therefore acceptable.

2 RECOMMENDATIONS

- 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 informative.

- 2.2 That the Committee resolve to GRANT Listed Building Consent and that the Head of Development Management is authorised to issue the listed building consent and impose conditions and informatives.

Planning Application (HGY/2016/3310)

Conditions - (The full text of recommended conditions is contained in Section 8 of this report. The internal or external consultee recommending imposition follows in brackets.)

- 1) Three Year Expiry (HGY Development Management)
- 2) Development in Accordance with Approved Drawings and Documents (LBH Development Management)
- 3) Materials Samples (LBH Development Management)
- 4) Accessibility Management Plan (LBH Development Management)
- 5) Car Parking Management Plan (LBH Transportation)
- 6) Construction Management + Logistics Plans (LBH Transportation)
- 7) Boundary Treatments (LBH Development Management)
- 8) Hard and Soft Landscaping (LBH Development Management)
- 9) Landscaping – Replacement of Trees and Plants (LBH Development Management)
- 10) Paxton Building Management Plan (LBH Development Management)
- 11) CCTV Strategy (LBH Development Management)
- 12) Lighting Strategy (LBH Development Management)
- 13) Confirmation of Site Levels (LBH Development Management)
- 14) Secured by Design Commercial Award Scheme (Metropolitan Police)
- 15) Impact Piling Method Statement (Thames Water)
- 16) Land Contamination – Part 1 (LBH Environmental Services and Community Safety)
- 17) Land Contamination – Part 2 (LBH Environmental Services and Community Safety)
- 18) Development in accordance with Energy Strategy (LBH Head of Carbon Management)
- 19) Detail of Photovoltaic (PV) Panels (LBH Development Management)
- 20) Details of Air Source Heat Pumps (LBH Development Management)
- 21) Future Connection to District Heating Network (LBH Development Management)
- 22) Compliance with efficiency standards and carbon reduction targets (LBH Head of Carbon Management)
- 23) BREEAM Post Construction Certificate (LBH Head of Carbon Management)
- 24) BREEAM Non-Compliance Remediation (LBH Carbon Management)
- 25) Results of dynamic thermal modeling (LBH Head of Carbon Management)
- 26) Retention of Current Architect (LBH Development Management)
- 27) Details of Sustainable Drainage (LBH Senior Drainage Engineer)
- 28) Details of AQDMP – (LBH Environmental Services and Community Safety)

- 29) Consideration Constructor Scheme Registration (LBH Environmental Services and Community Safety)
- 30) Plant and Machinery - EU Directives (LBH Environmental Services and Community Safety)
- 31) NRMM Inventory and documentation availability (LBH Environmental Services and Community Safety)
- 32) Waste Management Scheme (LBH Development Management)
- 33) Cycle Parking Details (LBH Development Management)
- 34) Servicing and Delivery Plan (SDP) (LBH Development Management)
- 35) Structural Blast Engineer (SBE) Report – Metropolitan Police Counter Terrorism Security Advisor (CTSA)
- 36) Hostile Vehicle Mitigation (HVM) - Metropolitan Police Counter Terrorism Security Advisor (CTSA)
- 37) Building Information Modeling BIM - Metropolitan Police Counter Terrorism Security Advisor (CTSA)

Informatives – Summary (The full text of recommended informatives is contained in Section 8 of this report. The internal or external consultee recommending imposition follows in brackets).

- 1) Working with the Applicant (LBH Development Management)
- 2) Community Infrastructure Levy (LBH Development Management)
- 3) Hours of Construction Work (LBH Development Management)
- 4) Asbestos Survey (LBH Environmental Services and Community Safety)
- 5) Requirement for Groundwater Risk Management Permit (Thames Water)
- 6) Attenuation of Storm Flows. Combined Sewer drain to nearest manhole. Connection for removal of ground water precluded. Approval required for discharge to public sewer. (Thames Water)
- 7) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres. (Thames Water)
- 8) Minimum Pressure and Flow Rate from Pipes (Thames Water)
- 9) Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)
- 10) New Development Naming (LBH Transportation)
- 11) Designing Out Crime – Certified Products (Metropolitan Police)
- 12) Permit - Moselle Brook (Environment Agency)
- 13) Structural Blast Engineer (SBE) Report – List of Companies – Metropolitan Police Counter Terrorism Security Advisor (CTSA)
- 14) Design to Hostile Vehicle Approach Speeds - Metropolitan Police Counter Terrorism Security Advisor (CTSA)

Listed Building Consent (HGY/2016/3540)

Conditions LBC - (The full text of recommended conditions is contained in Section 8 of this report. The internal or external consultee recommending imposition follows in brackets.)

- 1) LBC Five Year Expiry (LBH Development Management)
- 2) LBC Development in Accordance with Approved Drawings and Documents (LBH Development Management)
- 3) LCB Details of Opening Up Works and Brick Cleaning (LBH Principal Conservation Officer)
- 4) LBC Hidden Historic Features (LBH Principal Conservation Officer)
- 5) LBC Works to Match Existing (LBH Principal Conservation Officer)

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

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 LISTED BUILDING CONSENT CONSIDERATIONS
- 8.0 RECOMMENDATIONS

APPENDICES:

Appendix 1: Consultation Responses

Appendix 2: Plans and Images

PROPOSED DEVELOPMENT AND LOCATION DETAILS

2.4 Proposed development

- 2.4.1 The applicant seeks full planning permission for the erecting of a new hub building (the 'Paxton Building') and two areas of public realm ('Paxton Square' and the 'Paxton Podium'). The scheme will also create an enclosed ticket queuing area alongside the northern ticket windows to the Paxton Building. The scheme will result in the loss of 30 existing car parking spaces. The applicant seeks Listed Building Consent (LBC) for the demolition of extensions to two statutorily listed buildings (792 and 974 High Road) and the removal of various walls and yards. Each element of the proposal is described below.

Planning Permission - HGY/2016/3310

- 2.4.2 The proposal will create two new areas of public realm surrounding the building. The Paxton Square public realm area is proposed to be approximately 1100m² (excluding the ticket queuing area and the area of the existing ramp structure) and will contain two disabled car parking spaces. The soft landscaping and street furniture for this space is primarily intended to be installed to along the western side of the site (to the rear of the row of listed buildings in the approximate footprint of their historic gardens) with hardscaping in the area fronting the Paxton Building. This area of public realm will connect to future development northward and is accessed from the southwest corner of the site next to Dial House (790 High Road).
- 2.4.3 The Paxton building is proposed to be four storeys in height and would lie between Lilywhite House (which contains a large format supermarket, University Technical College of Tottenham and the administration offices of the Tottenham Hotspur Football Club [TFHC]) and a row of statutorily listed Georgian buildings. The breakdown of the use of space by floor within the building is below:

Ground Floor

- 16 ticket windows (with associated 'back-of-house' spaces)
- Security/concierge counter
- Left luggage area with X-ray machine
- In and Out post room

First Floor (Podium Level)

- Flexible Retail Space

Second and Third Floors

- Administrative offices for THFC ticketing team

- 2.4.4 The Paxton building will adjoin and connect to Lilywhite House at first floor level. The building is roughly triangular and is proposed to have dual lift provision and three stair cores. The ground floor of the building will comprise a windowed security/concierge office to the western elevation and 16 ticket windows to the west and north elevations, wrapping around the building. Internal to the ground floor is a post room and 'left luggage' area. The Gross Internal Area (GIA) of the ground floor is approximately 190m². There is an additional 50m² of space at ground floor level opposite the ticket queuing area which contains a lobby, lift and stair core.
- 2.4.5 The external queuing area itself (which will be enclosed and accessed via an undercroft leading from the western elevation of the building) is approximately 180m² (this figure includes the circulation space within the undercroft.) This area will link to the Sainsbury's car park and consented stadium toilet block that falls outside the red line area. This area also contains a cycle store and refuse store serving the Paxton building in this area.
- 2.4.6 The first floor comprises a retail shop. The GIA of the first floor is approximately 356m². The retail trading space on the first floor shop (including a storage area) is approximately 230m². There is an internal link between Lilywhite House and the proposed Paxton building at first floor level. Access to the retail shop is via the east elevation, which leads to second area of public realm (the Paxton Podium) that is approximately 275m². The soft landscaping of this space is proposed to be along the north and south edges of the public realm with street furniture installed in various locations. The Paxton Podium area links to the existing ramp (leading down toward the High Road) at the eastern edge of the site and the wider podium level of larger stadium development.
- 2.4.7 The second floor of the Paxton building has a GIA of approximately 360m² and comprises open plan office and meeting space. The stepped back third floor has a GIA of approximately 200m² and also comprises open plan office and meeting space. The net provision of office space over two levels is approximately 415m². There are photovoltaic panels proposed to be located on the remaining external roof area at third floor level.

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- 2.4.8 The applicant seeks LBC to demolish two extensions to 792 and 974 High Road, which are both Grade II statutory listed structures. The application proposes the removal of these extensions and the installation of a replication of the original Georgian rear elevations according to historic evidence.
- 2.4.9 The square-shaped two storey extension to 972 High Road comprises a built footprint of approximately 115m² and dates from the mid 20th century. The demolition will include the removal of an external metal staircase to the rear elevation of the extension. A square-shaped two storey extension to No 794

High Road abuts the extension to No 972 High Road and comprises a built footprint of 5m². At No 794 High Road, the removal of the extension will allow for a reinstatement of a first floor window and a ground floor window to match the adjacent first floor vertical sash window. The down piping will also be re-instated in cast metal. The proposals include 'making good' the historic fabric of the rear elevations of both buildings with brickwork and windows to match the original.

2.4.10 A 20th century wall separating the rear yards of 794 and 792 High Road is also proposed to be removed. A small element of an 18th century garden wall (currently sat below a concrete facing) separating the rear of 794 and 796 High Road (Percy House) is also proposed to be removed but the remaining elements of the wall that are in better condition are proposed to be retained. The hardstanding used for car parking to the rear yards of 790 and 794 High Road will be removed. The 20th century walls and modern rear fencing to 796 High Road (Percy House) that fall within the red line area are also proposed to be removed.

2.5 Site and Surroundings

2.5.1 The site the subject of the applications is irregular in shape and 0.21 ha in area. The site primarily contains hard standing used for car parking (30 spaces). The redline area also includes two rear extensions to 792 and 794 High Road, and the former garden areas to a row of listed Georgian building that front the Tottenham High Road. The principal buildings to which the extensions are attached fall outside the redline area, however the extension themselves are still Grade II statutorily listed. Various walls (of differing historical significance) and fencing separate the former garden areas of the buildings.

2.5.2 The parcel is sited between the Tottenham High Road to the west and Lilywhite House to the east. The site lies within an Area of Archaeological Importance and is partly located within the North Tottenham Conservation Area. (A plan of the site is contained in Appendix 2 for reference.)

2.5.3 The surrounding area is of a mixed use character. The area to the south comprises the wider THFC stadium site. The site and the area surrounding it is identified within the emerging Tottenham Area Action Plan pre-submission version as site allocation NT7 (Tottenham Hotspur Stadium). This allocation covers the new stadium site and the land to the north, including the Northern Terrace and Lilywhite House. The site is located within a Growth Area and the Northumberland Park Area of Change. The site also lies within Local Employment Area LEA2. There is a Local Shopping Centre (Tottenham High Road N17) to the north east of the application site (although as discussed below the boundary of this centre is likely to be amended). The stretch of High Road to the west of the site performs many of the functions of a town centre and accommodates a wide variety of main town centre uses and as well as smaller scale A Class uses.

- 2.5.4 In addition to 792 and 794 High Road, the following statutorily listed buildings are in the vicinity of site: 790 High Road (Grade II*), 796 High Road (Grade II*) and 798 High (Grade II). 796 High Road (Percy House) benefits from planning permission and LBC (ref: HGY/2015/1488 & HGY/2015/1490) for redevelopment and use as an office. The site lies within the Tottenham North Controlled Parking Zone (CPZ). The site also attracts a Public Transport Accessibility Level (PTAL) rating of 4, which indicates good access to sustainable transport.

□

2.6 Relevant Planning and Enforcement history

The site itself has no planning history that is relevant to the determination of the applications for planning permission and LBC. As noted above, the redevelopment of the wider stadium site is progressing as per application HGY/2015/3000 which was granted by the Council in April 2016.

3 CONSULTATION RESPONSE

- 3.1 The following were consulted regarding the applications for planning permission and Listed Building Consent:

- Tottenham CAAC
- Tottenham Civic Society
- Tottenham Traders Partnership
- The Lindales and Bennetts Close Residents Association
- Northumberland Park Residents Association
- Love Lane Residents Association
- Headcorn and Tenterden Resident Association
- High Road West Business Steering Group

- London Fire Brigade - Fire Safety Regulation North West Area
- Metropolitan Police - Designing Out Crime Officer
- Transport For London
- Georgian Group
- Environment Agency
- Tottenham University Technical College
- Thames Water
- Historic England
- Historic England - Greater London Archaeology Advisory Service
- Metropolitan Police - Chief Inspector Neighbourhoods, Haringey OCU

- LBH Regeneration
- LBH Head Of Carbon Management
- LBH HMOs
- LBH Flood and Surface Water Management

- LBH Economic Regeneration
- LBH Cleansing – East
- LBH EHS - Pollution Air Quality Contaminated Land
- LBH Conservation Officer
- LBH Building Control
- LBH Emergency Planning and Business Continuity
- LBH Residential Care
- LBH Transportation Group
- LBH EHS – Noise

The full text of responses from consultee (and the officer response) is contained in Appendix 1. A summary of the responses is below:

Internal:

1) LBH Principal Conservation Officer

Overall it considered that the new studio buildings as well as the new Paxton building would enhance the setting of the listed buildings as well as the conservation area.

The demolition of the existing 20th century extensions would be considered to cause some harm to the setting of the listed buildings as they are part of the 'layer' of history of their respective host buildings. This harm has been given great weight and it is felt that given these extensions currently detract from the setting of heritage assets, the harm would be very low and would be significantly outweighed by the enhancement in the public realm and wider setting of the buildings as well as the conservation area. Proposal acceptable subject to standard conditions for planning permission and listed building consent.

2) LBH Transportation

LBH Transportation has considered that as the proposed facility would not generate any additional traffic than that already approved as part of the previous application HGY/2015/3000, LBH Transportation would not object to this application subject to the imposition of planning conditions.

3) LBH Principal Design Officer

I have no objection to the above proposals, in fact in my view this is an interesting design that will probably be a positive addition to its location. The Conservation Officer has made comprehensive comments that I am in agreement with.

4) LBH Environmental Services and Community Safety

No objection to the scheme. The Energy Statement submitted by XCO2 Energy, dated July 2016 concludes that the energy sources will be delivered via on-site centralised, electric Air-Source Heat Pumps (ASHP) and photovoltaic panels. The report determines that:-

- o CHP is not feasible for the site,*
- o Connection to the District Heating Network (DHN) is not financially viable and;*
- o There is no additional capacity to connect to the Stadium energy plantroom.*

The air quality impact from the energy source is therefore significantly reduced. In terms of air quality, the proposed development, as offices, security hub and some retail does not introduce new exposure adjacent a major arterial route into London. Conditions and Informatives Recommended.

5) LBH Head of Organisational Resilience

Consultation letter acknowledged. No comment to make on application.

6) LBH Economic Development

Consultation letter acknowledged. No comment to make on application.

7) LBH Head of Carbon Management

At this stage the scheme delivers a 36.2% improvement beyond Building Regulations 2013. The policy requirement is 35% improvement beyond Building Regulations 2013. This has not been achieved in line with the energy hierarchy, and therefore is not policy compliant. Conditions to address non-compliance recommended to be imposed. Assessment of BREEAM undertaken. Further details of overheating strategy required.

8) LBH Senior Drainage Engineer

Current submission related to scheme is not sufficient to address drainage issues, however concerns can be addressed by way of the imposition of a planning condition. Such a condition is contained in Section 8 of this report.

9) LBH Neighbourhood Action Team – Waste Management

No objection. Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required.

The proposed retrospective planning application outlined above will require storage for both refuse and recycling waste either internally or externally, arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times.

External:

10) Environment Agency

No objection to the development despite the close proximity to culverted main river, nor any conditions to add. Request informative be placed on planning permission granted.

11) Historic England - Greater London Archaeological Advisory Service (GLAAS)

Having considered the proposals with reference to information held in the Greater London Environment Record and/or made available in connection with this application, [GLAAS] concludes that the proposal is unlikely to have significant effect on heritage assets of archaeological interest.

12) Thames Water

With regard to sewerage infrastructure capacity, no objection. With regard to water infrastructure capacity, no objection. 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. Various conditions and informatives recommended for imposition.

13) Transport for London

No objection to level of car or cycle parking provision. Conditions around a construction management plan, vehicle routing and servicing recommended.

14) London Fire and Emergency Planning Authority

The Brigade as been consulted with regard to the above mentioned premises and makes the following observations. The Brigade is satisfied with the proposals for fire fighting appliance access, subject to ADB Vol 2BS.

15) Metropolitan Police – Secure by Design

The Metropolitan Police have provided a design critique of the public realm and the building in relation to crime and security. A summary of the assessment is below.

- *Boundary to rear of 796 High Road - Paxton Square - Wall heights inadequate. Possible climbing hazard arising from bike racks.*
- *Queuing zone, boundary with car park - Very inactive area with no clear sightline or natural surveillance. Recessed area at far end of undercroft creates a hiding spot, which would be open to abuse from ASB and promote criminal activity. Poor cycle storage location.*
- *Void space created by Paxton Podium - could give rise to objects thrown down into void. Planters could be used to hide weapons. Undercroft area does not generally incorporate secure by design principles.*
- *Podium ramp and building overhang – design may allow climb access to roof of Paxton Building. Vehicle Parking in Paxton Square should be removed for security reasons.*

Comments of the Metropolitan Police Counter Terrorism Security Advisor (CTSA) are confidential for security reasons. Conditions and Informatives recommended and these have been included on the draft decision notice.

4 **LOCAL REPRESENTATIONS**

4.1 The following were consulted:

- 341 Neighbouring properties
- 4 Residents Association
- 4 site notices advertising both an application for planning permission and listed building consent were erected in the vicinity of the site on 14th October 2016

4.2 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: 1
- Objecting: 0
- Supporting: 0
- Others: 1

One response was received from the public in response to consultation. This response did not support or object to the scheme but requested the publication of documentation associated with the application. (Officer comment: the full application documents have been available online following registration of the applications.)

4.3 The following local groups/societies made representations:

- Tottenham Conservation Area Advisory Committee (CAAC) – Objection to the scheme. The full text of the objection is contained in Appendix 1. An officer summary of the objection is below:

The CAAC objects to the demolition of the listed extensions and the development of a new building adjoining heritage assets. CAAC notes the applicant has already undertaken demolition of various locally listed buildings as per a previous scheme consented by the Council. The CAAC notes that previous development by the applicant has resulted in harm to the North Tottenham Conservation Area and considers the applicant is responsible for the area 'at risk' status. The objector is of the view the development proposal should have been included in a previous planning application. The objector also notes a view the developer's future intention is to demolish the full row of listed buildings fronting the Tottenham High Road. The CAAC also considers that Lilywhite House looms over the Conservation Area and detracts from its character.

4.4 The following Councillor made representations:

- Councillor Bevan - *"I would request that the input from the Council's Conservation Officers and their comments be fully accepted and implemented by the applicant."* (Officer Comment – the application has been circulated to the Principal Conservation Officer who has raised no objection to the scheme subject to the imposition of conditions. These conditions are recommended for imposition on any grant of planning permission as per Section 8 of this report.)

4.5 The issues raised in representations that are material to the determination of the applications are summarised as follows:

- The scheme will be harmful to the North Tottenham Conservation Area. (Officer Comments: The impact of the scheme on the Conservation Area is assessed in the Planning Permission section below.)
- The demolition of the listed building is unnecessary. (Office Comment: the assessment of the justification for the demolition of the listed extensions is assessed in the LBC section below.)

4.6 The following issues raised are not material planning considerations:

- The applicant has previously demolished a locally listed building. (Officer Comment: previous demolition undertaken by the applicant is not material to the planning and LBC proposals before Planning Sub-Committee.)
- The previously consented stadium development is harmful to the North Tottenham Conservation Area. (Officer Comment: the impacts of previously consented development to the Conservation Area are not material to

planning decision on the current proposal. The previously consented development now forms part of the setting of the Conservation Area.)

- The scheme should have been included in a previous proposal. (Officer Comment: the scheme is judged to be in accordance with the site allocation, however notwithstanding this conformity, the applicant is not required to bring forward any particular scheme because a previous scheme was consented by the Council in the vicinity of the application site. The key issue for members is if the current scheme is in accordance with the development plan, having regard for other material considerations.)
- The developer intends to demolish the row of listed buildings fronting the Tottenham High Road. (The possible future intention of the developer is not material to the proposals before Planning Sub-Committee. Each applicant must be judged on its particular merits.)
- The height and siting of Lilywhite House harms the North Tottenham Conservation Area. (Officer comment: this scheme has already been assessed as per a previous application for planning permission to the Council. Only the impacts of the current scheme are under consideration by Planning Sub-Committee.)

Pre-application advice

- 4.7 The applicant has previously sought pre-application advice from the Council in respect of the scheme. Discussion occurred in November 2015 and July 2016. The participants included LBH's Assistant Director of Planning, the Interim Head of Development Control and Principal Conservation Officer. Historic England also participated in pre-application discussions. The proposed scheme has been presented to the Stadium Community Liaison Group. The applicant has also presented a response to consultee comments on 29th November 2016. These responses are incorporated into this report where relevant.

Quality Review Panel

- 4.8 Given the small scale of the proposal and its spatial location the proposal was not presented to the Quality Review Panel (QRP).

5 MATERIAL PLANNING CONSIDERATIONS

- 5.1 The main planning issues raised by the proposed development are:

Planning Application

1. Principle of the development
2. Development Design
3. The impact on the amenity of adjoining occupiers
4. The impact of the proposed development on the character and appearance of the North Tottenham Conservation Area

5. Parking and highway safety
6. Flood Risk and Drainage
7. Energy and Sustainability
8. Waste and Recycling
9. Land Contamination
10. Archaeology

Listed Building Consent

11. Identification and assessment of the significance of relevant heritage assets
12. The impact of the proposed development on the Listed Buildings

6 **Planning Application (HGY/2016/3310)**

6.1 **Principle of the development**

Loss of existing car parking spaces

6.1.1 Local Plan Policy SP7 and emerging Policy DM31 seek to minimise car parking and mitigate trip generation. The proposed Paxton building would largely be sited on the south-westerly part of an existing supermarket car park, and would result in the loss of 30 existing car parking spaces. These spaces are, according to the applicant, additional to the current requirements for customer parking for Sainsbury's. Officers understand the subject car parking spaces have been leased from the retailer to THFC to provide temporary staff car parking and that these staff spaces are to be re-provided elsewhere on the wider stadium site as the stadium redevelopment progresses.

6.1.2 The loss of the car parking spaces is considered to be in line with planning policy seeking to minimise car parking provision. The site has good access to public transportation (including White Hart Lane station) and the loss of the car parking spaces is acceptable on the basis they are re-provided on the wider site for THFC staff. The level of parking provision for the new development (including the provision of 2 disabled parking spaces and any spaces previously approved under separate planning consents) is assessed in the Transportation section below.

Principle of Provision of Retail Shop/Ticket Office/Office Space

6.1.3 The National Planning Policy Framework (NPPF) (Paragraph 24) indicates that Local Planning Authorities should require applications for main town centre uses to be located in town centres, then in edge of centre locations. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.

6.1.4 The emerging site allocation (NT7: Tottenham Hotspur Stadium) as set out in the Tottenham Area Action Plan (AAP) pre-submission version 2016 states that

leisure/commercial uses within the site should be complementary and not compete with the uses proposed on the expanded Local Centre on the western side of the High Road.

- 6.1.5 As the plan making process for the Tottenham Area Action Plan has progressed, the Council and THFC agreed (by way of a Statement of Common Ground) the “inclusion of the THFC stadium scheme within the North Tottenham High Road Local Centre and the redrawing of the boundary [of the local centre] accordingly.” This agreement was in consideration of the main town centre uses within the wider stadium site (including the large format Sainsbury’s and the office space within Lilywhite House) that have already been granted planning permission. The Statement of Common Ground also agreed that “the Local Centre will need to be defined as town centre uses are consented and delivered.”
- 6.1.6 The Tottenham AAP has undergone an Examination in Public (EiP) and the presiding Planning Inspector’s Schedule of Main Modifications to the AAP has now been published for statutory consultation. Is it not considered that the relevant elements of the AAP that would speak to the provision of main town centres uses within the application site will be subject to changes prior to the adoption of the AAP.
- 6.1.7 While the retail, ticketing and office functions of the proposal are generally judged to be main town centre uses, they are highly specific to and integrated with the wider stadium site and of a comparatively limited scale. The retail shop, based on the nature of the offer - officers understand the products sold are to be associated with THFC - is considered to be complementary in nature. The proposed mix of uses will also allow for a consideration of the future boundary of the existing Local Centre going forward. Based on the emerging policy position that is likely to give rise to an “in centre” location for the application site, no sequential assessment of the proposal is undertaken.
- 6.1.8 It is noted by officers that the retail shop and ticket office uses are likely to draw footfall to the wider area on match and non-match days, meeting with the emerging objectives of the Tottenham AAP to regenerate Tottenham. This weighs in favour of the proposal.

Compliance with Site Allocation

- 6.1.9 As noted above the wider application site is allocated in the emerging Tottenham AAP pre-submission version 2016 (NT7: Tottenham Hotspur Stadium). The allocation promotes the redevelopment of the existing football stadium in order to increase match day capacity along with the introduction of residential, commercial, education, community, leisure and hotel uses, and improved public realm across the site. Much of the development called for in the allocation has been granted planning permission and is currently underway.

6.1.10 The proposed development is effectively ancillary to the wider stadium use within the NT7 site, which has been consented as per application reference HGY/2016/3000. The proposed development is judged to be in accordance with the site allocation in that it accords with the relevant site requirements and development guidelines.

6.1.11 The application is accompanied by a Northern Terraces indicative Master Plan (as per the Design and Access Statement) which shows the relationship between the proposed scheme and the wider area, as required as by emerging site allocation. The design of the public realm improves the connectivity and permeability of the site, as is discussed in the design section below. The design of the public realm and proposed building is considered to respond to the heritage context and the areas of public realm are open to the public. The proposal therefore meets the site requirements and development guidelines relevant to the scheme.

Principle of the Development – Summary

6.1.12 The loss of the car parking on the site is acceptable given the re-location of the car parking spaces and the current policy position to encourage sustainable transport. Based on their complementary nature and the emerging policy context around the existing local centre boundary, the mix of main town centre uses proposed is acceptable. The proposed development is in accordance with the emerging site allocation. The proposed development is therefore considered acceptable in principle.

6.1.13 The principle of the demolition of the listed structures (including the rear extensions and boundary walls) is considered in the LBC application section below.

6.2 Development Design

6.2.1 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.

6.2.2 The key design issues for consideration with respect to the design of the development include issues of layout, access, scale, appearance, landscaping

(including street furniture and lighting), inclusive access and pedestrian flow safety. Each issue is considered below.

Layout

- 6.2.3 The vision for the Northern Terrace is to create a new piece of urban realm that increases the permeability and footfall to the area behind the row of existing Georgian buildings fronting the High Road. The siting of the Paxton Building to the rear of the terrace to anchor the new public realm would meet with these planning objectives. While there is some concern that the building may be illegible given its recessed location away from the Tottenham High Road, this is mitigated by a strong design which acts as a landmark and a focal point. The improved public realm will draw footfall toward the space created. The separation distance between the existing row of buildings fronting the High Road and the proposed Paxton Building is judged to be suitable given the circumstances, and the layout and positioning of the building will frame Paxton Square and give it a sense of enclosure. The Paxton Podium, while more modest in size compared to Paxton Square, will allow for connectivity to the consented stadium podium and will be defined by the void spaces created on either side of the public realm.
- 6.2.4 The enclosed ticket queuing area is considered a reasonable design response to the pedestrian flow requirements of the site. The building layout will also allow access from both areas of public realm created, with the access to the retail shop facing toward the stadium, and the ticket windows below oriented toward the High Road. The proposed west elevation of the Paxton building will add to the linear form of the future development northwards. The layout of the site is considered to be acceptable.

Access

- 6.2.5 The accesses to the site are primarily pedestrian oriented. There is an access proposed from the Tottenham High Road in the southwest corner of the site next to Dial House (No 790). There is also proposed to be an access to the future development northward toward the Northern Terrace studio development, creating a linear street behind the listed Georgian terraces. There is also an existing ramped access leading down from Lilywhite House and the future stadium podium southwards. The ramp affords a pedestrian route to the Paxton Podium and the retail shop. There is also an egress from the corner of Lilywhite House down to Paxton Square at the northern edge of the redline area.
- 6.2.6 While the applicant notes an access connection to the existing Sainsbury's store on the ground floor of Lilywhite House, it does not appear this has been fully resolved based on plans. The Metropolitan Police Secure by Design Team has reviewed the scheme. While the Metropolitan Police raise concerns around several specific elements of the design of this access, it is considered these

issues may be addressed by the imposition of a planning condition. This condition will require the applicant's design to undergo an audit by way of a full and detailed application for the Secured by Design commercial award scheme in consultation with the Metropolitan Police. Subject to the imposition of this condition, the access to the car park is considered to be acceptable

- 6.2.7 Overall accesses to and from the site are numerous and will offer a very much improve connectivity and permeability to what is currently an illegible area to the rear of the Georgian buildings, in line with the emerging site allocation. Subject to the imposition of a condition, the proposed accesses to the site are considered to be acceptable.

Scale, Bulk and Massing

- 6.2.8 The scheme will see the introduction of a building rising to a height of 17.3 m (29.6 metres AOD). This height is to the top of the recessed 4th storey. The three storey element of the scheme will rise to a height of 14.9 metres (27.2 metres AOD). The building footprint is proposed to be approximately 400 m² (including the external area of the ticket queuing space below the retail shop).
- 6.2.9 The bulk of the building is mitigated using a staggered pitched roof profile to create a series of triangular forms that accord with surrounding roof profiles of the buildings within the listed terrace. The recessed top storey also lessens the impact of the building when viewed from the High Road. The building will make a transition across the wider site leading from Lilywhite House (which rises to a height of 25m) toward the listed terrace of buildings (which rise to an approximate height of between 12 and 13 metres). The proposed height of the Paxton building, when assessed in relation to the consented stadium (which will rise to a height of 44.1 metres) is considered to be appropriate to the context of the site. The height of the building will screen Lilywhite House from Paxton Square and would not be overly visible from the Tottenham High Road. The height of the Paxton Building is acceptable. The footprint of the building is also considered to be appropriate to the site area.

Appearance and Materials

- 6.2.10 The visual appearance of the Paxton building primarily derives from three contrasting elements. The western and southern elevations facing the High Road are proposed to be primarily constructed of cast iron screening with a varied glass curtain wall inset above the ticket office windows. The appearance of the building makes a transition in materials northward to grey buff stock brickwork that seeks to accord with the listed terrace. The building at this point also transitions to recessed windows facing the terrace. There is a corner treatment at ground floor level south of the security windows of blue grey facing brickwork that wraps around the building eastward. The ticket windows themselves are proposed to be blue back-painted glass. The facade facing the

Paxton Podium contains a large glazed element about the retail entrance. The building is finished in a grey metal seam roof with a saw-tooth type design. The signage that may be placed at fascia level above ticket windows or retail shop does not form part of the current application, although the physical form of a signage canopy is proposed.

- 6.2.11 The materials address both the historic terrace and the future development consented in the vicinity of the site. The applicant notes the western elevation of the Paxton Building is split into two angled bays. The first bay is proposed to be brick addressing the materiality of 792 and 794 High Road. The counter angled bay, orientated towards the High Road, draws a cue from the cast iron cladding employed for the Tottenham Experience building. This variation in design is considered to be a positive feature of the scheme.
- 6.2.12 The width of the predominantly Georgian window bays from the existing terrace is reflected in the western elevation. The varied fenestration is designed to provide a contrast to the solidity of the cast iron and provides views into the building interiors. The base of the cast iron cladding terminates at first floor slab level into a cantilevered signage canopy, offering shelter and wayfinding to the ticket counters below, and providing a light and open plinth to the ground plane.
- 6.2.13 The appearance of the building is considered to be of a high quality that will relate well to the existing and proposed development in the area. The elevational treatment and fenestration is varied and composed of high quality materials. Should planning sub-committee grant planning permission, the consent is recommended to impose a planning condition securing material samples and full product specifications. Such a condition is contained in Section 8 for consideration. The applicant will be required to demonstrate to officers by way of a future application that any signage to be affixed to the building will not have undue amenity impacts to the surrounding area. The appearance of the building is acceptable.

Landscaping, Street Furniture and Public Realm

- 6.2.14 The applicant's Design and Access Statement (DAS) sets out the approach to landscaping of the elements of public realm created, including Paxton Square and Paxton Podium. The DAS notes that to enhance wayfinding and draw pedestrians into the Paxton Square, contrasting paving bands are proposed. The bands also connect to "focal clusters" at the rear elevations to 790 – 794 High Road. The applicant seeks to create "Outdoor rooms" that provide intimate seating areas and improve access routes, surrounded by seasonal planting, formal hedges and anchored with mature trees. A contrast of York Stone Buff Granite and Basalt materials are noted in the DAS as the primary surfacing materials for both areas of public realm.

- 6.2.15 The street furniture proposed for Paxton Square and the Paxton Podium consists of linear concrete benches clad with THFC ceramic tiles. A smaller cluster of metal stools fronting the retail shop are proposed to be located within the Paxton Podium. The proposed rubbish bins, cycle parking and bollards will accord with street furniture throughout the wider stadium site, much of it branded with THFC's logo
- 6.2.16 In terms of soft landscaping the applicant proposes 3 mature oak trees in Paxton Square and a cluster of European Silver Birch trees together with "landscaping zones" incorporating a variety of plantings. The same approach is also incorporated for the Paxton Podium, with European Silver Birch trees within landscaped zones.
- 6.2.17 With respect to the lighting of the public realm, pole lights and recessed up-lights to trees are proposed within the both Paxton Square and the Paxton Podium. Recessed ground lights (set within the pavement) are also designed to draw pedestrian footfall to the public realms created.
- 6.2.18 The paving, hard and soft landscaping, street furniture and lighting are all considered to be acceptable. Any planning permission is recommended to impose a condition to secure details of the above elements (including specific detailed planting and paving layouts and street furniture samples, together with exact product specifications) to ensure quality and consistency. Such a condition is contained in Section 8 of this report.

Safety – Pedestrian Flows and Security

- 6.2.19 Given the match day impacts of the scheme and the high volume of pedestrian flows that will result, the safety of the public spaces created by the development is a key design concern. The development will also create an enclosed ticket queuing area (effectively below the retail shop and the Paxton Podium) that may give rise to safety issues.
- 6.2.20 It is noted by officers that the applicant has previously submitted a Crowd Safety Options Appraisal for the wider stadium site. This was reviewed by officers in making a positive recommendation to grant planning permission in relation to application HGY/2015/3000. The central crowd flow issues have therefore already been assessed with respect to the pedestrian movement generated by the adjoining stadium development. (These flows will incorporate the existing ramp that will be a key link to the future podium level of the stadium on match days.)
- 6.2.21 The applicant's transportation statement submitted in support of the current scheme notes that the consultant F3 worked with THFC to establish a new hub facility of sufficient capacity in terms of ticket windows, queue management and administration/retail uses to minimise any risk associated with conflicts around peak crowd flow movements around the stadium. In preceding iterations of the

stadium scheme, the ticketing facilities were placed in a more internal location within the wider stadium site. According to the applicant, the proposed arrangement will allow for more flexibility in the management of pedestrian flows and give rise to a safer design.

- 6.2.22 The applicant's Design and Access Statement (at Appendix 1C) also undertakes a consideration of crime prevention issues. The Statement notes the ticket queuing area will be physically secured off through the use of a permeable railing line, and will incorporate CCTV coverage. The DAS also notes that all open spaces within the scheme serve legitimate functions, such as circulation, amenity, and queuing and access routes.
- 6.2.23 The proposed building will contain a staffed security desk which on non-match days will manage access and security arrangements for the undercroft queuing area of the site. Paxton Square also adjoins the central stadium management security office within the main podium.
- 6.2.24 With respect to the capacity of the ticket office, THFC undertook an assessment of the pattern of arrivals and the maximum resulting queue lengths. This was used to calibrate a queuing model. The model yielded an onsite requirement for 14 ticket windows to address demand. 16 windows are proposed and the conclusion as per the DAS is that the resulting queue lengths could be safely accommodated within the undercroft space and allow for circulation.

Metropolitan Police Secure by Design Team Review

- 6.2.25 The Metropolitan Police Secure by Design Team has reviewed the scheme. While the Metropolitan Police raise concerns around several specific elements of the design of the scheme, these are centrally related to non-match days when the area may be comparatively isolated, as opposed concerns around match day crowding or flows.
- 6.2.26 The Police raise four main areas where they consider that crime and security issues may arise. The Council has circulated these concerns to the applicant, and the applicant's agents have made subsequent comments (received 29th November 2016) to further address the Police's concerns. Officers have set out the Police concern, together with the applicant's response. Where a suggested planning condition is recommended for imposition by officers, this is also noted below.
- 6.2.27 The Police firstly note that a recessed area to the rear of the Georgian terrace may give rise to security issues and that the boundary wall height to 792 High Road may be inadequate and give rise to a possible climb up issue (arising partly from the placement of the bike racks). The applicant responds by noting that the recessed area created to the rear of 792 High Road will allow level

through access to and from Percy House and this access and heritage benefit is weighed against potential security issues. The applicant does not consider that a security issue will arise given the high surveillance and foot traffic anticipated to flow to the area. Officers note that the wall made reference to by the Metropolitan Police falls outside the redline area, however it is considered that this specific security issue may be addressed by way of a Secure By Design Commercial Award Scheme, as recommended by the Police. Officers consider that mitigation measures may address the concern at the condition stage.

- 6.2.28 The Police also raise concerns with the queuing zone and the boundary with the Sainsbury's car park. The Police consider this area to be very inactive, with no clear sightline or natural surveillance. They note that the recessed area at the far end of undercroft may be open to ASB and promote criminal activity. The applicant has responded that the physical design is suitable given the wider stadium context. The applicant also states "the Paxton building would be staffed and would also include a manned security/concierge desk, including on non-match days. Paxton square also adjoins the central stadium management security office within the main podium." Officers again consider this issue can be addressed by a Secure By Design Commercial Award Scheme, however planning conditions around a management plan specifying the operations the security arrangements, as well as conditions around lighting, CCTV and gated accesses are also recommended for imposition.
- 6.2.29 The Police are thirdly concerned that raised planters could be used to hide weapons on the site; however the applicant has confirmed that no raised planters are programmed to be incorporated within the landscaping of the scheme. Officers note that landscaping details (including street furniture and plantings) will be subject to the imposition of planning conditions and the security of these items can be addressed (with Police input) at the condition stage.
- 6.2.30 The Police raise the issue that the existing podium ramp and the proposed Paxton Building design may allow climb up access to the roof. The applicant has responded that there is no use of any staggered brick formation that may allow climb up access. Officers are broadly in agreement with the applicant on this point (it does not appear from plans that climb up access would be facilitated by the materials or design of the southern elevation of the Paxton building) however officers consider that a careful consideration of the materials samples at the conditions stage (in consultation with the Metropolitan Police) will allow for an assessment of this issue.
- 6.2.31 The Metropolitan Police finally consider that vehicle parking in Paxton Square should be removed or limited to non-match days for security reasons. Officers note the applicant is broadly receptive to this suggestion as per the response comments received 29th November 2016. As the Principal Transportation

Officer has recommended a car parking management plan condition be imposed, it is considered that the issues identified by the Police can be address within the remit of this condition.

- 6.2.32 Officers finally note that the condition that the THFC make an application for the Secured by Design commercial award scheme in consultation with the Metropolitan Police is pre-commencement. This will ensure that the scheme cannot proceed without a full resolution of the security issues noted above. Subject to the imposition of this condition (and the other relevant conditions around lighting, CCTV and a management plan) on any grant of planning consent, the scheme is considered acceptable in terms of designing out crime and safety.
- 6.2.33 The Metropolitan Police Counter Terrorism Security Advisor (CTSA) (Protective Security Operations) has reviewed the scheme. Three conditions and two informatives are recommended for imposition following this review and are contained in Section 8 of this report.

Inclusive Access

- 6.2.34 Local Plan Policy SP11 'Design', Saved UDP Policy UD3 'General Principles' and emerging Development Management Policies DM2 'Accessible and Safe Environments' all support and encourage accessible and inclusive design. London Plan Policy 7.2 'An Inclusive Environment' is to ensure that proposals achieve the highest standards of accessibility and inclusion.
- 6.2.35 The London Plan SPG Accessibility notes that visitor attractions can, by careful planning meet the highest standards of accessible and inclusive design, and ensure that all disabled and older people enjoy the same level of access and service provided to all other attraction customers. Given the THFC's aspirations to build a destination that will draw in visitors to the area, the proposal is considered to be visitor infrastructure from an accessibility standpoint.
- 6.2.36 The London Plan encourages the preparation of accessibility management plans (AMP) to ensure that the management and operation of facilities are fully considered at the outset of the design and that accessibility and inclusion are monitored and maintained throughout the life of the development.
- 6.2.37 There are limited accessibility implications for the scheme. The wider accessibility of the stadium has previously been considered by officers as per application HGY/2015/3000. The wider podium level public spaces are served by lifts which the applicant confirmed will be operational 24 hours a day/7 days a week at 4 locations around the wider podium. The southern podium has 6 groups of stairs providing links to the High Road, Park Lane and Worcester Avenue.

- 6.2.38 The two pieces of public realm created are level access and it is not considered the paving surfaces proposed would cause undue difficulty for persons with mobility difficulties, although this may be further assessed at the condition stage. The Paxton Podium and the retail shop may be accessed by ramp and the Paxton Building has lift provision to all storeys. The undercroft area has access to a disabled toilet facility that falls outside the redline area.
- 6.2.39 However there are some officer concerns the ticketing window facilities do not make full provision for wheelchair users in terms of window height and layout. To ensure that the ticket window and internal retail facilities as visitor attractions make full provision for a range of users, a condition is recommended requiring the submission of an Accessibility Management Plan prior to the commencement of the development.
- 6.2.40 Overall the accessibility of the public realm and the Paxton Building is considered to be acceptable subject to the imposition of the planning noted condition above.

Development Design – Summary

- 6.2.41 The layout of the building and the public spaces are considered to allow for permeability and connectivity. The site has suitable accesses and the scale and height of the proposed building is appropriate. The Paxton building is proposed to be constructed of high quality materials and the design is considered to relate well to the existing and proposed pattern of development in the area. The various elements of the public realm created by the scheme (including paving, hard and soft landscaping, street furniture and lighting) are considered acceptable subject to condition. Provided a full and detailed application for the Secured by Design commercial award scheme in consultation with the Metropolitan Police is undertaken, the secure by design issues arising from the development are considered acceptable. The scheme offers an acceptable level of access for disabled users again subject to condition. The design of the development is therefore acceptable.

6.3 Impact on the amenity of adjoining occupiers

- 6.3.1 London Plan 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. Emerging 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.

- 6.3.2 The Northern Terrance is envisaged to contain new build residential development in the future, however this has not yet been granted planning permission by the Council and the impacts of the scheme are assessed against the existing position. The current adjoining occupiers are primarily those occupying the existing row of buildings fronting the Tottenham High Road to the west of the site. The key issues for assessment are daylight/sunlight impacts, noise and disturbance, comings and goings, privacy and overlooking, and outlook. As noted above, there have been no objections to the scheme on amenity grounds.

Daylight/Sunlight Assessment

- 6.3.3 The applicant has presented a Daylight, Sunlight and Overshadowing assessment prepared by XOC² Energy dated August 2016. The assessment undertook an assessment of 28 windows to buildings surrounding the proposed development site. These windows were assessed by the applicant's consultant using relevant Building Research Establishment (BRE) criteria.
- 6.3.4 The assessment considered the impacts of reduced daylight by way of the "Vertical Sky Component" (VSC) Test and 'No Sky-Line' (NSL) Test. BRE guidelines state that if the VSC, with the development in place, is both less than 27% and less than 0.8 times its former value, occupants of the existing building will notice the reduction in the amount of skylight. The area lit by the window may appear gloomier and electric lighting will be needed more of the time.

Daylight/Sunlight Assessment

- 6.3.5 A total of 28 windows in the rear of 790, 794 and 796 High Road were tested. The 12 windows tested within 790 High Road (Dial House) were compliant with relevant BRE criteria. 10 windows were tested at 794 High Road. 4 tested windows were not compliant with BRE criteria. These windows did not achieve the recommended Vertical Sky Component (VSC) enshrined in BRE guidance. However three of the non-compliant windows are set into a single bay at ground floor level at the rear of No. 794. (The VSC achieved for the relevant non-compliant bay windows was 10.4%, 14.3% and 21.8%. The VSC for the fourth window was 21.9%.)
- 6.3.6 Six windows were tested at 796 Tottenham High Road. Of these, two windows were not compliant with BRE criteria as they did not achieve the recommended Vertical Sky Component (VSC). The VSC achieved by these two windows was 13.6% and 13.3%. Both windows serve a rear extension to the building. The consultant's report indicates this room is likely double aspect.
- 6.3.7 It noted that the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered reasonably good, and that VSC values

in the mid-teens are deemed acceptable. On balance while there is some planning harm arising from the level of daylight penetration to the non-compliant windows noted above, given the urban context of the site, the aspect of the room at No. 796, and that the window with a VSC below the mid-teens form part of a bay, the loss of daylight to these windows is judged to be acceptable on balance. Officers have also taken into consideration the impacts of the wider stadium development to the south on the application site. As noted above there were no objections to the scheme. The impacts on amenity are therefore considered to be acceptable.

Comings and Going/Privacy

- 6.3.8 The location of a ticketing office and retail shop will have implications with respect to comings and goings to the application site and may give rise to a comparatively high volume of footfall to the rear of the row of listed buildings.
- 6.3.9 The scheme is considered to meet the objectives of the plan for the area, and the site requirement to contribute to the wider regeneration of Tottenham. The additional footfall on both match and non-match days would be in a location where such development is envisaged, and the footfall would accord with the creation of a new high quality public space and improved permeability from the High Road West area into Northumberland Park.
- 6.3.10 The application site is not judged to be in close proximity to any existing conventional residential occupier. Officers understand the institutional use of Dial House may be relocated prior to the occupation of the re-developed stadium site. THFC is the owner of several of the properties to the west of the site and may seek to redevelop 810/812 High Road to permit a flexible café/restaurant, gallery and office space. Likewise, 796 High Road (Percy House) also benefits from planning and listed building consent to house the Tottenham Hotspur Foundation. The club is considering use of 792 High Road (not including the rear extension which is proposed for demolition within this application) for retail and gallery use. It is not considered the additional footfall to the public realm created will give rise to any specific residential privacy impacts.
- 6.3.11 The increase in footfall will allow for greater natural surveillance of the area and improve the public realm. The CCTV provision and lighting upgrades set out in the applicant's Design and Access Statement will improve the safety of the application site.
- 6.3.12 The fenestration arrangement for the second and third floor office use in the Paxton Building is generally oriented toward the Paxton Podium and away from the listed Georgian terrace. The Paxton building does not incorporate any external raised amenity space. The built form of the development will not give rise to any specific overlooking or privacy issues. The separation distance

between the Paxton Building and the listed terrace is judged to be sufficient and the rear windows to the terrace will not experience any undue loss of outlook.

- 6.3.13 Given the comparatively isolated location, the policy position seeking a regeneration of the application site and the positive effects of increased footfall, the increased comings and goings to the site are considered to be acceptable. There are no undue privacy / overlooking impacts arising from the scheme.

Noise Impacts on Adjoining Occupiers

- 6.3.14 The applicant has presented a noise impact assessment prepared by XCO² Energy dated August 2016. The report assesses the noise impacts of potential plant arising from the Paxton Building.
- 6.3.15 Whilst the report acknowledges that the placement and type of noise generating mechanical plant is not fully resolved, it concludes the likely noise impacts on the row of buildings along the Tottenham High Road to the west of the application site would likely be acceptable. It is considered (given the scale of the building that the issue of noise from any plant can be addressed by the imposition of planning conditions that will require detailed specifications (including noise generation) of any roof plant to be installed. Such a condition is contained in Section 8 of this report.
- 6.3.16 Officers also consider that any operational noise arising from the current scheme should be weighed in the context of the wider match day impacts of the stadium that have been granted planning permission. Whilst these impacts may be comparatively intense, the existing position would have seen high levels of noise and disturbance given the existing stadium. It is also noted the larger issue of noise in the vicinity of the site has already been considered by Planning Sub-committee in approving planning application HGY/2015/3000 to redevelop the wider site. On this basis, the noise impacts of the current scheme are considered to be acceptable.

Summary of Impacts to Adjoining Occupiers

- 6.3.17 The plan for the area envisages a more active use for the application site and the site is required to contribute to the wider regeneration of Tottenham. On this basis the impacts of additional footfall and comings and goings are acceptable. The daylight/sunlight impacts of the Paxton building will result in some loss of daylight to adjoining windows, however given the particular circumstances (including the window locations and room layouts) these impacts are judged acceptable on balance. The development will not give rise to issues of privacy or reduced outlook and the scheme is considered to have positive impacts to the amenity of adjoining occupiers in that the area will benefit from additional natural surveillance and a safer public realm. Subject to the imposition of planning conditions, the noise impacts of the scheme are

acceptable. The overall impacts of the development in relation to adjoining occupiers are therefore considered acceptable.

6.4 Character and Appearance of the North Tottenham Conservation Area.

- 6.4.1 The legal position with respect to the impact of development on heritage assets is pursuant to Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and as per relevant planning case law, which is set out below.

Legal Position and Policy – Heritage Assets

- 6.4.2 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case indicates that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise." The Forge Field Society v Sevenoaks District Council case indicates 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.
- 6.4.3 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.
- 6.4.4 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.
- 6.4.5 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.

- 6.4.6 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 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. Policy DM9 of the Councils Development Management DPD pre-submission version 2016 continues this approach.
- 6.4.7 The policy tests above concerns development within a Conservation Area but also cover development that affects the setting of a Conservation Area, including significant views into or out of the area. Designation of a Conservation Area imposes a duty on the Council, in exercising its planning powers, to pay special attention to the desirability of preserving or enhancing the character or appearance of the area.

North Tottenham Conservation Area and Listed Buildings

- 6.4.8 The Tottenham High Road Historic Corridor consists of a sequence of six Conservation Areas. The North Tottenham neighbourhood is at the northern end of the historic corridor; it is, therefore, a threshold or point of entry to the historic corridor as a whole. The whole North Tottenham Conservation Area is in a fragile condition and it is currently designated a "Conservation Area at Risk" by Historic England.
- 6.4.9 The Townscape Heritage Initiative (THI) sub area (an area within the North Tottenham Conservation Area) focuses around the junctions with Northumberland Park and White Hart Lane, which form a historic village core with an intense and highly significant cluster of Statutorily Listed buildings (mainly grouped on the east side of the High Road), and Locally Listed buildings.
- 6.4.10 The Council's Principal Conservation Officer has assessed the scheme who concludes that whilst the significance of the relevant part of the North Tottenham Conservation Area as well as the subject listed buildings is high, the ad-hoc nature of the rear of these buildings, the loss of their traditional gardens and later structures and car parks detract from their setting and the North Tottenham Conservation Area. She also concludes that the proposal to remove the buildings extensions, car parking and walls, and the insertion of landscaped

public space would enhance the setting of the Conservation Area. Likewise, she also considers the impact of the proposed Paxton Building on the Conservation Area would be positive. She notes the development would screen the parking undercroft, the metal fire escape and Lilywhite House from within the setting of the listed buildings including Percy House, which form part of the Conservation Area. The impact on the setting of the listed building is also judged to be positive.

6.4.11 Overall it considered that the new Paxton building would enhance the setting of the Conservation Area. Officers have had regard for the views of the Tottenham Conservation Area Advisory Committee (CAAC) with respect to the relationship of the Paxton Building to the listed buildings and the wider Conservation Area, and consider the separation distance between the proposed and existing development is acceptable. As no harm arises to the Conservation Area a consideration of other benefits of the scheme is not required in planning terms. The impact of the demolition of the extensions to the listing buildings and their setting is considered in the Listed Building Consent section below.

6.5 Parking and highway safety

6.5.1 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.

6.5.2 The Council's Principal Transportation Officer has assessed the scheme and provides the following comments. Officers note that the impacts of this development proposal have been assessed under the Event day and Non Event day Transport Assessment, submitted under planning application HGY/2015/3000. The current application does not seek to increase the capacity of the stadium and only relates to improving the event day and non event day operation of the stadium. The additional B1 uses will be used in conjunction with that of the stadium operation, however this is additional floor area and will require the provision of wheel chair accessible car parking spaces only.

6.5.3 Officers have considered that on completion of the stadium which has approval for some 319 car parking spaces, the stadium and the northern development will have sufficient capacity to provide the wheelchair accessible car parking space required to support the non event day office functions of the club. However, the Council will require the applicant to provide a car parking management plan to demonstrate where the disabled car parking spaces (2 wheel chair accessible car parking spaces for this development and the loss of the 4 disabled car parking spaces for the UTC approved under HGY/2013/1976) to support the development will be located. These disabled

spaces must be provided before the proposed facility is occupied. The applicant has proposed providing cycle parking. This provision is in excess of London Plan requirements.

6.5.4 The Principal Transportation Officer considers that as the proposed facility would not generate any additional traffic than that already approved as part of the previous application HGY/2015/3000, no objection to this application is indicated, subject to the conditions in Section 8 of this report.

6.5.5 The transportation impacts of the scheme are considered to be acceptable.

6.6 Flood Risk and Drainage

6.6.1 The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding from rivers and sea. As the development site is less than 1 hectare, a Flood Risk Assessment (FRA) is not required to support the application. However the site lies within a Critical Drainage Area.

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

6.6.3 Policy also requires 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 Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme. 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.

6.6.4 The applicant has submitted a Concept Below Ground Drainage Statement prepared by Lyons O'Neil dated August 2016. The Environment Agency, Thames Water and LBH's Senior Drainage Engineer has assessed the scheme in drainage terms.

6.6.5 The Council's Senior Drainage Engineer considers that while the applicant's submission does not address the Sustainable Drainage issues in full, the issues can be addressed by the imposition of a planning condition. The recommended condition is contained in Section 8 of this report.

6.6.6 Based on the assessment of Thames Water, the Environment Agency and LBH's Senior Drainage Engineer, subject to the imposition of the condition

noted above, the development is acceptable in Flood Risk and Sustainable Drainage terms.

6.7 Energy and Sustainability

- 6.7.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment.
- 6.7.2 The applicant has presented a Sustainability Statement prepared by XCO² Energy dated July 2016. LBH's Head of Carbon Management has assessed the proposal and considers that the scheme is unacceptable in energy terms, but this is capable of being mitigated by the imposition of planning conditions A detailed summary of Head of Carbon Management's comments are below.
- 6.7.3 The scheme proposes to deliver a 36.2% improvement beyond Building Regulations 2013 through the use of Air Source Heat Pumps and does not propose to connect to the Stadium Energy Centre. The London Plan policy requirement is 35% improvement beyond Building Regulations 2013. Whilst the saving has been achieved this has not been achieved in line with the energy hierarchy, and therefore the Head of Carbon Management considers that this is not policy compliant.
- 6.7.4 An assessment is undertaken inline with London Plan energy hierarchy as per the below.

Energy – 'Be Lean'

- 6.7.5 The applicant has proposed an improvement of beyond Building Regulations by 0.3% through improved energy efficiency standards in key elements of the build. While this is not best practice, it is policy compliant. A condition is recommended around delivery of targets in the energy strategy.

Energy – 'Be Clean'

- 6.7.6 The applicant has identified that the Council is planning a district heating network in the vicinity of the site. The Stadium development was designed to be connected in a heat network and to connect go the district heating network should this be onstream when the residential energy centre is constructed. It is envisaged that the North Tottenham District Energy Network will then link into the Stadium site and other development sites in the locality, delivering cheaper energy for users and lower carbon heat.

- 6.7.7 The applicant has set out that the Stadium energy centre was not designed to take account of additional capacity for this site. The application will be conditioned such that at the point when the Air Source Heat Pumps are due to be replaced the applicant should connect the development to the District Energy Centre unless otherwise agreed in writing.

Energy – ‘Be Green’

- 6.7.8 Carbon savings of 5.3% are proposed to be delivered through PV's and the balance of the carbon savings to a total of 36.2% is delivered through the provision of Air Source Heat pumps. The potential noise impacts of these pumps has been dealt with above.

Sustainability Assessment

- 6.7.9 The applicant has submitted a Sustainability Assessment with their Energy Strategy. They have proposed that the scheme undertakes BREEAM and will achieve 'Excellent'.
- 6.7.10 The development is expected to achieve scores of 73.5 for the offices and 72.2 for the retail space, exceeding the percentage credits required to achieve BREEAM 'Excellent'. BREEAM Condition is recommended to be imposed.

Overheating Risk

- 6.7.11 The applicant has identified that a mechanical cooling system may be required, but no thermal model was submitted to justify the cooling unit. Officers expect that the applicant undertakes a dynamic thermal model of the development, using London future weather patterns (CIBSE TM52 and TM49). This will demonstrate that the development does not overheat. And that design measures that are required to reduce the overheating risk (such as Brise soleil) or energy loads (such as air conditioning) are incorporated to the design of the development and its Energy Strategy.

Energy and Sustainability – Summary

- 6.7.12 Whilst connection to the stadium energy centre would have been preferable the energy strategy is acceptable in the circumstances. On the basis of the conditions imposed, the energy and sustainability impacts of the scheme are acceptable.

6.8 Waste and Recycling

- 6.8.1 Local Plan Policy SP6 "Waste and Recycling" and Saved UDP Policy UD7 "Waste Storage", require development proposals make adequate provision for waste and recycling storage and collection. This policy approach is continued in emerging Policy DM 4 Waste Management Facilities.

6.8.2 The applicant proposes a refuse store serving the Paxton building in the undercroft area east of the building. The Council's Waste Team has assessed the application. The public realm elements will have bin provision in accordance with the Design and Access Statement. There is limited detail with respect to the operational waste detail contained in the applicant's submitted Site Waste Management Plan document prepared by XCO² Energy. (This document primarily deals with construction and demolition waste impacts.) It is considered the issue of waste can be addressed by the imposition of a planning condition. Such a condition is imposed on any grant of planning permission in section 8.0 of this report. The applicant has provided a supplementary statement to the waste management plan originally submitted following consultation.

6.8.3 Subject to further details being provided by imposition of condition, the waste impacts of the development are acceptable.

6.9 **Land Contamination**

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

6.9.2 The applicant has provided a Contamination Desk Based Report. The Council's Environmental Health Lead Pollution Officer has assessed the proposal and raises no objections subject to the imposition of standard conditions around land remediation on any the grant of planning permission. These conditions are recommended for imposition and are contained in Section 8.

6.10 **Area of Archaeological Importance**

6.10.1 London Policy 7.8 states that "development should incorporate measures that identify record, interpret, protect and, where appropriate, preserve the site's archaeology and UDP Policy CSV8 restricts developments if it would adversely affect areas of archaeological importance.

6.10.2 The site is located within an Area of Archaeological Importance, however the area of excavation is limited. The application has been circulated to the Greater London Archaeological Advisory Service (GLAAS). GLAAS has responded that that the proposal is unlikely to have significant effect on heritage assets of archaeological interest. On this basis the proposal is acceptable in archaeological terms.

6.11 **Listed Building Consent (HGY/2016/3540)**

6.11.1 The key material considerations for the application for Listed Building Consent (LCB) include the impact of the development proposal on the identified listed assets. London Plan Policy 7.8 requires that development affecting heritage assets and their settings 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. Emerging policy DM9 of the Development Management, Development Plan Document (2015) continues this approach. This policy assessment should be considered alongside Chapter 12 of the NPPF and SPG2 'Conservation and archaeology'. Policy requires that the applicant adequately identify and consider the significance of the relevant assets that would be impacted by the proposal.

6.11.2 Historic England's listing information for 792 High Road is below:

Early C19 front to probably older house. 3 storeys and basement, 5 windows. Stock brick with stone-coped parapet above stone cornice with brick dentils. Partly concealed high pitched hipped tiled, roof. Gauged flat brick arches to replaced recessed sash windows. Door of 6 fielded panels with cornice head, patterned radial fanlight and flanking pilasters. Nos 790 to 802 (even) and walls and railing to No 796 form a group.

6.11.3 Historic England's listing information for 794 High Road is below:

Mid C18 house of 3 storeys and basement, 5 windows. Brown brick with red brick dressings including gauged flat window arches, 1st floor string and moulded parapet cornice. Recessed sash windows with glazing bars. Door of 6 fielded panels with rectangular fanlight. Tuscan doorcase with flat pilasters and pediment. Nos 790 to 802 (even) and walls and railing to No 796 form a group

6.11.4 Both buildings were listed on 22-Jul-1949. The applicant has submitted a Heritage Statement prepared by Corrie Newell BA Arch Hons RIBA IHBC. The Statement is undated. The Statement sets out an identification and assessment of the significance of relevant heritage assets.

6.11.5 The statement notes Sir Hugh Smithson (later Earl of Northumberland) was responsible for the building of several of the buildings in the terrace, including numbers 808, 810 and 812, which date from circa 1715. He built up ownership of much of the area and used these properties as his electoral base as Member of Parliament for Tottenham.

6.11.6 Sequentially, the first part of the terrace to be built appears to be either Percy House or the southern end of Northumberland Row. Number 792 was rebuilt in C19 and much of 794's interior has been lost, so the phasing of the southern end of the terrace cannot be definitively established. The heavier early Georgian mouldings of the first phase of Percy House and its off-centre position within the

symmetrical composition of the Georgian terrace hints that it may have been started first and the rest of the houses built and adjusted to suit.

- 6.11.7 In terms of evidential value the Statement acknowledges that the terrace includes some of the most complete examples of mid C18 Georgian houses in the Tottenham High Road. The statement also sets out the historical value of the assets, primarily arising from their association with the development of Tottenham and prominent families in the area. The assets are also noted to have aesthetic value arising from their visual form and communal value arising from their distinctiveness in the locality. The applicant has met the policy requirement to undertake an identification and assessment of the significance of relevant heritage assets.

Works to Listed Buildings

- 6.11.8 The applicant seeks LBC to demolish two extensions to 792 and 974 High Road. The application proposes the removal of these extensions and the installation of a replication of the original Georgian rear elevations according to historic evidence.
- 6.11.9 The square-shaped two storey extension to 972 High Road comprises a built footprint of approximately 115m² and dates from the mid 20th century. The demolition will include the removal of an external metal staircase to the rear elevation of the extension. A square-shaped two storey extension to No 794 High Road abuts the extension to No 972 and comprises a built footprint of 5m². At No 794, the removal of the extension will allow for a reinstatement of a first floor window and a ground floor window to match the adjacent first floor vertical sash window. The down piping will also be re-instated in cast metal. The proposal includes making good the historic fabric of the rear elevations of both buildings with brickwork and windows to match the original.
- 6.11.10 A 20th century wall separating the rear yards of 794 and 792 is also proposed to be removed. A small element of an 18th century garden wall (currently sat below a concrete facing) separating the rear of 794 and 796 (Percy House) is also proposed to be removed but the remaining elements of the wall that are in better condition are proposed to be retained. The hardstanding used for car parking to the rear yards of 790 and 794 High Road will be removed. The 20 century walls and modern rear fencing to 796 (Percy House) that fall within the red line area are also proposed to be removed.
- 6.11.11 The Council's Principal Conservation Officer has assessed the scheme. She notes the works open views of the rear of the listed terrace and proposes to making good of the historic brick work to the rear, removal of the car park and tarmac, high quality public realm and landscaping with a spacious setting.
- 6.11.12 The Principal Conservation Officer concludes the demolition of the existing 20th century extensions would be considered to cause some harm to the setting of the

listed buildings as they are part of the 'layer' of history of their respective host buildings. This harm has been given great weight, and the objections of the Tottenham Conservation Area Advisory Committee are again noted, however it is felt that given the extensions currently detract from the setting of heritage assets, the harm would be very low and would be significantly outweighed by the enhancement in the public realm and wider setting of the buildings. The removal of the small element of 18C wall is justified given its poor condition and that the remainder of the wall is retained. The works to the Listed Buildings are acceptable.

7 Conclusion

- 7.1 In respect of the planning permission, the proposed development is in accordance with the emerging site allocation. The loss of the car parking on the land is acceptable given the re-location of the car parking spaces within the wider site and the current policy position to encourage sustainable transport. Based on their complementary nature and the emerging policy context around the existing local centre boundaries, the mix of main town centre uses proposed is acceptable. The development is therefore acceptable in principle.
- 7.2 The layout of the proposed building and the public spaces are considered to allow for permeability and connectivity. The site has suitable accesses and the scale and height of the proposed building is appropriate. The Paxton building is proposed to be constructed of high quality materials and the design is considered to relate well to the existing and proposed pattern of development in the area. The various elements of the public realm created by the scheme (including paving, hard and soft landscaping, street furniture and lighting) are considered acceptable subject to condition. Provided a full and detailed application for the Secured by Design commercial award scheme in consultation with the Metropolitan Police is undertaken, the pedestrian flows and queuing arising from the developer are considered safe. The scheme offers an acceptable level of access for disabled users subject to the imposition of condition addressed disabled provision for the ticket window. The design of the development is therefore acceptable.
- 7.3 The plan for the area envisages a more active use for the application site and the site is required to contribute to the wider regeneration of Tottenham. On this basis the impacts of additional footfall and comings and goings are acceptable. The daylight/sunlight impacts of the Paxton building will result in some loss of daylight to adjoining windows, however given the particular circumstances (including the window locations and room layouts) these impacts are judged acceptable on balance and the other benefits of the scheme outweigh this planning harm. The development will not give rise to issues of privacy or reduced outlook and the scheme is considered to have positive impacts to the amenity of adjoining occupiers in that the area will benefit from additional natural surveillance and a safer public realm. Subject to the imposition of planning conditions, the

noise impacts of the scheme are acceptable. The overall impacts of the development in relation to adjoining occupiers are acceptable.

- 7.4 The less than substantial harm identified arising from the development's impacts on the North Tottenham Conservation Area is judged to be outweighed by the heritage benefits and other positive elements of the scheme, including the improvements to the public realm and the wider regeneration of Tottenham.
- 7.5 The impact of the scheme in sustainability terms is acceptable subject to the imposition of various planning conditions. The issues of transportation and parking, drainage, land contamination, archaeology, and waste and recycling are similarly able to be mitigated by the imposition of planning conditions.
- 7.6 In respect of the listed building consent, the applicant has adequately identified and considered the significance of the relevant assets that would be impacted by the proposal. Officers are in agreement with the applicant's assessment that the removal of the subject extensions, walls and fencing would improve the setting of the listed buildings and are therefore acceptable.
- 7.7 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission and listed building consent should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

Community Infrastructure Levy (CIL)

- 7.8 Based on the information given on the plans, the Mayoral CIL charge will be £40,864 (950m² x £35 x 1.229). The Haringey CIL charge is not applicable given the location and the mix of uses proposed at the application site.

8 RECOMMENDATIONS

- 8.1 GRANT PERMISSION AND LISTED BUILDING CONSENT the following conditions.

Applicant's drawing No.(s):

140922-NT-00-801; 140922-NT-00-802; 140922-NT-00-810; 140922-NT-10-801;140922-NT-10-802; 140922-NT-10-803;140922-NT-10-804;140922-NT-10-805;140922-NT-10-821;140922-NT-10-822;140922-NT-11-811;140922-NT-11-815; 140922-NT-20-801; 140922-NT-20-802; 140922-NT-20-803;140922-NT-20-804;140922-NT-20-805;140922-NT-20-820; 140922-NT-20-821;140922-NT-20-822;140922-NT-20-851; POP-4494-PLN-GA-8000; POP-4494-PLN-GA-8001;POP-4494-PLN-GA-8010; POP-4494-PLN-GA-8011; POP-4494-PLN-GA-

8020; POP-4494-PLN-GA-8021; 140922-NT-21-801;140922-NT-21-820;
140922-NT-31-601.

Applicant's Documents:

Application Cover Letter - Quod
Planning Statement- Quod
Design and Access Statement prepared by F3 Architects (including Movement Strategy)
Application Drawing Schedule - Quod
Heritage Statement (to include Historic Building Survey) - F3 Architects
AVR Methodology Statement - INK
Sustainability Statement - XCO2
Energy Statement (to include technical details of air conditioning) - XCO2
Concept Below Ground Drainage Strategy (including foul/waste water) - Lyons O'Neill
Transport Statement - Tim Spencer & Co
Noise Impact Assessment (to include technical details of air conditioning) - XCO2
Archaeological Desk Based Assessment - LP Archaeology
Design Stage Demolition, Excavation and Construction Site Waste Management Plan
Daylight, Sunlight & Overshadowing Assessment -XCO2
Contaminated Land Assessment - Desk Study Report Southern Testing
Construction Management Plan Base Contracts

Planning Application (HGY/2016/3310)

1) Three Year Expiry (HGY Development Management)

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) Development in Accordance with Approved Drawings and Documents (LBH Development Management)

The approved plans comprise drawing nos: 140922-NT-00-801; 140922-NT-00-802; 140922-NT-00-810; 140922-NT-10-801;140922-NT-10-802; 140922-NT-10-

803;140922-NT-10-804;140922-NT-10-805;140922-NT-10-821;140922-NT-10-822;140922-NT-11-811;140922-NT-11-815; 140922-NT-20-801; 140922-NT-20-802; 140922-NT-20-803;140922-NT-20-804;140922-NT-20-805;140922-NT-20-820; 140922-NT-20-821;140922-NT-20-822;140922-NT-20-851; POP-4494-PLN-GA-8000; POP-4494-PLN-GA-8001;POP-4494-PLN-GA-8010; POP-4494-PLN-GA-8011; POP-4494-PLN-GA-8020; POP-4494-PLN-GA-8021; 140922-NT-21-801;140922-NT-21-820; 140922-NT-31-601.

The approved documents comprise:

Application Cover Letter - Quod
Planning Statement- Quod
Design and Access Statement prepared by F3 Architects (including Movement Strategy)
Application Drawing Schedule - Quod
Heritage Statement (to include Historic Building Survey) - F3 Architects
AVR Methodology Statement - INK
Sustainability Statement - XCO2
Energy Statement (to include technical details of air conditioning) - XCO2
Concept Below Ground Drainage Strategy (including foul/waste water) - Lyons O'Neill
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Noise Impact Assessment (to include technical details of air conditioning) - XCO2
Archaeological Desk Based Assessment - LP Archaeology
Design Stage Demolition, Excavation and Construction Site Waste Management Plan
Daylight, Sunlight & Overshadowing Assessment - XCO2
Contaminated Land Assessment - Desk Study Report Southern Testing
Construction Management Plan Base Contracts

The development shall be completed in accordance with the approved plans and documents 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) Materials Samples (LBH Development Management)

Prior to the commencement of the development, samples of all materials to be used in conjunction with the proposed development for all the external surfaces of the building hereby approved, shall be submitted in writing to and for approval by the Local Planning Authority. Samples shall include type and shade of cladding, window frames, sample panels or brick types and a roofing material

sample combined with a schedule of the exact product references. The submission shall also include plans of the key junctions of the cast iron cladding at a scale of 1:5 or greater. The development shall be constructed of the approved materials and the junctions to the approved 1:5 scale plans, and maintained thereafter.

Reason: to protect the amenity of the locality

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

4) Accessibility Management Plan (LBH Development Management)

Prior to the commencement of the development (excepting demolition), an Accessibility Management Plan shall be submitted in writing to and for approval by the Local Planning Authority. The Plan shall demonstrate accessibility for all users, including users of the ticketing windows, security/concierge window, the retail shop and public spaces. The Plan shall be implemented prior to the use of the building for retail sales, ticket sales or office use, and be maintained thereafter.

Reason: to ensure accessible visitor attractions.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

5) Car Parking Management Plan (LBH Transportation)

A car parking management plan shall be submitted in writing to and for approval by the Local Planning Authority. The plan shall demonstrate the provision of disable car parking spaces (including 2 wheelchair accessible car parking spaces serving the development hereby approved, and the provision of 4 disabled car parking spaces serving the UTC approved under application HGY/2013/1976 which have been removed by the grant of this planning permission). The plan shall be implemented as approved prior to the use of the site for ticket sales, and maintained thereafter.

Reason: to ensure inclusive car parking provision to the development site.

6) Construction Management + Logistics Plans (LBH Transportation)

3 calendar months prior to the commencement of the development, a Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) shall be submitted in writing to and for approval by the Local Planning Authority.

The Plans shall provide details on how construction work (including demolition) will minimise disruption to traffic and pedestrians on the High Road N17 and the roads surrounding the site. The plans shall demonstrate that construction vehicle movements are planned and coordinated to avoid the AM and PM peak periods. The Plans shall be implemented as approved and maintained for the full development period.

Reason: to ensure safe operation of the highway network and the free flow of traffic.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

7) Boundary Treatments (LBH Development Management)

Prior to the commencement of the development, details of the proposed boundary treatment shall be submitted in writing to and for approval by the Local Planning Authority. The approved boundary treatment shall be installed prior to occupation and use of the Paxton Building for tickets sales and maintained thereafter.

Reason: In the interest of the visual amenity

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

8) Hard and Soft Landscaping (LBH Development Management)

Prior to the commencement of the development (excepting demolition works), full details of both hard and soft landscaping shall be submitted in writing to and for approval by the Local Planning Authority. Details of hard landscaping works shall include:

- vehicle and pedestrian access (including vehicle gating) and circulation areas
- hard surfacing materials (including full product specification of paving bands)
- street furniture (including full product specification for cycle hoops, benches and stools and litter bins)
- fixed and deployable rising bollards
- fixed queuing infrastructure (including railing line)

Details of soft landscape works shall include:

- planting plans for all planting zones
- a full schedule of species of new trees and shrubs proposed to be planted (in general accordance with the approved Design and Access Statement)
- written specifications (including cultivation and other operations) associated with plant establishment;
- schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- an implementation programme.

The hard and soft landscaping shall be implemented in accordance with the approved details. The approved soft landscaping details shall be implemented in the first planting and seeding season following the occupation of the approved development. The approved hard landscaping details shall be implemented prior to the use of the site for any ticket sales.

Reason: to protect the amenity of the locality and ensure high quality landscaping.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

9) Landscaping – Replacement of Trees and Plants (LBH Development Management)

Any tree or plant on the development which, within a period of five years of occupation of the approved development 1) died 2) is removed 3) becomes damaged or 4) becomes diseased, shall be replaced in the next planting season with a similar size and species of tree or plant.

Reason: to protect the amenity of the locality.

10) Paxton Building Management Plan (LBH Development Management)

Prior to the commencement of above ground works on the Paxton Building details of a management plan for the Paxton Building shall be submitted in writing to and for approval by the Local Planning Authority. The details shall specify the hours of operation of the manned security/concierge desk and demonstrate the appropriate management of and access to the undercroft ticket queuing area at all times. The approved details shall be implemented prior to the use of the site for any ticket sales, and maintained thereafter.

Reason: to prevent crime and anti-social behavior

11) CCTV Strategy (LBH Development Management)

Prior to the commencement of above ground works on the Paxton Building, details of a CCTV strategy shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate appropriate placement and operation of CCTV to surveil the undercroft ticket queuing area and the public realm hereby approved. The strategy shall consider the amenity of adjoining occupiers. The approved details shall be implemented prior to the use of the site for any ticket sales, and maintained thereafter.

Reason: to prevent crime and anti-social behavior

12) Lighting Strategy (LBH Development Management)

Prior to the commencement of above ground works on the Paxton Building, details of a lighting strategy, in general conformity with details provided in the approved Design and Access Statement, shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate appropriate placement and operation of lighting serving the undercroft ticket queuing area and the public realm. The strategy shall consider the amenity of adjoining occupiers. The approved details shall be implemented prior to the use of the site for any ticket sales, and maintained thereafter.

Reason: to prevent crime and anti-social behavior

13) Confirmation of Site Levels (LBH Development Management)

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

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

14) Secured by Design Commercial Award Scheme (Metropolitan Police)

Prior to the commencement of the development hereby approved, details of a full application for the Secured by Design commercial award scheme shall be submitted in writing to and for approval by Local Planning Authority following consultation with the Metropolitan Police NE Designing Out Crime Office. The applicant shall set out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the approved details.

Reason: to prevent crime in the locality and to create safer, sustainable communities

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

15) Impact Piling Method Statement (Thames Water)

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

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

16) Land Contamination – Part 1 (LBH Environmental Services and Community Safety)

Before development commences other than for investigative work:

a) Using the information from the desk-top study, a site investigation shall be designed and 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.

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.

17) Land Contamination – Part 2 (LBH Environmental Services and Community Safety)

c) 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.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

18) Development in accordance with Energy Strategy (LBH Head of Carbon Management)

The development shall be constructed to achieve the energy efficiency standards as set out in the Energy Strategy, by XC02 Energy, Issue 02, dated 02 August 2016. Specifically, the following building elements shall meet the required u values set out in the Statement: External walls 0.15; Roof 0.10; Ground Floor 0.1; Windows 1.6 and an Air Tightness 5 m³/hr/m².

Reason: to address climate change.

19) Detail of Photovoltaic (PV) Panels (LBH Development Management)

Prior to the commencement of above ground works on the Paxton Building, details of the roof top photovoltaic panels (and any associated plant) shall be submitted in writing to and for approval by the Local Planning Authority. The details of the installation shall demonstrate compliance with the Microgeneration Certification Scheme (MCS). The installation shall be constructed in accordance with the approved details and operational within six calendar months following the commencement of the use of the building for retail purposes. The installation shall be maintained and operational thereafter.

Reason: To address the impacts of climate change.

20) Details of Air Source Heat Pumps (LBH Development Management)

Prior to the commencement of above ground works on the Paxton Building details of Air Source Heat Pumps (ASHP) and associated internal or external plant shall be submitted in writing to and for approval by the Local Planning Authority. The details shall contain full product information, including noise specifications and demonstrate the noise impacts of any proposed plant to be commensurate with the approved document Noise Impact Assessment prepared by XCO².

The installation of ASHP shall be in accordance with the approved details and maintained thereafter.

Reason: To address the impacts of climate change.

21) Future connection to District Heating Network (LBH Development)

At the point when the Air Source Heat Pumps installed are due to be replaced, the applicant shall connect the Paxton Building to the District Energy Centre, unless otherwise agreed in writing with the Local Planning Authority.

Reason: to address the impacts of climate change.

22) Compliance with efficiency standards and carbon reduction targets (LBH Head of Carbon Management)

Within 6 calendar months of the commencement of the use of the Paxton Building for retail purposes, details of a report demonstrating compliance with efficiency standards and carbon reduction targets set out in the approved document Energy Strategy, by XC02 Energy, Issue 02, dated 02 August 2016 shall be submitted in writing to and for approval by the Local Planning Authority. This report shall show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building.

Reason: to address the impacts of climate change.

23) BREEAM Post Construction Certificate (LBH Head of Carbon Management)

Within 6 calendar months of the commencement of the use of the Paxton Building for retail purposes, a post construction certificate (or similar evidence) shall be submitted in writing to and for approval by the Local Planning Authority. The certificate (or similar evidence) shall be issued by an independent certification body and confirm the agreed rating of BREEAM 'Excellent' has been achieved by the approved development. The agreed rating shall be maintained thereafter.

Reason: to address the impacts of climate change.

24) BREEAM Non-Compliance Remediation (LBH Carbon Management)

In the event that the development fails to achieve the relevant BREEAM standard of 'Excellent' and unless a subsequent carbon offset payment program is agreed in writing with the Local Planning Authority, within two calendar months of the submission of the post construction certificate noted in the "BREEAM Post Construction Certificate" Condition above, details of a full schedule of remedial works required to achieve the relevant BREEAM rating shall be submitted in writing to and for approval by the Local Planning Authority. The approved details shall be implemented within 3 months of the date of approval and maintained thereafter.

Reason: to address the impacts of climate change.

25) Results of dynamic thermal modeling (LBH Head of Carbon Management)

6 calendar months prior to the commencement of the development, results of dynamic thermal modeling (under London's future temperature projections) for all internal spaces shall be submitted in writing to and for approval by the Local Planning Authority. The results shall demonstrate a minimal risk of overheating and submission shall include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. The development shall be constructed in accordance with approved details and maintained thereafter.

Reason: to address the impacts of climate change.

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

26) Retention of Existing Architect (LBH Development Management)

The existing architects or other such architects as approved in writing by the Local Planning 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.

27) Details of Sustainable Drainage (LBH Senior Drainage Engineer)

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

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

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

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

28) Details of AQDMP – (LBH Environmental Services and Community Safety)

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

Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: To Comply with Policy 7.14 of the London Plan

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

29) Consideration Constructor Scheme Registration (LBH Environmental Services and Community Safety)

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

Reason: To Comply with Policy 7.14 of the London Plan

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

30) Plant and Machinery - EU Directives (LBH Environmental Services and Community Safety)

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

No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

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

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

31) NRMM Inventory and documentation availability (LBH Environmental Services and Community Safety)

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.

32) Waste Management Scheme (LBH Environmental Services and Community Safety)

A scheme setting out details of the collection and storage of waste and recycled materials shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall be implemented as approved prior to the occupation of the development and maintained thereafter.

Reason: To protect the amenity of the locality.

33) Cycle Parking Details (Transport for London + LBH Transportation)

Prior to the occupation of the development for, full details of the cycle parking hereby approved (including the type, dimensions and method of security and access) shall be submitted in writing to and approved by the Local Planning Authority. The details shall be in accordance with the London Cycle Design Guide and submitted to the Authority following consultation with Transport for London. The cycle parking shall be constructed in accordance with the approved details and maintained thereafter.

Reason: to ensure sustainable modes of transport.

34) Servicing and Delivery Plan (SDP) (LBH Development Management)

Prior to the occupation of the development, a Servicing and Delivery Plan (SDP) shall be submitted in writing to and for approval by the Local Planning Authority. The SDP shall demonstrate how servicing and deliveries will occur at the site, and that serving and delivery vehicle movements are planned and coordinated to avoid the AM and PM peak travel periods. The SDP shall be implemented as approved and maintained thereafter.

Reason: To reduce traffic and congestion on the transportation and highways network.

35) Structural Blast Engineer (SBE) Report – Metropolitan Police Counter Terrorism Security Advisor (CTSA)

Prior to the commencement of the development (excluding demolition) a Report prepared by a Structural Blast Engineer (SBE) in consultation with the Metropolitan Police CTSA shall be submitted in writing to and approved by the Local Planning Authority. The SBE Report shall inform both the design of the development and mitigation in the event of a blast by:

- a) Evaluating the buildings envelope for effects related to air blast (including interior and exterior glazing, exterior wall systems, roof system and ceilings) at pre-determined stand-off ranges from a VBIED and LVBIED.
- b) Providing performance specifications for pre-manufactured systems subject to air-blast loading (i.e. precast panels, windows, etc)
- c) Providing specialist advice to the structural engineer and other design team members on incorporating blast analysis results in to the building's design.

The recommendations and standards specified within the SBE Report shall be proportionate and appropriate, and the report shall demonstrate the specialist advice has been incorporated into the final design of the scheme. The recommendations and standards specified within the SBE Report shall be implemented as approved and maintained thereafter.

Reason: in the interest of security

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

36) Hostile Vehicle Mitigation (HVM) - Metropolitan Police Counter Terrorism Security Advisor (CTSA)

Prior to the commencement of the development (excluding demolition) a Vehicle Dynamics Assessment (VDA) and details of Hostile Vehicle Mitigation (HVM) measures (prepared in conjunction with the Metropolitan Police CTSA) shall be submitted in writing to and for approval by the Local Planning Authority.

The specifications of the HVM measures shall be informed by the completion of the VDA and demonstrate that the HVM has been designed into the development to limit/manage access for vehicles onto the development to 1) minimise disruption from a potential Vehicle Borne Improvised Explosive Device (VBIED) and 2) minimise disruption from a vehicle being used to mow people down. The HVM measures shall demonstrate compliance with ISO International Workshop Agreement (IWA) 14 P1/P2 2013 (formerly BSI PAS 68/69). The details shall be implemented as approved and maintained thereafter.

Reason: in the interest of security

The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

37) Building Information Modeling BIM - Metropolitan Police Counter Terrorism Security Advisor (CTSA)

Building Information Modelling (BIM) utilised during the development shall conform to PAS 1192-5:2015 Minimum level 2.

Reason: in the interest of security

Informatives:

1) Working with the Applicant (LBH Development Management)

INFORMATIVE: In dealing with this application, the London Borough of Haringey has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 to foster the delivery of sustainable development in a positive and proactive manner.

2) Community Infrastructure Levy (LBH Development Management)

INFORMATIVE: The Community Infrastructure Levy 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.

3) Hours of Construction Work (LBH Development Management)

INFORMATIVE: 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.

4) Asbestos Survey (LBH Environmental Services and Community Safety)

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.

5) Requirement for Groundwater Risk Management Permit (Thames Water)

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."

6) Attenuation of Storm Flows. Combined Sewer drain to nearest manhole. Connection for removal of ground water precluded. Approval required for discharge to public sewer. (Thames Water)

INFORMATIVE: 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.

7) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres. (Thames Water)

INFORMATIVE: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.

8) Minimum Pressure and Flow Rate from Pipes (Thames Water)

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.

9) Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)

INFORMATIVE: 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.

10) New Development Naming (LBH Transportation)

INFORMATIVE: The new development will require naming and/or numbering. The applicant should contact LBH Local Land Charges at least six weeks before the development is occupied on 020 8489 5573 to arrange for the allocation of a suitable address.

11) Designing Out Crime – Certified Products (Metropolitan Police)

INFORMATIVE: In meeting the requirements of Approved Document Q pursuant to the building regulations, the applicant may wish to seek the advice of the Police Designing Out Crime Officers (DOCOs) concerning certified products. The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

12) Permit - Moselle Brook (Environment Agency)

INFORMATIVE: This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the Moselle Brook, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

13) Structural Blast Engineer (SBE) Report – List of Companies - Metropolitan Police Counter Terrorism Security Advisor (CTSA)

INFORMATIVE: The Metropolitan Police advise that the preparation of a SBE Report should be undertaken by a member of the Register of Security Engineers and Specialists (RSES). The RSES membership list is sponsored by the Centre for the Protection of National Infrastructure (CPNI) and is administered and operated by the Institution of Civil Engineers (ICE). The list of companies can be found via the following web link: www.ice.org.uk/rgn4

14) Design to Hostile Vehicle Approach Speeds - Metropolitan Police Counter Terrorism Security Advisor (CTSA)

INFORMATIVE: The Metropolitan Police advise that well considered design at the concept stage that helps to reduce hostile vehicle approach speeds to the site can provide a reduction in the required Hostile Vehicle Mitigation (HVM) specifications and subsequent costs. Installations may be aesthetically pleasing and can be shrouded to compliment the surrounding architecture, so long as the minimum distance between measures is adhered to. Contact the CTSA for further information.

Listed Building Consent (HGY/2016/3540)

1) LBC Five Year Expiry (LBH Development Management)

The works to which this Listed Building Consent relate must be begun five years from the date of this decision notice.

Reason: this condition is imposed by virtue of the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2) LBC Development in Accordance with Approved Drawings and Documents (LBH Development Management)

The approved plans comprise drawing nos: 140922-NT-00-801; 140922-NT-00-802; 140922-NT-00-810; 140922-NT-10-801; 140922-NT-10-802; 140922-NT-10-803; 140922-NT-10-804; 140922-NT-10-805; 140922-NT-10-821; 140922-NT-10-822; 140922-NT-11-811; 140922-NT-11-815; 140922-NT-20-801; 140922-NT-20-802; 140922-NT-20-803; 140922-NT-20-804; 140922-NT-20-805; 140922-NT-20-820; 140922-NT-20-821; 140922-NT-20-822; 140922-NT-20-851; POP-4494-PLN-GA-8000; POP-4494-PLN-GA-8001; POP-4494-PLN-GA-8010; POP-4494-PLN-

GA-8011; POP-4494-PLN-GA-8020; POP-4494-PLN-GA-8021; 140922-NT-21-801;140922-NT-21-820; 140922-NT-31-601.

The approved documents comprise:

Application Cover Letter - Quod
Planning Statement- Quod
Design and Access Statement prepared by F3 Architects (including Movement Strategy)
Application Drawing Schedule - Quod
Heritage Statement (to include Historic Building Survey) - F3 Architects
AVR Methodology Statement - INK
Sustainability Statement - XCO2
Energy Statement (to include technical details of air conditioning) - XCO2
Concept Below Ground Drainage Strategy (including foul/waste water) - Lyons O'Neill
Transport Statement - Tim Spencer & Co
Noise Impact Assessment (to include technical details of air conditioning) - XCO2
Archaeological Desk Based Assessment - LP Archaeology
Design Stage Demolition, Excavation and Construction Site Waste Management Plan
Daylight, Sunlight & Overshadowing Assessment -XCO2
Contaminated Land Assessment - Desk Study Report Southern Testing
Construction Management Plan - Base Contracts

The development shall be completed in accordance with the approved plans and documents except where conditions attached to this Listed Building Consent indicate otherwise.

Reason: To ensure the development is carried out in accordance with the approved plans and documents and to protect identified heritage assets.

3) LCB Details of Opening Up Works and Brick Cleaning (LBH Principal Conservation Officer)

Prior to the commencement of the relevant works, the details of following elements shall be submitted in writing to and for approval by the Local Planning Authority:

- A. Details of opening up works to the rear of the relevant buildings and the repair works to make good including brick and mortar samples.
- B. If required, details of any brick cleaning or equivalent

The relevant element of the works shall be undertaken in accordance with approved details.

Reason: to protect heritage assets.

4) LBC Hidden Historic Features (LBH Principal Conservation Officer)

Any hidden historic features (internal or external) which are revealed during the course of works shall be retained in situ, work suspended in the relevant area of the building and the Council as local planning authority notified immediately. Prior to the resumption of works in the relevant area of the building, the developer shall await the Local Planning Authority's written instructions concerning the retention and/or proper recording of any relevant feature(s).

Reason: to protect heritage assets.

5) LBC Works to Match Existing (LBH Principal Conservation Officer)

All works shall be made good to match the existing building fabric in colour, material and texture. If works cause any un-intentional harm to the existing fabric, this shall be repaired or replicated to match existing.

Reason: to protect heritage assets

Appendix 1 Consultation Responses from internal and external agencies

CONSULTEE	COMMENT	OFFICER RESPONSE
Tottenham Conservation Area Advisory Committee (CAAC)	This objection is made on behalf of Tottenham Conservation Advisory Committee. We strongly object to the partial demolition of the listed buildings 792 and 794 High Road Tottenham and the construction of a four storey building in close proximity to the backs of to 790 (Dial House) to 796 (Percy House), both also listed. Spurs has already demolished one grade II listed building, Fletcher House, and eleven much loved locally listed buildings to the south of the terrace subject to this application, having originally undertaken to incorporate all but Fletcher House in the stadium scheme. See list at the end of this objection. Such is the devastation caused to the area by Spurs that the whole of the North Tottenham Conservation Area has been put on the Historic England at risk register. Specific mention is made of three buildings owned or controlled by Spurs:-Warmington House, 810 High Road and Percy. We cannot believe Spurs omitted to include apparent essentials such as "new ticket sales offices, retail and administrative offices and other ancillary uses" in the original scheme. The stadium site is now vast and over the decades Spurs has bought up other sites all over North Tottenham amounting to a huge area close enough to the stadium site itself for these uses. There can be no necessity to demolish and build right up to these listed buildings to accommodate these functions. The conclusion can only be that the final intention is to demolish fully these buildings in addition to those already destroyed.	Objection noted. The material planning issues related to the impacts on the Conservation Area and the listed buildings are addressed in Section 6 of Committee Report.

	Lilywhite House now towers over this terrace even though it is set well back from the High Road frontage. A four storey block immediately to the rear of the listed buildings would not enhance the North Tottenham Conservation Area and its proximity to the listed buildings would not protect the buildings or their setting and would diminish their historic value. The four houses affected by this application are : • Dial House, a three story late 17th century house, grade II* listed. • 792 is grade II listed, three storeys with a basement. The Historic England listing describes it as an early 19th century frontage to a possibly older house. • 794 is a mid 18th century grade II listed house of three storeys and a basement. • Percy House is listed grade II*. It is mid 18th century, three storeys and basement. • Historic England states that 790 to 802 (even) and walls and railing to No 796 form a group. Council policies relevant to this application are: SP12 Conservation The Council shall ensure the conservation of the historic significance of Haringey's heritage assets, their setting, and the wider historic environment. The borough's heritage assets include Statutory Listed Buildings, Conservation Areas. The Historic Environment should be used as the basis for heritage-led regeneration and as the basis for good design and positive change... Relevant saved UDP policies state: Haringey's historic buildings and Conservation Areas are cherished landmarks that relate to the borough's history and give it a vital sense of	

	place. Local people want these areas and landmark buildings to be protected. CSV6 DEMOLITION OF LISTED BUILDINGS The Council will protect Haringey's listed buildings by refusing applications for their demolition. In the case of internal demolition work, the Council will refuse applications that harm the architectural and historical integrity and detailing of a listed building's interior. Locally listed buildings already demolished for the stadium scheme No. 742 No. 746 (former Tottenham Dispensary) No. 748 (The Red House) No. 750 (The White Hart Public House/Rudolpho's) Nos. 754 to 766 (even) (terrace including Tottenham Law Centre)	
LBH Head of Organisational Resilience	No comments on this application.	Response noted.
Thames Water	Waste Comments Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of 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	Comments noted. Conditions and Informatives recommended for imposition.

	sewerage system. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement. '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: "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." Water Comments 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. 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.	
LBH Principal Conservation		

Officer	Background: The site forms part of the rear of the 'Northern Terrace' fronting the Tottenham Hotspur Stadium. The buildings are listed at grade II or grade II* and fall within the North Tottenham Conservation Area. The proposal is phase 1 of the wider master plan to redevelop the rear of the High Road properties from numbers 790 to 814 and unify the space to create a better quality publicly accessible environment and setting for the listed buildings and conservation area. As part of the application, the applicant has submitted a Design and Access statement as well as Heritage Statement along with drawings and illustration. I have read these carefully in assessing the application as part of the statutory duty of the Council. I have also been involved in pre-application discussion regarding this proposal as well as the Master Plan. Significance: Northern Terrace is located on the eastern side of the High Road. The majority of the terrace comprises Northumberland Row, constructed in the early 1740s by Hugh Smithson, Duke of Northumberland. It is framed towards both ends by a small group of earlier buildings: 808-812 High Road which were constructed in circa 1715 by Hugh Smithson, Earl of Northumberland, and Dial House which was constructed in the late C17. The group also includes four mid C19 buildings and a section of C20 replacement infill. Most buildings have been extended to the rear. The particular buildings are: • Dial House (number 790), Percy House (number 796), Forecourt Gates and Railings to Percy House, and numbers 808-812 listed at Grade II*. • The rest of Northumberland Row, comprising numbers 792, 794, 798, 800 and 802 are listed at Grade II	Comments noted. Conditions and Informatives recommended for imposition. (Condition 3c is addressed in a separate materials condition). Conditions around Time Limit and Approved plans also recommend for imposition on the LBC.

	The Northern Terrace is in mixed uses and until recently has been in multiple ownerships. Part of the terrace is unoccupied, and the rest is in multiple occupations and used as residential flats, shops, café and offices. Most of the gardens have been amalgamated and are predominately unused or in use for car parking. This results in a setting that is not conducive to the character and appearance of the listed buildings or the conservation area and detracts from both. Whilst the significance of this part of the conservation area as well as the listed buildings is high, the ad-hoc nature of the rear of these buildings, loss of traditional gardens and later structures and car parks detract from their setting as well as that of the conservation area. The buildings also have later rear extensions that detract from their historic fabric, character and appearance. Comments: This phase of the development will include the redevelopment of Paxton Building to provide ticketing facilities and entrance to the Northern end of the Stadium and associated public realm including creation of a new public space- Paxton Square. This first phase will involve the rear of numbers 790 – 796 and part of the land to the rear of Sainsbury's. It is bounded by the boundary wall and gates of Percy House, number 796. The scheme provides an attractive public space, entrance and northern ticket entrance building (new Paxton Building) for the Football Stadium that encourages its shared use by occupants of the buildings, fans and the community. The works are designed to affect only those areas which are of lesser historic significance and currently detract from the setting of the listed buildings and the conservation area. The proposal would involve the demolition of a modern flat roofed industrial extension to the rear of No 792 including a metal staircase	

	and metal fencing. This will open views of the rear of the listed terrace. The scheme also proposes to making good of the historic brick work to the rear, removal of the car park and tarmac, high quality public realm and landscaping with a spacious setting. The rear set of buildings proposed as part of the wider master plan are ancillary in style and appearance creating a mews of studio and workshop spaces to the rear. The building in question as part of this proposal, i.e. the new Paxton building is reflective of the same scale and massing but is slightly different in appearance and more reflective of the approved Hotspur Stadium and the Tottenham Experience Terrace on the High Road. This provides continuity in the architectural language and unifies the architectural style and language of the buildings that form the Stadium and its ancillary services. It also creates a visual separation between the Stadium and the studio buildings. In addition, the proposed Paxton Building would screen the parking undercroft, the metal fire escape and Lilywhite House from within the setting of the listed buildings including Percy House. Overall it considered that the new studio buildings as well as the new Paxton building would enhance the setting of the listed buildings as well as the conservation area. The demolition of the existing 20th century extensions would be considered to cause some harm to the setting of the listed buildings as they are part of the 'layer' of history of their respective host buildings. This harm has been given great weight and it is felt that given these extensions currently detract from the setting of heritage assets, the harm would be very low and would be significantly outweighed by the enhancement in the public realm and wider setting of the buildings as well as the conservation area. It is, therefore, acceptable.	

	Conclusion: Acceptable with following conditions: 1. All works should be made good to match the existing fabric in colour, material and texture. If works cause any un-intentional harm to the existing fabric, this should be repaired or replicated to match existing. 2. Any hidden historic features (internal or external) which are revealed during the course of works shall be retained in situ, work suspended in the relevant area of the building and the Council as local planning authority notified immediately. Provision shall be made for the retention and/or proper recording, as required by the Local Planning Authority. 3. Prior to the commencement of the relevant works, the following should be submitted to the Council for further consideration: a. Details of opening up works to the rear of the relevant buildings and the repair works to make good including brick and mortar samples. b. If required, details of any brick cleaning or equivalent c. Details of materials of the new Paxton building including all cladding, masonry and metal details.	
Transport for London	Thank you for consulting transport for London regarding the above mentioned application. The site is on High Road which forms part of the Strategic Road Network. TfL is concerned with any application which may impact the safe and normal function of the Strategic Road Network. Having reviewed the submitted documents TfL have the following comments.	Comments noted. Condition recommended for imposition.

	• The site registers a Public Transport Accessibility Level (PTAL) of 5 on a scale of 1 to 6b, which indicates an excellent level of accessibility. • The proposals involve the removal of car parking spaces, resulting in a car free development which TfL support. 2 Blue badge spaces are proposed, which TfL welcome. • The applicant proposes 10 cycle spaces, which is in excess of London Plan standards for B1 uses in outer London. • The applicant has submitted a Construction Management Plan. A full CMP should be secured by condition and should include vehicle routing, a site plan and detail the number of deliveries expected on site. Based on the above request being met, TfL have no further comment.	
Lead Officer – Pollution LBH Environmental Services and Community Safety	Air Quality: The application site for commercial use, to include offices, security hub and some retail is adjacent a main road of air pollution concern, the High Road; a major route into London for which both monitoring and modelling indicates exceedences of the Government's air quality objectives for nitrogen dioxide (NO2) and PM2.5. The whole of the borough of Haringey is a designated Air Quality Management Area (AQMA) and is committed to being a 'Cleaner Air Borough' and working towards improving air quality and to minimise the risk of poor air quality to human health and quality of life for all residents. The proposed development, as offices, security hub and some retail does not introduce new exposure adjacent this major arterial route into London. The proposed development includes two disabled parking spaces and parking for ten bicycles. The London Plan, Policy 7.14 states that new development should:	

	• minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). Regulatory Services • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. The Energy Statement submitted by XCO2 Energy, dated July 2016 concludes that the energy sources will be delivered via on-site centralised, electric Air-Source Heat Pumps (ASHP) and photovoltaic panels. The report determines that • CHP is not feasible for the site, • connection to the District Heating Network (DHN) is not financially viable and; • there is no additional capacity to connect to the Stadium energy plantroom. The air quality impact from the energy source is therefore significantly reduced. I recommend the following conditions: Combustion and Energy Plant:	

	• Prior to installation, details of the Ultra Low NOx boilers 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. Reason: To protect local air quality. Contaminated land: (CON1 & CON2) CON1: • Before development commences other than for investigative work: a) Using the information from the desk-top study, a site investigation shall be designed and 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. 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. And CON2	

	• 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. Management and Control of Dust: • No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. Reason: To Comply with Policy 7.14 of the London Plan • Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. Reason: To Comply with Policy 7.14 of the London Plan • No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net	

	power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ. • 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. 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.	
LBH Economic Development	No comment required from Economic Development on this application	Response noted.
Environment Agency	Thank you for your consultation on the above. We have no objection to the development despite the close proximity to culverted main river, nor any conditions to add. However we request the following informative be placed on any planning permission granted: Informative This	Comments Noted. Informative recommended for imposition.

	development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the Moselle Brook, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: https://www.gov.uk/guidance/flood-risk-activities-environmental-permits.	
The Greater London Archaeological Advisory Service (GLAAS)	Thank you for your consultation dated 07 October 2016. The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to brought in accordance with the National Planning Policy Framework. Having considered the proposals with reference to information held in the Greater London Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have significant effect on heritage assets of archaeological interest.	Response Noted.
London Fire and Emergency Planning Authority	The Brigade as been consulted with regard to the above mentioned premises and makes the following observations. The Brigade is satisfied with the proposals for fire fighting appliance access, subject to ADB Vol 2BS.	Response noted.
Metropolitan Police – Secure by Design	Our office has previously been involved in the consultation process for the main Tottenham Hotspurs Stadium development and associated proposed works. We advised that further consultations, at each stage should take place as the project progressed. Unfortunately we have not been directly consulted for local crime prevention or designing out crime advice, prior to this planning application.	Comments Noted. See Design Section of the main body of the report for an assessment of safety issues and the applicant's response to design issues. Relevant conditions

	The pre planning design stage of any development is the ideal time to reduce crime opportunities and provide a sustainable safe environment for the local community. Although this is a smaller part of the general stadium scheme, the proposed design and intended use will have an impact on the site, local communities, as well as theses employed and visiting the area. We would like to draw your attention to the following areas: Rear of 792 High Rd - Paxton Square. The changes to the rear of 792 High Road, have created a recess to the building line and an area of concealment, within this applications boundary. Recesses and blocked sightlines facilitate opportunities for criminal behaviour, this part of the site must be reconsidered. The design of the landscaping and benches should work towards reducing the vulnerabilities within this area, we are currently unable to see any evidence of this within the documents reviewed for this proposal. Boundary rear of 796 High Rd - Paxton Square - Northern Terrace Studio . The height of the boundary wall, joining the vehicle gate, off the rear of 796 High Rd - 'Percy House', which encloses the next phase 'Northern Terrace Studio Development' (NTSD), is in our opinion adequate for the security needs of the site. In the case of any public disorder or criminal activity within the area, the design needs assist in the safe management, control & protection to both the public and properties. Raised planters are shown, just outside the Paxton sites boundaries, Percy House, however they will offer easy climbing opportunities over the wall into the proposed NTSD site.	recommended for imposition.

	On the NTSD side of the site, proposed cycles have been shown abutting this wall and gate area. Having the cycles next to this area would create climbing aid over the wall into Paxton Square. Without appropriate secure boundaries, any effective management of this site would be difficult to maintain. Any compromise to the security around this boundary area would facilitate abuse of both site areas, offering opportunists easy ways to enter and abuse the areas without being seen. Queuing zone, boundary with car park We have concerns with the vulnerabilities create by the ground floor covered area, within the envelope of the proposed new build. Especially the area passed the proposed ticket queuing area, which runs along the secure, lilywhite House, car park boundary fencing. The proposed toilet block opposite this area appears to be a blank gable wall creating an enclosed narrow alleyway. This then appears to lead into the car park and house other public use facilities. At certain times of the day this would be a very inactive area with no clear sightline or natural passing surveillance. At the far end of this walkway, opposite the car park pedestrian entrance the building line, of the proposed WC block, appears recess inwards. This recess would appear to be designed for the WC door to safely open outwards. This recess area creates a hiding spot, which would be open to abuse from ASB and promote criminal activity. Cycle storage has also been located at far end of the alleyway. Parking cycles in such a remote location would increase the likelihood of them being stolen. It is unclear if the void which runs above some of this space is covered, or how accessible the area is for objects to be thrown down from the above levels, either deliberately or by a reckless act, either would cause alarm and distress to any persons below, or worse case, cause personal injury.	

	This narrow back of house walkway is, in our opinion an area that will promote the fear of crime. It is also likely to offer those with criminal intent an opportunity to exploit confrontational situations to their advantage. This part of the proposal is not promoting a safe route for pedestrians or an area adhering to the principles of 'Safer Places' or 'Secured by Design' and is likely to become a long term crime generator. Planters. Raised planters are often used to hide weapons and drugs, these would not be recommended in this environment. Any planting should not block visibility, or sight lines, they should not offer places to conceal criminal activities. Podium ramp and building overhang. The Podium Ramp, running from vehicular access off the High Road, has raised solid side balustrade walls. We have concerns that the proximity of this balustrade wall to the side of the proposed four storey building may offer a climbing aids up onto the flat roof/building canopy/overhang of the building. In addition, it is not clear to us if the proposed materials for this side of the build, 'Blue grey brick work' (Shown as Materials 6.4) is intended to be slightly staggered with extending lips or a 'hit and miss' design - both of these would assist climbing creating a climbing wall effect. This type of design would facilitate those wishing to cause damage and/or Crime and disorder within the area by climbing onto this area of the building. Vehicle parking Any vehicle parking within the pedestrian area of Paxton Square, should ideally be removed or be limited to non match days. Any vehicle left unattended causes vulnerabilities for the immediate area. Vehicle left maybe be targeted, by association for criminal damage/arson which	

	could cause lengthy disruption to the area. The vehicles may also block sightlines and could be used to hide people, and or items on or under them. This would also make security sweeps of the area more complicated. If facilities are available, we would advise to keep DDA vehicle provisions within main car park, or outside the Paxton pedestrian area. Counter Terrorism Security Advisors Comments (CTSA) Due to the sensitive nature of this information a separate restricted document not for public release has been issued containing appropriate CTSA comments. In conclusion may I draw your attention to Sec 17 of the Crime and Disorder Act 1998 which states “It shall be the duty of each Authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on and the need to do all it reasonably can to prevent Crime and Disorder in it’s area”. Request Community Safety – Secured by Design Condition: Prior to the commencement of the development hereby approved, a full and detailed application for the Secured by Design commercial award scheme shall be submitted to the Local Planning Authority and the Metropolitan Police NE Designing Out Crime Office, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details. Reason: In the interest of creating safer, sustainable communities We would like to recommend that the security standards of SBD and CTSA are implemented within the overall design and build. To ensure this standard is achieved we would respectfully request that achieving SBD added as a planning condition.	

	Community Safety - Informative: In aiming to satisfy the condition, the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via: Telephone 0208 217 3813 or DOCOMailbox.NE@met.police.uk If you wish to discuss this matter further or require any additional information please do not hesitate to make contact with either myself or the North East DOCO office.			
LBH Head of Carbon Management	Energy – Overall At this stage the scheme delivers a 36.2% improvement beyond Building Regulations 2013. The policy requirement is 35% improvement beyond Building Regulations 2013. This has not been achieved in line with the energy hierarchy, and therefore is not policy compliant. Energy – Lean The applicant has proposed an improvement of beyond Building Regulations by 0.3% through improved energy efficiency standards in key elements of the build. While this is not best practice it is policy compliant and a positive. This should be conditioned to be delivered on site: Suggested Condition: You must deliver the energy efficiency standards (the Lean) as set out in the Energy Strategy, by XC02 Energy, Issue 02, dated 02 August 2016. <table><tr><td>Building Element development (u-values)</td><td>Proposed specification for the</td></tr></table>	Building Element development (u-values)	Proposed specification for the	Comments noted. An assessment of the energy issues is contained in Section 6 of the main body of this report.
Building Element development (u-values)	Proposed specification for the			

	External walls 0.15 Roof 0.1 Ground floor 0.1 Windows 1.6 Air tightness 5 m3/hr/m2 The development shall then be constructed and delivered to the U-values set out in the Energy Strategy document. Achieving the agreed carbon reduction of 0.3% beyond BR 2013. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed. Should the agreed target not 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 Energy – Clean North Tottenham has been identified as an area where a District Energy Network will be delivered. Therefore, connectivity is expected. The applicant has identified that there is a district heating network less than 200m south of the site. This network (at the TH Stadium Site) has been designed to link into other schemes in the locality. It has the capacity to deliver heat now to heat loads such as this one. The North Tottenham District Energy Network will then link into the Stadium site and other development sites in the locality. Delivering cheaper energy for users and lower carbon heat. In addition, there is an existing private sector operated CHP heat network at Brook House, to the North on the High Road that does not seem to have been considered. This is in line with	

	Policy 5.6 of the London Plan and Haringey's Local Plan SP04 and DM22. This statement needs further justification: From conversations with the design team of the stadium, the plantroom of that building does not have extra capacity to serve the development at Paxton Road Action: To demonstrate why it is not feasible or viable to connect to either of the existing / planned networks. The applicant is expected to comply with DM policy 22. The scheme proposes an on-site centralised electric Air Source Heat Pump (ASHP) system to be implemented to meet space heating and cooling demands of the proposed scheme. It should be noted that this area has been identified as a location where an area heat network will be provided, so future connectivity must be delivered. Therefore the clean energy proposals are not policy compliant. We recommend that these are addressed through the following condition: Suggested Condition: You shall submit details of the site connection to the energy centre at the TH Stadium Site. This will serve heating and hot water loads for the development. This shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include: a) Connection route to existing energy centre at the Stadium b) Specification of equipment on site c) Operation/management strategy;	

	The connection and its infrastructure shall be carried out strictly in accordance with the details so approved, and operational prior to the first occupation of the development and shall be maintained as such thereafter. REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.6 and local plan SP:04 and DM 22. Energy – Green In line with Haringey’s Local Plan the development must deliver 20% on site renewables, after it has delivered the other elements of the energy hierarchy – Be lean, Be Clean. Therefore, on this basis the use of ASHP for heating will be declined as these conflicts with the District Energy requirements in both the London Plan and Haringey’s local plan. We seek that maximum opportunities are delivered on the PV panels (reference Image: Indicative roof PV plan at Paxton Development). There is scope to deliver at least twice the area of PV panels proposed to meet carbon savings of 5.3%. Carbon savings over and above 5.3% are to be delivered. The opportunity to deliver more panels is expected to be taken. PV Panels - They have concluded that approximately 20.5m² PV panels with 3.9kWp would produce regulated CO₂ savings of approximately 5.3%. These are fitted on to the roof space of the building. Not all roof space has been used for energy generation. Action: For the applicant to review number of PV panels and maximise area of panels on roof. A revised schematic, with the increased coverage is to be submitted prior to determination. A condition will be worded to ensure delivery of this once the schematics have been submitted and approved. ASHP - Due to the connectivity to the area network, ASHP is not	

	deemed necessary and will not be accepted on this application. In addition, ASHP are visually intrusive and noisy, and the location of this development is adjacent to a number of listed buildings. This plant room will be overlooked from Lilly White House. Sustainability Assessment The applicant has submitted a Sustainability Assessment with their Energy Strategy. They have proposed that the scheme undertakes BREEAM and will achieve 'Excellent'. The development is expected to achieve scores of 73.5 for the offices and 72.2 for the retail space, exceeding the percentage credits required to achieve BREEAM 'Excellent'. This approach is policy compliant and supported, it should be conditioned. Suggested condition: You must deliver the sustainability assessment as set out in the document Energy Strategy, by XC02 Energy, Issue 02, dated 02 August 2016. The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of BREEAM 'Excellent' 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. In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be	

	implemented on site within 3 months of the local authorities' approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions. Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan. Overheating Risk The applicant has identified that a mechanical cooling system may be required, but no thermal model was submitted to justify the cooling unit. We expect that the applicant undertakes a dynamic thermal model of the development, using London future weather patterns (CIBSE TM52 and TM49). This will demonstrate that the development does not overheat. And that design measures that are required to reduce the overheating risk (such as Brise soleil) or energy loads (such as air conditioning) are incorporated to the design of the development and its Energy Strategy. This is therefore not policy compliant. Suggested Condition To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modeling (under London's future temperature projections) for all internal spaces will be given to the Council for approval. This should be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site and shall be operational prior to the first occupation of the development hereby approved. This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is	

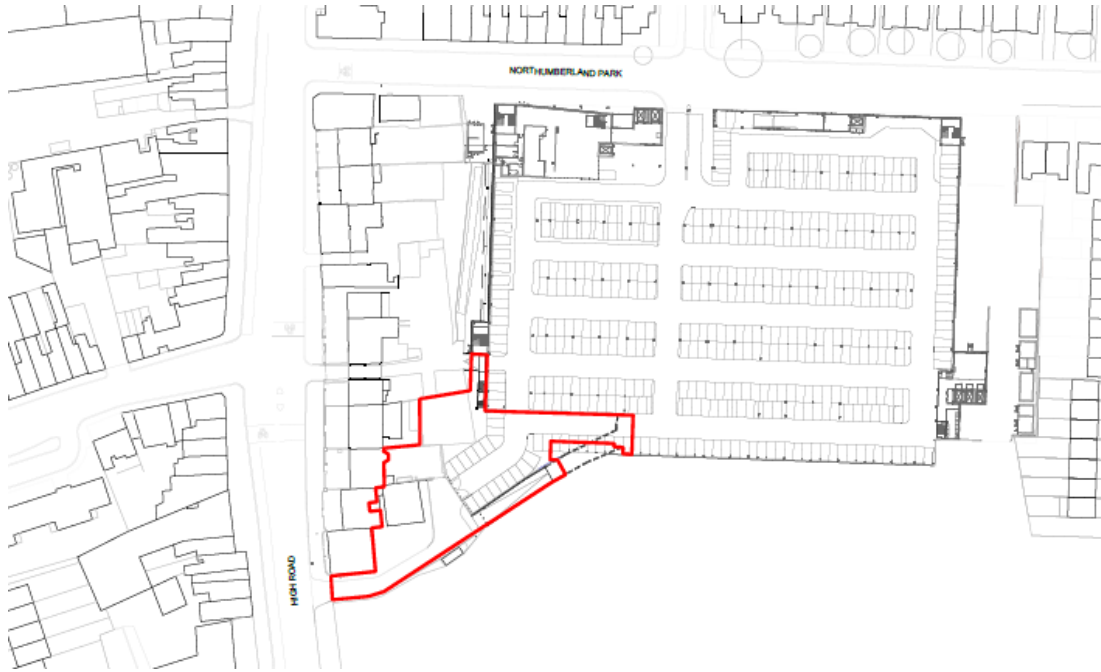
	given. Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority. Reason: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development. Cycle Storage We expect cycle storage to be provided for staff to encourage sustainable methods of transport.	
Interim Neighbourhood Action Team Manager. Waste Management Comments.	Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required. The proposed retrospective planning application outlined above will require storage for both refuse and recycling waste either internally or externally, arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required. 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	Comments noted. The applicant has responded to the consultation response with an Addendum to the Waste Management Plan which includes a proposed waste store location and suggested waste collection point.

	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. RAG traffic light status not applicable	
LBH Principal Transportation Officer	The proposed site is located to the north of the existing stadium and is enclosed by recently implemented supermarket and technical college to the north, to the east by Worcester Avenue, to the west by the A1010 High Road and to the south by Park Lane. This section of the High Road has a public transport accessibility level of 5 which is high and is part of the strategic road network (SRN). There are ten bus routes serving this area: 149, 279, 259, 341, 476, 123, 243, 318, W3 and 349 with bus stops on the High Road and on Northumberland Park. There are two national rail stations within reasonable walking distance of the site; White Hart Lane station is approximately 450m to the west and provides access to services on the Seven Sisters branch of the Lea Valley Line. Northumberland Park station is approximately 600m to the east and provides access to services on the West Anglia main line. The applicant is proposing to remove 30 of the 401 car parking spaces approved as part of the Northern Development to construct a new development of some 1,170 square metres containing new superstore vertical access core of 102 m2, new ticket and security window, post room, and luggage area of 88m2, new Tottenham Hotspur retail A1 retail shop, and Tottenham Hotspur offices 465m2. We have considered that the impact of this development proposal have been assessed under the, Event day and non event day transport assessment, submitted under planning application HGY/2015/3000. This application does not seek to increase the capacity of the stadium and only relates to improving the event day and non event day	Comments noted. Conditions recommended for imposition.

	operation of the stadium. The additional B1 use will be used in conjunction with that of the stadium operation, however this is additional floor area and will require the provision of wheel chair accessible car parking spaces only. We have considered that on completion of the stadium which has approval for some 319 car parking spaces, the stadium and the northern development will have sufficient capacity to provide the wheelchair accessible car parking space required to support the non event day office functions of the club, we will require the applicant to provide a car parking management plan to demonstrate where the disable car parking spaces (2 wheel chair accessible car parking spaces for this development and the lost of the 4 disable car parking spaces for the UTC approved under HGY/2013/1976) to support the development will be located, the must be provided before the proposed facility is occupied. The applicant has proposed providing cycle parking, this is in excess of the 2015 Further Alteration the London Plan. We have considered that as the proposed facility would not generate any additional traffic than that already approved as part of the previous application HGY/2015/3000, we would not object to this application subject to the following condition: 1) The applicant must provide a car parking management plan to demonstrate where the disable car parking spaces (2 wheel chair accessible car parking spaces for this development and the lost of the 4 disable car parking spaces for the UTC approved under HGY/2013/1976) will be provide to support the development. 2) The applicant must 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 the High Road N17 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.	
LBH Principal Design Officer	I have no objection to the above proposals, in fact in my view this is an interesting design that will probably be a positive addition to its location. The Conservation Officer has made comprehensive comments that I am in agreement with. I would add that the proposed materials need careful specification and detailing, and that it is particularly important that the proposed cast iron cladding is a close match to that proposed for the building to the south, in order to fulfil the promise of an architectural dialogue between the two. Details of the junctions and corners of the cast iron cladding will need robust and careful detailing, which I would ask to be secured by conditions specifically requesting large scale (1:5 or greater) details of key junctions, as well as materials samples. It also forms part of a mini masterplan for the space between the existing (mostly listed) terraced buildings fronting the High Road and the recent Sainsbury's / Lilywhite House building that has tremendous promise to significantly improve the streetscape, townscape, setting of the listed buildings and coherence of the spaces around the stadium, with flair, interest and impressive handling of the significant transitions of scale. The one warning remark I would make is it would be important to ensure that the remaining new buildings of the masterplan do not try to "shout too loud" and accept their role as background architecture, matching and extending the elevational treatment and detailing of the brick elements of this application and not seeking to compete with either the retained buildings along the High Road frontage nor the cast iron clad ticket office building of this application; this latter should act as a "bookend" termination to this new terrace.	Comments noted. Conditions around materials samples recommended for imposition.

Appendix 2 Plans and Images



Plan 1.1 – Site Plan (Source: Applicant)



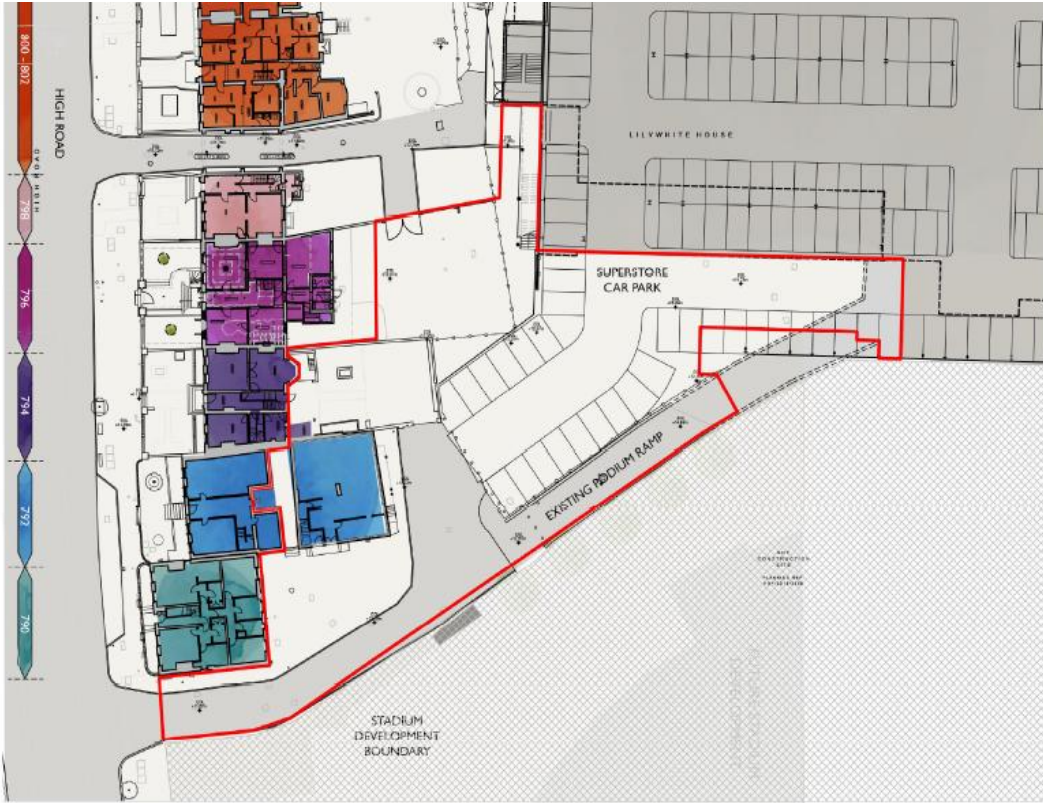
Image 1.1 – Historic Aerial Image (Source: Google Maps)



Image 1.2 - Existing Site Image (looking southwest – Source: LPA Case Officer)



Image 1.3 – Existing Site Image (looking northeast – Source: LPA Case Officer)



Plan 1.2 - Existing Site Plan (Heritage Assets - Source: Applicant)



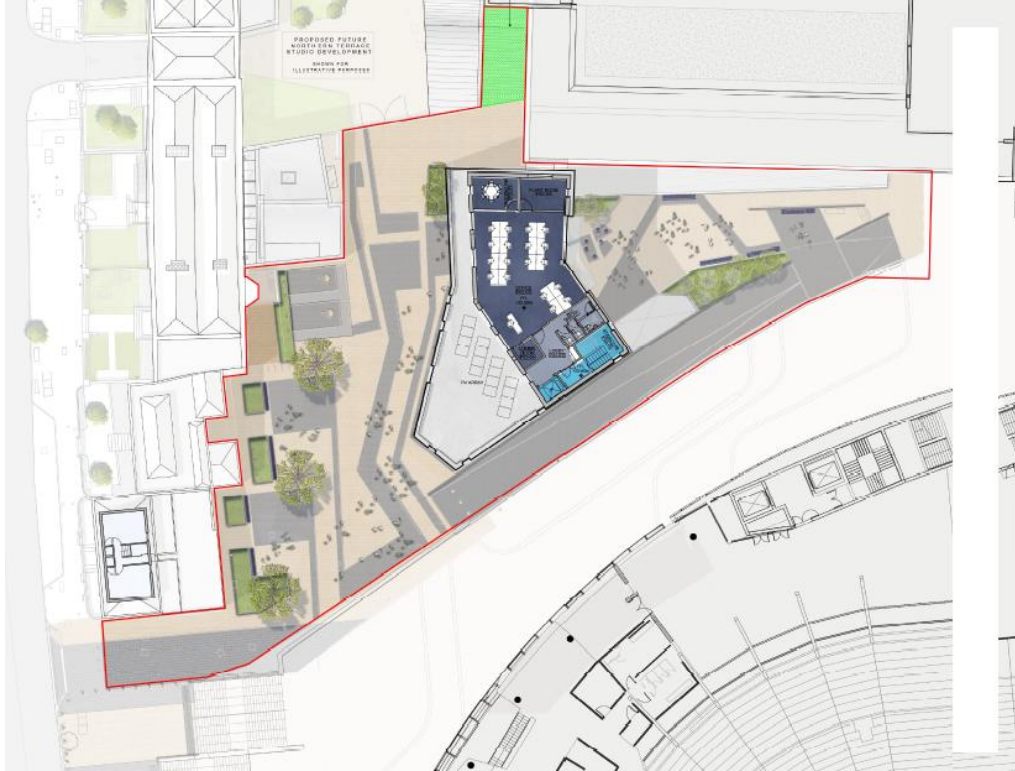
Plan 1.3 – Proposed Ground Floor (Source: Applicant)



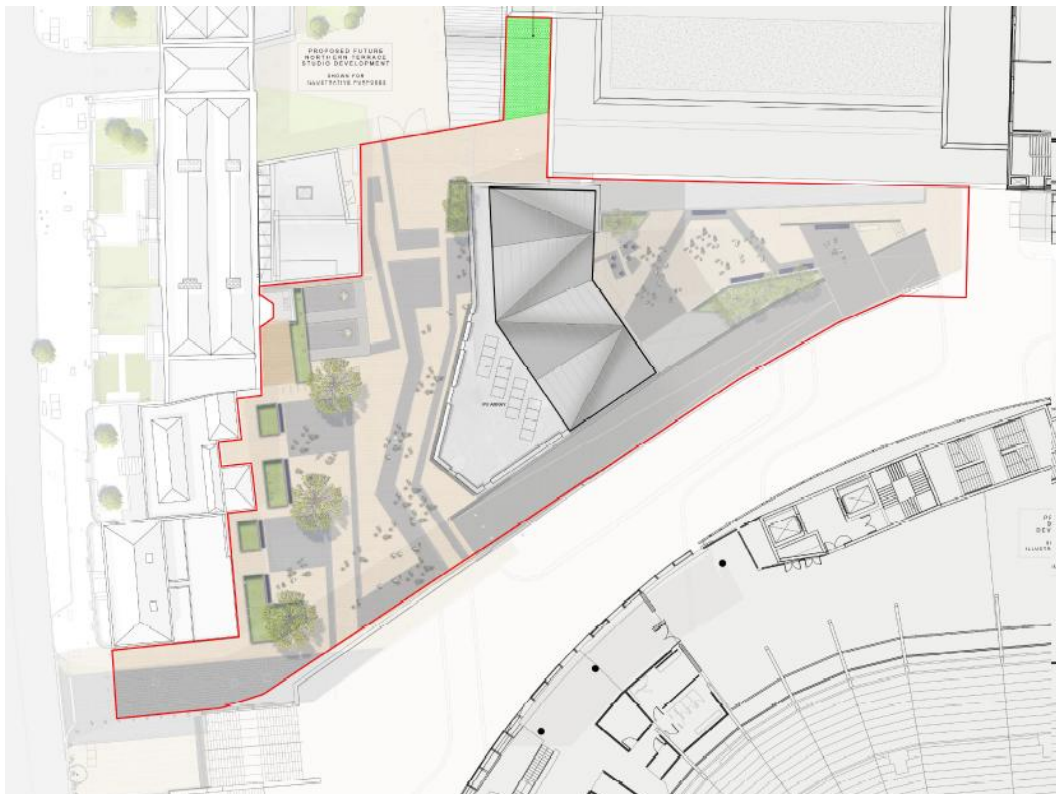
Plan 1.4 – Proposed First Floor (Podium Level) Plan (Source: Applicant)



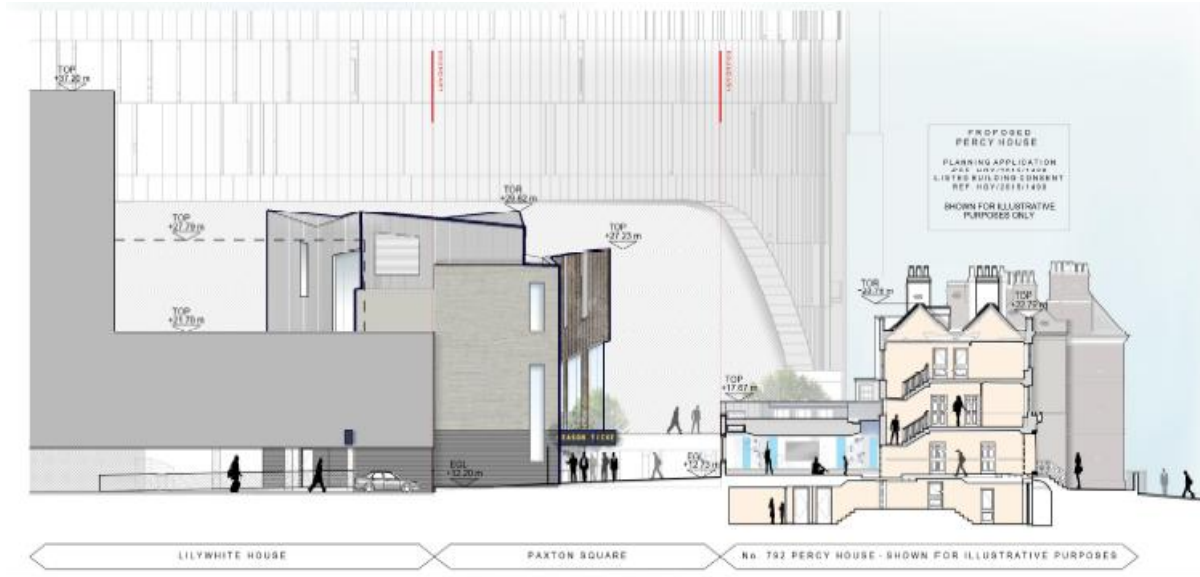
Plan 1.5 – Proposed Second Floor Plan



Plan 1.6 – Proposed Second Floor Plan (Source: Applicant)



Plan 1.7 – Proposed Roof Plan (Source: Applicant)



Elevation 1.1 – Looking South (Source: Applicant)



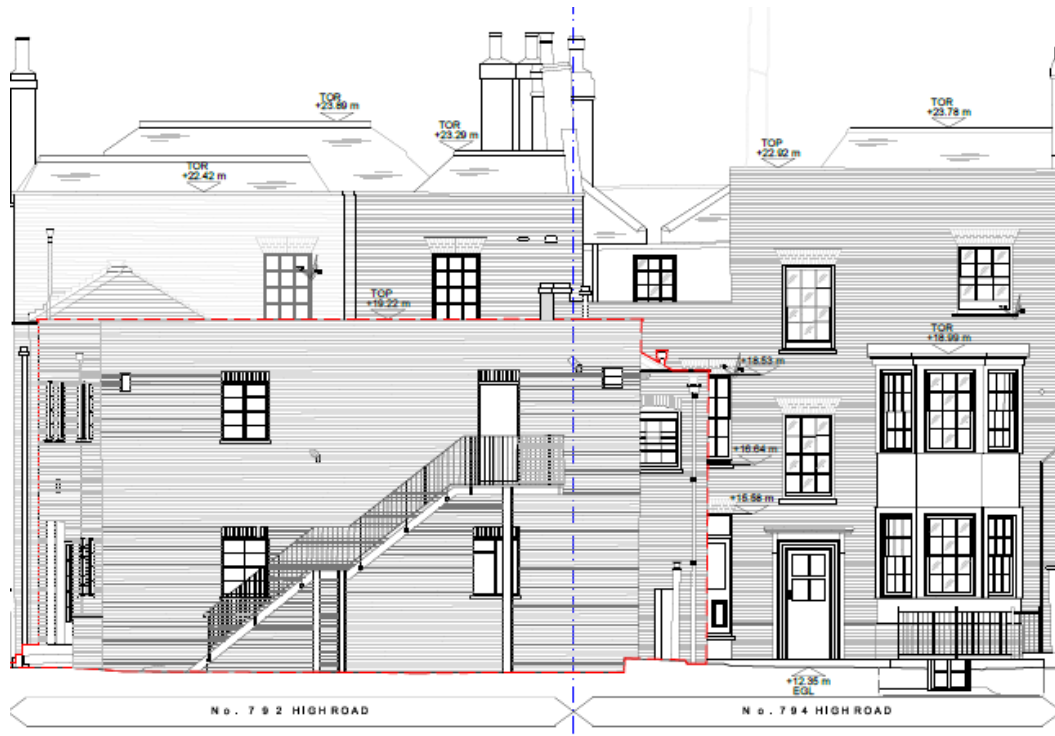
Elevation 1.2 – Looking West (Source: Applicant)



Elevation 1.3 – Looking North (Source: Applicant)



Elevation 1.4 – Looking East (Source: Applicant)



Elevation 1.5 (Existing) – Listed Extensions to 792 and 794 High Road to be demolished (outlined in red) - Source: Applicant



Image 1.4 – Render of Proposed Paxton Building and Dial House – Looking Northeast (Source Applicant)



Image 1.5 – Render of proposed Paxton Building and Paxton Square – Looking North (Source: Applicant)



Image 1.6 – Render of proposed Paxton Building and Paxton Square (extension to Percy House is not within redline area). Looking south (Source: Applicant)



Image 1.7 – Render of proposed Paxton Building and Paxton Podium – looking west.



Image 1.8 – Render of wider site context. (Source: Applicant). Source: Applicant

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Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/2621

Ward: Seven Sisters

Address: Templeton Hall and Garages beside 52 Templeton Road N15 6RX

Proposal: Erection of four storey residential building comprising of 11 units (8x2 bed and 3x1bed) with ancillary car parking.

Applicant: Haringey Council

Ownership: Council

Case Officer Contact: Samuel Uff

Site Visit Date: 17/08/2016

Date received: 09/08/2016 **last amended date:**

Drawing number of plans: AA4777-2001/A; 2002; 2005; 2006/B; 2007; 2008; 2009; 2010; 2013; 2014; 2020; 14401/300/C; 301/B; Air Quality Assessment – Temple – 25 January 2016; Noise and Vibration Assessment – T2446 – 07 January 2016; Below Drainage Report - Ellis & Moore – 14401 – January 2016; Parking Statement – PRP – AV4777 – 06 July 2016; Energy Statement – PRP – January 2016; Sustainability Statement – PRP - January 2016; Arborocultural Impact Assessment – Oisin Kelly – 202 – 22 January 2015; Design & Access Statement – PRP – January 2016; Daylight, Sunlight & Overshadowing Assessment – PRP – AE4777/Version 2.0 – 07 January 2016; Preliminary Ecological Appraisal – Landscape Planning Ltd – 55976 – 27 January 2016 Amendment

1.1 The application has been brought before the committee as it is a major development. The site is also Council led and therefore is not liable for a S106 legal agreement, but a Shadow S106 has been drafted should the ownership change hands to a Third Party.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The loss of the underused community facility and public car park area to provide residential units is acceptable in principle.
- The proposed residential accommodation would be of an acceptable layout and standard.

- The design and appearance of the proposal is acceptable.
- There would be no significant impacts of the development on the amenity of existing surrounding residents.
- There would be no significant impact on parking.
- The development would protect and enhance the SINC land.
- The loss of street trees and re-planting within the development is acceptable.
- The application is in accordance with the development plan.
- There would be no significant impact on parking
- The application is in accordance with the development plan.

2. SUMMARY OF RECOMMENDATION

- 2.1 1) That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning is authorised to issue the planning permission and impose conditions and informatives planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

(2) That the shadow section 106 legal agreement referred to in resolution above is to be finalised with confirmation letter from landowning department no later than 31 January 2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and

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

(4) That delegated authority be granted to the Head of Development Management or the Assistant Director Planning 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.

(5) That authority is granted to enter into a section 106 agreement with any third party at the same time that they acquire any interest in the site on the same terms (unless otherwise agreed by the AD Planning and/or Head of DM) as the shadow section 106 agreement

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. Contaminated land 1
5. Contaminated land 2
6. Construction dust
7. Machinery registration
8. Considerate construction
9. Residential travel plan including induction pack and car club membership
10. Nineteen secure cycle spaces
11. Construction management plan
12. Reconstruction of footways and new crossover
13. High efficiency individual boiler system
14. Low / lean energy commitment
15. Sustainability commitment
16. Solar PV panel commitment
17. SUDS operation and maintenance plan
18. Arborocultural site meeting and tree protection
19. Bat survey
20. Hard / soft landscaping / tree planting
21. Additional noise assessment
22. Refuse management
23. Secure by design
24. Aerials
25. Accessible and adaptable homes
26. *Affordable homes
27. *Residential travel plan
28. *Carbon offsetting
29. Need for legal agreement

Informatives

- 1) CIL Charge
- 2) Contact Network Rail Asset Protection
- 3) Consultation with Police
- 4) Land ownership
- 5) Hours of construction
- 6) Street numbering
- 7) Asbestos
- 8) Thames Water

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULATION 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. Planning permission is sought for the demolition of the existing single storey Templeton Hall building and construction of a 4 storey building to facilitate 11 affordable (intermediate) residential units (consisting of 8x2 bed and 3x1bed units) over four floors. There are four associated parking bays proposed, which would be located toward the east of the site, whilst retaining a side and rear access on the site to Network Rail land / railway line which is located at the rear of the site. The main entrance to the building would front onto Templeton Road and there would be a landscaped buffer between the proposed building and the highway to create defensible space and a clear demarcation between the site edge and the public realm.
- 3.2. The proposed two x 2 bed units to be located on the ground floor of the proposed building would have private amenity provision and the larger of these would have a private access in the eastern elevation and would be wheelchair accessible. Refuse and cycle storage would be provided on the ground floor close to the main entrance.
- 3.3. The upper floors would consist of a 2 bed, 4 person unit (2b4p); a 2 bed, 3 person unit (2b3p) and a 1 bed, 2 person unit (1b2p).
- 3.4. There are three large street trees along Templeton Road highway and nine other smaller trees within the site, which would be removed as part of the proposed redevelopment of the site. The trees would be removed and replaced with seventeen new trees.
- 3.5. The land at the rear of the site, which is a railway embankment is designated Site of Importance for Nature Conservation (SINC) Borough Grade II, which would not be affected by the proposed development, as a 'buffer' would be established between the site and SINC land. Biodiversity would also be improved within the site through use of bat and bird boxes, improved landscaping and tree planting.
- 3.6. The proposed development would result in the loss of the existing community hall on the site (therefore an existing community facility), which is considered acceptable in this instance as the current community hall is no longer used and an alternative community centre has availability to host public events which is located in Chestnut Park - within 300 metres of the application site.
- 3.7. The applicants have had two pre-application meetings with officers; the first of which was in September 2015. That submission was presented to the Quality Review Panel (QRP) and was presented to members at pre-planning committee on 29th October 2015. The QRP raised concerns about the loss of trees and internal layout, whilst members were concerned about the lack of detail regarding

materials. However, the scale and general arrangement were generally considered to be acceptable in both instances.

- 3.8. A DM forum took place on 27th November 2015, but no members of the public or members attended. A second pre-application meeting was submitted later that month, which sought to clarify the concerns raised.
- 3.9. A 'Shadow' Section 106 legal agreement is recommended as part of any grant of planning permission, allowing the Local Planning Authority to seek planning obligations to mitigate the impacts of a development. The 'Shadow' S106 legal agreement will be replicated in a section 106 agreement should ownership of the site pass from the Local Planning Authority to a Third Party. The heads of agreement are set out in section 6.62 of this report.

Site and Surroundings

- 3.10. The site is located on the junction of Templeton Road and Hermitage Road, in Seven Sisters Ward. A railway track and bridge adjoin the site to the north and the banks of the railway track are identified as Site of Importance Nature Conservation (SINC) Borough Grade II in the Councils Local Plan. The majority of the site is currently used as public car parking spaces, having previously been occupied by garages. The site also contains a small community hall, located toward the eastern boundary.
- 3.11. The immediate vicinity consist of a mix of two and three storey buildings in residential use; including a three storey pitched roof block of flats to the south and a two storey dwelling (converted to 3 flats) adjoining the east of the site. To the west of the site (on the opposite side of Hermitage Road) is a parade of single and two storey commercial units.
- 3.12. The site is not located within a conservation area and does not include any listed buildings on or in proximity of the site.

Relevant Planning and Enforcement History

- 3.13. No relevant planning history.

4. CONSULTATION RESPONSE

- 4.1. The following were consulted regarding the application:

- LBH Transportation
- LBH EH Pollution
- LBH Carbon Management

- LBH Sustainability and Drainage
- LBH Economic Regeneration
- LBH Arborocultural Team
- LBH Design
- LBH Noise
- LBH Waste Management
- LBH Housing Renewal
- LBH Economic Regeneration
- LBH Policy
- LBH Building Control
- Environment Agency
- Natural England
- Network Rail
- London Wildlife Trust
- London Fire Brigade
- Thames Water Utilities

4.2. The following responses were received:

Internal:

- LBH EH Pollution:

An air quality neutral assessment has been submitted. Asbestos informative required.

Conditions:

1. Contaminated land – Desktop study / conceptual model;
2. Contaminated land follow up (if required);
3. Control of dust;
4. Registration of machinery and inventory.

- LBH Transportation:

PTAL 2 but within walking distance of 259, 279 and 67 bus routes, which is considered to provide relatively good connectivity. The site is also located within the Green Lanes B Control Parking Zone which operates Monday to Friday between the hours of 8am and 6:30pm and offers some parking constraints.

The site is currently used for 19 car parking spaces and the new unit would provide 4 car parking spaces. The applicant's car parking survey is considered to provide a robust calculation for parking pressure and spare capacity for the area. This consisted of overnight surveys at various times of day and night at the site and surrounding roads and was found to be below the level considered to be high pressure.

The applicant will be required to provide 19 secure sheltered cycle parking space in line with the 2015 Further Alteration to the London Plan. The development of the site will require the reconstruction of the footways including the removal of the existing crossover/ reconstruction of the footways and the construction of the new crossover to access the car park. Street numbering informative required.

Suggested conditions:

1. Residential travel plan including an induction pack;
2. Car club membership for 2 years;
3. 19 secure cycle spaces;
4. Construction management plan;
5. Reconstruction of footways and new crossover.

- LBH Carbon Management:

The scheme will have to achieve a 35% reduction through lean, clean and green measures (as set out in the London Plan policy 5.2) It does achieve this requirement.

It is proposed that there are no single centralised heating and hot water systems. This is against policy (London Plan policy 5.2 and 5.6 and Haringey Plan SOP 04) and the applicant is required to provide a single heating and hot water network servicing all aspects of the development.

The 120m² of roof can accommodate a maximum of circa 12 kW of PV. The 120m² is the area that can be used and if more efficient PV panels can be used then the total kW energy created may be increased.

A sustainability assessment has been provided to highlight the positive environmental benefits that the scheme will deliver including the following:

- Permeable paving and tarmac across the site ensuring at the impermeable areas are not being increased by the development;
- That the buffer zone between the site and the existing railway comprises existing mature trees which is retained to ensure the existing wildlife habitats are preserved;
- Two bat boxes on the north side of the development;
- Bird boxes on the north side of the development;
- That cycle storage within the building will be provided for all residents, as well as visitor cycle stands by the main entrance.
- That rain water storage will be delivered to water the landscaping areas.

Suggested Conditions:

1. 35% carbon reduction (with financial costs, as per S106 agreement if not achieved);

2. Development in accordance with Sustainability Statement (Costing and remedial offset if not achieved).

- LBH Sustainability and Drainage

No objection – subject to additional details regarding SuDS operation and maintenance plan to be submitted.

- LBH Arborocultural Officer:

There are no trees of high quality value (category A) and most assessed were category C. The loss of trees on the lower part of the embankment should not result in detrimental impact on SINCE. Some pruning will also be required. The proposed 17 trees will enhance the local environment.

Subsequent comments received 02 November 2016 confirm that there is significant decay identified decay in the lower trunk area and that this is the reason for the leaning footway distortion, thus justifying the removal of the Lime tree (T5).

Conditions:

1. Tree protection in construction
2. Bat survey
3. Tree planting schedule
4. Hard and soft landscaping

- LBH Environmental Health (Noise):

Concerns raised over achieving suitable ventilation without the need to open windows but a number of solutions are available to achieve sound reduction without opening windows. A further report will be required detailing compliance with the BS8233 internal room sound levels.

- LBH Waste Management

Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway.

- LBH Housing Renewal:

The proposal would maximise affordable housing. The Council would generally seek 60% intermediate and 40% affordable rent housing with a recommended mix for affordable housing of 15% 1beds, 43% 2beds, 32% 3beds and 10% 4beds. It has been accepted that this is the most viable mix for this scheme, which will not only maximise the delivery of affordable housing but will considerably assist in the long term regeneration of the area.

This forms part of a wider Council led programme for new housing and the submitted programme of works table indicates that this will provide 18 new rented homes –the majority of which are larger family dwellings and 13 further affordable homes through low-cost home ownership (shared ownership).

External:

- Crime Prevention

A number of observations regarding durability of doors; how non-residents can access the site; ensuring the refuse enclosure is secure; details of fencing and security. A secure by design condition is recommended.

- London Fire Authority

Satisfied with the proposal and recommend an informative relating to sprinklers

- Thames Water

No objections subject to conditions and informatives

- Natural England

Natural England has no comments to make on this application. The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment.

- Environment Agency

No comments made.

- Network Rail

As the site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends the developer contacts AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site. Network Rail strongly recommends the developer agrees an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.

The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:

- * encroach onto Network Rail land
- * affect the safety, operation or integrity of the company's railway and its infrastructure
- * undermine its support zone
- * damage the company's infrastructure
- * place additional load on cuttings
- * adversely affect any railway land or structure

- * over-sail or encroach upon the air-space of any Network Rail land
- * cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

This must consider future maintenance; drainage; plants and materials; scaffolding; fencing; landscaping and tree species to be planted.

5. LOCAL REPRESENTATIONS

5.1. The following were consulted:

25 x neighbouring properties were consulted, a press notice was posted and 2 x site notices were posted on site.

No responses were received.

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Design and density
3. The impact on the amenity of adjoining occupiers
4. Standard of accommodation
5. Affordable housing
6. Housing mix
7. Parking and highway safety
8. Waste storage
9. Trees and impact on SINC
10. Sustainability
11. Drainage
12. Shadow S106 details

Principle of the development

- 6.2. The proposal seeks planning permission for a change of use from the existing car park and community hall and the redevelopment of the site to a residential building which would consist of the demolition of the existing single story building (community centre) and erection of a four storey building to facilitate 11 residential units, which would be affordable (intermediate) residential units consisting of 8x2 bed and 3x1bed units, with associated landscaping, amenity space and 4 car parking spaces.
- 6.3. Emerging Policy DM49 of the Councils Development Management Plan DPD Pre-submission Version 2016 seeks to protect existing community facilities where these are viable and would not create a shortfall of such facilities in the local area.

The design and access statement submitted with the planning application refers to this facility being underused for the past sixteen years, with only one remaining group actually using the site for just two hours a week. At an early stage of the proposal the applicants sought to engage with the community group using the community facility where it is transpired that the community group have now found an appropriate alternative community centre in Chestnut Park, which is within 300m of the application site. The same day and time was available at the alternative community facility in Chestnut Park. However, unfortunately, it is now understood that the community group have since disbanded. However, notwithstanding, the proximity of the alternative community facility, combined with the lack of activity and users in the existing facility on the site, the subject of this planning application, it is considered that the loss of the local community centre is acceptable in this particular instance and a replacement facility would not be required.

- 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 DM DPD pre-submission version 2016, which has a current target of providing 820 new homes a year in Haringey; which has been increased to 1,502 under the London Plan (FALP) 2015'.
- 6.5. Therefore, the provision of new housing and the loss of the existing community facility is acceptable in land use terms as the proposed development would augment the Borough's housing stock in accordance with UDP Policy HSG2, Local Plan Policies SP1 and SP2, Policies DM10 and DM49 of the Councils Development Management Plan DPD Pre-submission Version 2016 and London Plan Policy 3.3.

Density

- 6.6. 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.
- 6.7. The site area is 0.0742 hectares - the surrounding area is considered to be urban, as defined in the London Plan 2016, and the site has a PTAL of 2. The density proposed is 148 units per hectare (11 units /0.0742 Ha) and 403 (30/ 0.0742) habitable rooms per hectare which complies with the 55 - 145 u/ha and 200 - 450 hr/ha threshold as set out in the London Plan. Therefore, it is considered that the scheme does not constitute an overdevelopment of the site and the quantum of units proposed is acceptable in its local setting, subject to all other material planning considerations being met.

Design

- 6.8. SPG1a 'Design guidance' in accordance with the expectations of the NPPF, saved UDP Policy UD3, Policy DM1 of the of the Councils Development Management Plan DPD Pre-submission Version 2016, London Plan Policies 7.4 and 7.6 and 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.
- 6.9. The proposed four storey, flat roof design of the building remains the same as that presented to members at pre-application stage. Whilst the height would be at least one storey higher than the immediate buildings, the use of high quality materials and the 'corner siting' of the buildings position are considered acceptable in providing a desirable punctuation point to the street. There are also a number of four storey developments within the vicinity of the site, so the proposed building would be generally in-keeping with regards to the varying heights of buildings within the locality. The angled face of the building and the separation of the building to the highways (approximately 4.5m from Templeton Road and 3m from the corner of Hermitage Road) would also help to integrate this development within the surrounding existing built form. The flat roof design of the proposed building would reduce the bulk of development, whilst also allowing PV solar panels to be incorporated without impacting on the visual amenity of the street or townscape.
- 6.10. The materials to be used in the construction of the proposal would be light brickwork and dark metal framed windows, which are considered to be favourable materials that would compliment each other and the visual appearance of the surrounding area. These are considered acceptable subject to samples of the materials being submitted for approval, achieved by the imposition of conditions which are recommended on any grant of planning permission. The angled windows in the east elevation and excessive size of the canopied entrance on the proposed building were raised as concerns by the QRP at pre-application stage. These concerns have been addressed by the applicant, revising the proposal with the introduction of metallic louvres, recessed balconies and recessed entrances which are considered to be positive and acceptable amendments to the proposed development. The obscure glazing and metallic balcony detailing as well as the metallic barcode boundary railing are considered to have a coherent design which would positively impact on the visual amenity of the street and townscape generally.
- 6.11. Access to the Network Rail land to the north of the site is a constraint of the site but this also results in the footprint of the building being 'set away' from this site boundary in order to create a buffer zone, whilst minimising any adverse impact on

the natural setting of the railway banks which is designated as a Site of Importance and Natures Conservation (SINC). Likewise the access to the car park and Network Rail access to the east of the site ensure an 18m separation of the proposed development and the closest neighbouring building.

- 6.12. Small private patios on the main Templeton Road elevation, as well as terraces on the north along the eastern and western elevations of the proposed development, would also provide both a relief and a buffer from the public and private setting. A communal tree-lined area would separate the site from the public highway.
- 6.13. Accordingly, it is consider that the proposed design of the building and associated works would enhance the visual amenity of the site and the surrounding built form generally and would therefore, comply with the above mentioned planning policies.

The impact on the amenity of adjoining occupiers

- 6.14. The London Plan 2016 Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 of the UDP and Policy DM1 of the of the Councils Development Management Plan DPD Pre-submission Version 2016 also requires development not to have a significant adverse impact on amenity of existing surrounding residents and occupiers in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution of fume and smell nuisance.
- 6.15. The closest residential buildings to the site are no. 52 Templeton Road to the east and nos. 304-320 to the south of the site. These were specifically identified in the submitted BRE Daylight and Sunlight report as the properties most likely to be affected by the proposed development. Network Rail land is sited to the north and on the opposite side of Hermitage Road, and to the west of the site, are a number of single storey retail units.
- 6.16. The flank wall of no.52 Templeton Road is some 14.5m metres from the proposed building. The windows in this elevation appear to be secondary or serving non-habitable rooms. The only window in this side elevation that has been outlined in the report as potentially impacted serves a circulation space only. The daylight and sunlight study concludes that there would not be a significant impact from the development and that there would not be any overshadowing of open spaces either.
- 6.17. In the side elevation of 304-320 Tiverton Road there are two small windows and two fanlight style windows and this building is also approximately 17.5m from the proposed building. The sunlight and daylight assessment submitted state that the windows in the side elevation would not be significantly impacted on.

- 6.18. The lack of windows facing on to each other combined with the significant separation from the proposed block and these two neighbouring buildings would be sufficient to avoid any material levels of loss of privacy / overlooking or an increased sense of enclosure to neighbours within these neighbouring buildings.
- 6.19. A noise report has been provided which demonstrates that the noise levels from passing trains at the nearest proposed dwellings would not exceed acceptable levels, but further information, by the imposition of a condition on any grant of planning consent is required in order to ensure that noise levels set out in BS8233 will not be exceeded.
- 6.20. Overall the proposal is considered to be acceptable as there would be no significant loss of amenity to neighbouring residents.

Layout and standard of accommodation

- 6.21. London Plan 2016 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 Supplementary Planning Guidance 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 Policy DM12 of the of the Councils Development Management Plan DPD Pre-submission Version 2016.
- 6.22. The proposal would comprise eight x 2 bed and three x 1 bed flats. The two ground floor units would be classed as 2b3p units and would have floor areas of 72.7sqm and 78.7sqm, both of which would be significantly above the 61sqm minimum requirement. The upper floor flats would be stacked like for like and would consist of a 50sqm 1 bed flat, a 70sqm 2b3p flat and a 72.7sqm 2b4p flat. These would all meet minimum floorspace standards and would all have access to either a balcony, terrace or both.
- 6.23. The larger ground floor flat would be wheelchair accessible and all units would comply with Lifetime Homes standards. The proposal is therefore considered to result in acceptable living conditions for future occupiers of the new development.
- 6.24. As mentioned in the amenity section of the report, a noise report has been provided which demonstrates that the noise levels from passing trains at the nearest dwellings would not exceed acceptable levels, but further information is required to ensure that acceptable levels as set out in BS8233 will not be exceeded.
- 6.25. London Crime Prevention Officers have been consulted and whilst the layout is acceptable they have requested that details be approved in terms of secure by

design, which has been imposed by a condition on any grant of planning permission.

- 6.26. Overall the proposal provides reasonable living conditions for prospective occupiers in accordance with London Plan Policy 3.5, Local Plan Policy SP2 and Policy DM12 of the Councils Development Management Plan DPD Pre-submission Version 2016.

Affordable housing

- 6.27. Haringey's 'Strategic Policies' states that the Council will seek *'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 40% by habitable rooms.*

- 6.28. The proposed development will be for 11 residential units, so will require affordable housing to be provided on site. The scheme is proposed to contain 100% affordable (intermediate, shared ownership) housing, with no affordable rented accommodation. The Council's Housing Renewal officers have confirmed that this type of affordable housing stock is desirable and required within this area of the Borough due to the existing high levels of affordable rented accommodation within the area. The programme of which this social housing is provided will also provide 18 new affordable rented homes within the vicinity of the site, as well as 13 further intermediate homes.

Housing mix

- 6.29. The NPPF 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. This approach is supported at the local level through UDP Policy HSG10. Policy 3.8 of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types.

- 6.30. Of the eleven units proposed eight would be 2 bed and three would be 1 bed units. The submitted design and access statement refers to the proportion of 2 bed units, which could provide starter accommodation for small families. These units are at the larger end of the 2 bed required floorspace this use is plausible, but emerging DM Policy refers to family units as being those with three or more bedrooms and this scheme does not propose 3 bedroom units.

- 6.31. Justification for the lack of 3 bedroom units is that this is part of a borough wide housing development programme has an over-provision for family units on Fenton Road, Anderton Court, Barnes Court, Connaught Lodge and Ednam House, as detailed in the additional information from Council's Housing Renewal officers. Of the thirty one units to be developed on these sites there would be thirteen (13)

designated as affordable family units and 2 bed units are required in this specific area, subject to planning permission. The developments collectively within the area would provide adequate numbers of family housing provision, therefore, on balance the lack of 3 bedroom units within the proposed development, given the wider housing regeneration projects in the pipeline, is considered, on balance, acceptable in this instance.

Parking and highway safety

- 6.32. 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.
- 6.33. The site is located in an area with a low public transport accessibility level PTAL 2, however the site is within walking distance of the 259 and 279 bus routes on Seven Sisters Road and the 67 bus route on St Ann's Road which provides access to Sevens Sisters Station and Turnpike Lane underground stations. As such it is considered that although the site is located in an area with a low PTAL, the site has relatively good connectivity to public transport. The site is also located within the Green Lanes B Control Parking Zone, which operates Monday to Friday between the hours of 8am and 6:30pm and offers some parking constraints.
- 6.34. The site is currently used for the parking of some 19 car parking spaces which would be lost to provide 11 affordable residential units whilst providing cycle parking and 4 car parking spaces.
- 6.35. The applicant has conducted a parking survey in line with the Lambeth Methodology. These surveys were conducted on: Thursday 2nd and Friday 3rd October 2014 and an additional 4 days between 14th and 19th of April 2015. The surveys examined how the car park is currently being used, including formal and informal parking, whilst the use of the nearby on street Pay and Display parking was also surveyed. The parking surveys also looked at the total number of cars parked on street overnight, car parking pressures within 200 metres of the site, a car parking space was assumed to be 6 metres instead of 5 metres; this provides a more robust calculation for parking pressures and spare capacity.
- 6.36. The roads included in the parking survey were: Hermitage Road, Oakdale Road, Beechfield Road, Vale Road, Templeton Road, Remington Road, Moreton Close/ Fladbury Road, Tiverton Road and Tiverton Private Estate Road. The overnight survey of the road within the 200 metres of the site observed that there are a total of 263 car parking spaces, including 255 residents parking spaces and 8 residents and display car parking spaces. A maximum of 215 vehicles were observed to be parked on Thursday 2nd October, with some 40 on street car parking spaces available. This represents a maximum car parking pressure of 82%, which is below

the 90% car parking pressure threshold considered to constitute an area suffering from high car parking pressures.

- 6.37. The car parking surveys of the car park (proposed development site) concluded that over night in October 2014, between 0115 and 0300 hours, there were between 15 and 19 cars parked within the car park. The surveys conducted in April 2015 observed between 22 and 26 vehicles parked on the proposed development site, a number of cars (between 13-19) were parked before 0800 hour, and did not exit the site between 0800 and 1800 hours. The site had between 12-21 two way trips per day over the two days. It is to be noted that the existing site accommodated some temporary trips, between 1 -2 minutes with some trips lasting up to 2-4 hours.
- 6.38. The existing pay and display spaces are capable of accommodating up to 5 vehicles; In order to examine if there is a need to provide additional pay and display parking spaces to facilitate the loss of the car park, the Pay and Display car parking spaces were surveyed and the results of the parking survey concluded that at one point the Pay and Display spaces were at capacity for over 15 minutes. I would therefore suggest that as part of the highways works associated with this development that the Council shall seek to convert a number of the existing residents parking bays to shared use bays.
- 6.39. It is to be noted that as 6 metres has been used to calculate the on street car parking spaces available, this represents a worst case scenario, hence based on the parking surveys there is sufficient on street car parking spaces available within the area and surrounding the site to facilitate any displacement in parking generated by the proposed development.
- 6.40. The applicant will be required to provide 19 secure sheltered cycle parking space in line with the 2015 (FALP). A condition is recommended to be imposed on any grant of planning permission requiring the cycle spaces be provided.
- 6.41. The development of the site will require the reconstruction of footways, including the removal of the existing crossover and reconstruction of the footways in conjunction with the construction of the new crossover to access the car park, the applicant will be required to contact the Council's highways team to arrange for the works to be carried out. A condition is recommended to be imposed on any grant of planning permission.
- 6.42. LBH Transportation Officers have considered that the proposed 11 additional residential units are unlikely to generate any significant increase in trips or parking demand and that they would not result in any adverse impact on the surrounding highways network. Therefore, the following conditions have been imposed on any grant of planning permission:

- A residential travel plan statement must be secured as part of the development and should include the following measures in order to maximise the use of public transport, including a welcome residential induction, establishing or operating a car club scheme and the provision of 19 secure sheltered cycle parking spaces. The car club aspect will need to form part of a S106 Legal agreement.
- Submission of a Construction Management Plan (CMP) and Construction Logistics Plan (CLP)
- Reconstruction of the footways including the removal of the existing crossover/ reconstruction of crossover to access the car park.

Waste management

- 6.43. London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection.
- 6.44. 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 and that collection is from Templeton Road.
- 6.45. Subject to the imposition of appropriate conditions as part of any planning consent regarding the details of refuse storage the proposal is considered acceptable.

SINC, Trees and landscaping

- 6.46. With regard to trees Saved Policy OS17 of the UDP states that the Council will seek to protect and improve the contribution of trees, tree masses and spines to local landscape character by ensuring that, when unprotected trees are affected by development, a programme of tree replanting and replacement of at least equal amenity and ecological value and extent is approved by the Council.
- 6.47. The proposed development would involve the removal of twelve trees – however, the submitted tree survey report has classified the trees as category C trees, meaning that they are not of high quality value (category A). The loss of trees on the lower part of the embankment would not result in detrimental impacts on SINC land. Some pruning will also be required to the more significant trees and protection of these is detailed. The Council's Arborocultural officer has stated that the proposed planting of seventeen semi-mature new trees will greatly improve the sustainability of the site, while also increasing the quality of life for future residents.
- 6.48. The main impact on trees would be from the removal of the street fronting trees along Templeton Road. The main one of these is the Lime tree (T5) on the corner of Hermitage Road and Templeton Road. The applicant's Arborocultural report refers to the lean of this tree being problematic for its long term survival and that the historic lean is likely to continue until it eventually collapses in the near future.

Subsequent comments from the Council's Arborocultural officer have confirmed decay in the lower trunk area, which is causing the leaning of the tree and the footway to distort. As such the removal of the tree in this instance is considered to be sufficiently justified.

- 6.49. T1 to T4 as labelled on the Arborocultural report are more modest in size, consisting of a Himalayan Birch, Fastigate Hornbeam and two Bastard Service trees. These trees have impacted on the surrounding tarmac and regular highway repairs have likely shortened their life expectancy and whilst these trees do add value to the site in its current underused state the number, scale and siting of the proposed semi-mature trees will be more in-keeping with the proposed building. Retention of these trees would require significant cutting back which would diminish their appearance and life expectancy even further. On balance it is considered beneficial to the long term appearance of the site to replace these trees.
- 6.50. SINC London Plan Policy 7.19 states that development adjacent to Sites of Importance in Nature Conservation (SINC) shall make a positive contribution to the protection, enhancement and management, whilst emerging DM Policy DM19 also seeks to protect and enhance SINC land. The Council's Arborocultural officer has referred to the requirement for some pruning and general tidying up of the rear of boundary treatment and the SINC land beyond. The buffer between the rear of the site and the SINC land is considered to be sufficient to avoid conflict between the SINC land and will allow access for management of this land. The proposed landscaping and planting have been considered to enhance the biodiversity of the site.
- 6.51. The imposition of conditions, requiring protection of trees in construction; a bat survey; installation of bird and bat boxes; tree planting schedule and details of hard and soft landscaping, have been recommended on any grant of planning permission and these will further protect and enhance the value of nature conservation and SINC land within and adjacent to the site.

Sustainability

- 6.52. 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. DM Policies DM21 and DM22 of the Councils Development Management Plan DPD Pre-submission Version 2016 expand on these policies. The NPPF emphasises the planning system's key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimizing vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires

developments to make the fullest contribution to minimizing carbon dioxide emissions.

- 6.53. Policy 5.2 of the London Plan requires major developments to achieve at least a 35% reduction in CO₂ emissions over the Building Regulations 2010 standard. Policy DM21 of the Councils Development Management Plan DPD Pre-submission Version 2016 seeks to ensure that all new development consider and implement sustainable design, layout and construction techniques, whilst DM22 of the Councils Development Management Plan DPD Pre-submission Version 2016 seeks to encourage decentralised energy network infrastructure.
- 6.54. The applicant's energy statement outlines that the energy hierarchy set out within the London Plan has been followed for this development. The use of PV Panels on the flat roof has been estimated to provide capacity assessment of a maximum of circa 12 kW of PV. The proposal will incorporate energy efficiency measures and 9.75 kWp of solar panels, and meets the 35% London Plan of target reduction.
- 6.55. The Council's Carbon Management officer has accepted that the regulated CO₂ emissions would be reduced by 0.3 tCO₂ per annum. The improved building materials would equate to approximately a 2% reduction in total CO₂ emissions over the baseline level.
- 6.56. Further investigation into the creation of a single heating and hot water network serving all aspects of the development was requested in order to demonstrate how this system would be able to be connected to an area while heating network at a later date.
- 6.57. The applicant has responded by referring to London Plan policies 5.2 and 5.6 and Haringey Plan SOP:04: Section 11.10 of the GLA's Energy Planning Guidance (March 2016) states: "Depending on the density of development, it may not always be appropriate to connect individual houses to heat networks. This is due to the higher network heat losses that typically occur when supplying individual houses compared to apartments. They also have a higher cost of connection."
- 6.58. The scheme is relatively low density and the additional information provided by the applicant has confirmed that the site is not located within a district heating opportunity zone, and the nearest planned future local district energy scheme would be on the West side of the High Road. It has since been accepted that high energy efficiency individual boilers would be more suitable for a development of this scale. A condition to this effect has been attached.
- 6.59. A figure of £2,700 per tonne of carbon offsetting for shortfall below agreed levels has been suggested from the Council's Carbon Management officer. However, this figure has not been adopted in the Council's S106 SPD, so the stated £1,800 figure detailed in that document will be applied.

Drainage

- 6.60. London Plan (2016) Policy 5.13 'Sustainable drainage', Policy DM25 'Sustainable Drainage Systems', of the Councils Development Management Plan DPD Pre-submission Version 2016 and Local Plan (2013) Policy SP5 'Water Management and Flooding' require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:
1. store rainwater for later use
 2. use infiltration techniques, such as porous surfaces in non-clay areas
 3. attenuate rainwater in ponds or open water features for gradual release
 4. attenuate rainwater by storing in tanks or sealed water features for gradual release
 5. discharge rainwater direct to a watercourse
 6. discharge rainwater to a surface water sewer/drain
 7. discharge rainwater to the combined sewer
- 6.61. 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. The Council's Drainage officers have clarified that the information as submitted is sufficient and will therefore provide sustainable drainage that will not increase flood 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.

Planning Obligations – Shadow Section 106

- 6.63. A Shadow 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. The Shadow S106 will be replicated should ownership of the site pass from the Local Planning Authority to a Third Party. Below are the agreed

Heads of Terms, which will be represented as planning conditions for the purposes of this application.

- 1) Commitment to 100% Intermediate housing provision
- 2) Review mechanism for lean energy and Solar PV commitment, with a potential offsetting cost of £1,800 per tonne of carbon plus a 10% management fee.
- 3) Car Club membership (two years membership and £50 credit)
- 4) Obligation that if any third party acquires any interest they will simultaneously enter into a section 106 agreement (on the same terms as the shadow one) to bind that interest

[5] Considerate Contractor Scheme **Conclusion**

6.64. The proposal would not have an adverse impact on the availability of community facilities in the area and would assist provision of additional housing. The proposal is a high quality sustainable design that compliments the surrounding area and would not have a significant impact on neighbouring properties or result in overdevelopment of the site. The housing mix and intermediate affordable housing provision are suitable for the area, especially given the other tenures being provided as part of other Council led developments. The proposal would not adversely impact on parking, highway safety or drainage. Biodiversity and landscaping are considered to be improved and the development would not detrimentally impact on the neighbouring SINC land.

6.65. 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 would be £31,400.95 (730sqm x £35 x 1.229) and the Haringey CIL charge would be £11,541.30 (730sqm x £15 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.

7.2. As submitted the scheme would be consist entirely of intermediate housing, so the development may be exempt subject to a claim for relief from Mayoral or Local CIL charges.

8. RECOMMENDATIONS

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

Applicant's drawing No.(s) AA4777-2001/A; 2002; 2005; 2006/B; 2007; 2008; 2009; 2010; 2013; 2014; 2020; 14401/300/C; 301/B; Air Quality Assessment – Temple – 25 January 2016; Noise and Vibration Assessment – T2446 – 07 January 2016; Below Drainage Report - Ellis & Moore – 14401 – January 2016; Parking Statement – PRP – AV4777 – 06 July 2016; Energy Statement – PRP – January 2016; Sustainability Statement – PRP - January 2016; Arborocultural Impact Assessment – Oisin Kelly – 202 – 22 January 2015; Design & Access Statement – PRP – January 2016; Daylight, Sunlight & Overshadowing Assessment – PRP – AE4777/Version 2.0 – 07 January 2016; Preliminary Ecological Appraisal – Landscape Planning Ltd – 55976 – 27 January 2016 Amendment

Subject to the following condition(s) and * conditions

1. Development begun no later than three years from date of decision

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. In accordance with approved plans

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

AA4777-2005; 2006/B; 2007; 2008; 2009; 2010; 2013; 2014; 2020; 14401/300/C; 301/B

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

3. Materials submitted for approval

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 construction above ground floor (or DPC) level commences. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

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

4. Contaminated land 1

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.

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

5. Contaminated land 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.

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

6. Construction dust

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 2016.

7. Machinery registration

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 NOx 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.

8. Considerate construction

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 2016.

9. Residential travel plan including induction pack and car club

A residential travel plan must be secured as part of the development and should include the following measures in order to maximise the use of public transport:

- a) Provision of welcome residential induction packs containing public transport and cycling/walking information like 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.
- b) Establish or operate a car club scheme. The developer must offer free membership to all residents of the development for at least the first 2 years, and provide £50 (fifty pounds) in credit for each member of the car club, evidence of which must be submitted to the Transportation Planning team.

Reason: To promote sustainable modes of transport.

10. Nineteen secure cycle spaces

The 19 secure cycle spaces and associated 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.

11. Construction management plan

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.

12. Reconstruction of footways and new crossover

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.

13. Boiler system requirement

The Council will require that each individual combination gas boilers shall be installed with a minimum SEDBUK rating of 91%. The applicant will be required to demonstrate compliance by supplying installation specification at least three months post construction and the facilities and shall be retained as such thereafter unless otherwise agreed in writing by the Local Authority.

REASON: To ensure the individual facility are highly efficient in the absence of a centralised boiler system.

14. Low / lean energy

Within 6 months of the completion of the development hereby approved, a report confirming that the energy efficiency standards as detailed in PRP “Templeton Hall & Garages, Tottenham, N15 Energy Statement”, 2016, have been achieved must be submitted to and approved in writing by the local planning authority. This report will show emission figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.

Failure to achieve the on site targets hereby agreed through energy measures as set out in the aforementioned strategy shall require any shortfall to be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.

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

15. Sustainability commitment

The development hereby approved shall be constructed in strict accordance of the details so approved, and shall provide evidence of the following to the local planning authority at least 6 months prior to completion on site for approval:

- Permeable paving and tarmac across the site ensuring at the impermeable area is not being increased by the development;
- That the buffer zone between the site and the existing railway comprises existing mature trees which is retained to ensure the existing wildlife habitats are preserved;
- Two bat boxes shall be installed into the building fabric on the north side of the development;
- Bird boxes shall be installed into the building fabric on the north side of the development;
- That car parking on site has electric vehicles recharging infrastructure installed for at least 50% of provided spaces;
- That cycle storage within the building will be provided for all residents, as well as visitor cycle stands by the main entrance.
- That rain water storage will be delivered to water the landscaping areas.

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

Reason: In the interest of addressing climate change and to secure sustainable development.

16. Solar PV panels

The solar PV panels shall be installed in accordance with the details hereby approved within the PRP Energy Statement (January 2016) and will cover an area of 120m² and generate at least 12 kW of electricity installed and shall be operational prior to the first occupation of the development and shall be maintained as such thereafter. Failure to achieve the on site targets hereby agreed through energy measures as set out in the afore mentioned strategy, shall require any shortfall to be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.

Reason: To ensure solar PV potential is achieved.

17. SUDS operation and maintenance plan

The development hereby approved shall not commence until details of a plan for sustainable drainage system operation and maintenance has been submitted to and approved by the Local Planning Authority and thereafter implemented and maintained as approved.

Reason: In order to ensure a satisfactory provision for drainage on site and ensure suitable drainage provision for the authorised development.

18. Arborocultural site meeting and tree protection

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 meeting between the Council's Arborocultural officer and the qualified Arborocultural officer appointed by the applicant has been satisfactorily undertaken and details of the specification and position of the fencing for the protection of any retained tree to comply with BS 5837: 2012 - Trees in relation to design, demolition and construction - Recommendations 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 installed prior to the commencement of any development hereby approved and maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access be made, without the written consent of the Local Planning Authority.

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

19. Bat survey

Prior to any demolition of the Templeton Hall building or removal of any trees on site, a suitable bat survey by a licensed bat consultant shall be undertaken to ensure that there

are no bats or bat roostings associated within the site. Should any bats or bat roosting be discovered on site then the action must be agreed between the owners of the site and the Local Planning Authority and all works must be completed in accordance with that scheme.

Reason: To ensure that there are no bats or bat roosting disturbed as a result of the development.

20. Hard / soft landscaping (including permeable paving)

No development above ground floor (or DPC) level 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 permeable materials; minor artefacts and structures (e.g. furniture, 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.); where relevant.

Soft landscape works shall include tree planting; 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.

21. Additional noise assessment

Prior to commencement of the development hereby approved, an additional report to include "baffled" ventilation to permit ventilation without undue noise shall be submitted and approved in writing by the Local Planning Authority and shall be completed in accordance with that scheme.

Reason: In order to protect the amenities of future occupiers of the development.

22. Refuse management

Details of a scheme for the storage and collection of refuse from the hereby 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.

23. Secure by design

Prior to commencement of the development hereby approved, details shall be submitted and approved in writing by the Local Planning Authority in consultation with the Metropolitan Police and Designing Out Crime Officers to demonstrate how the principles and practices of the 'Secured by Design' scheme have been included and shall be completed in accordance with that scheme.

Reason: In the interest of creating safer, sustainable communities.

24. Aerials

Notwithstanding the provisions of Class H of part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

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

25. Accessible and adaptable homes

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.

26. *Affordable housing provision

Affordable housing shall be provided in accordance with the conditions and approved documents as set out in this decision. All affordable housing units shall be constructed and fitted out as units which are suitable for occupation as affordable housing and shall only be occupied for the purposes of and retained in perpetuity for Intermediate Affordable Housing in line with the London Plan definition for such as set out in the London Plan.

Reason: to ensure the scheme provides sufficient affordable housing and that the development is retained as affordable units.

27. * Travel Plan

The residential units hereby permitted shall not be occupied until such time as a residential travel plan statement has been submitted to and legal commitments have been undertaken to ensure compliance with the terms agreed. The following measures shall be included in the travel plan in order to maximise the use of public transport:

- i. Provision of welcome residential induction packs containing public transport and cycling/walking information like 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.
- ii. Establish or operate a car club scheme. The developer must offer free membership to all residents of the development for at least the first 2 years, and provide £50 (fifty pounds in credit for each member of the car club), evidence of which must be submitted to the Transportation planning team.
- iii. Provide 19 secure sheltered cycle parking spaces in line with the 2015 Further Alteration to the London Plan.

Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.

28. *Carbon offsetting commitment

The development hereby approved shall be constructed in accordance with the energy measures contained in the approved PRP Energy Statement (January 2016) hereby approved, and shall achieve the agreed carbon reduction of 35% reduction beyond BR 2013. The associated equipment and materials shall be retained and maintained so as to achieve these energy efficiencies thereafter. Confirmation of achieving the detailed energy measures shall be submitted to and approved in writing by the local planning authority within 6 months of completion of the development and the applicant must allow site access if required to verify delivery. Failure to achieve the agreed targets through these energy measures shall be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.

Reason: To comply with the details of the energy measures hereby approved to ensure sufficient sustainability within the site.

29. Need for a Legal agreement

In the event that any owners of the land have the legal locus to enter into a Section 106 Agreement no works shall be progress on site until such time as they have entered into such an Agreement incorporating obligations in respect of the matters covered by conditions marked with * in this notice of planning permission.

Reason: In order to define the permission and to secure development in accordance with the terms of the Section 106.

INFORMATIVE: CIL Charge

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 £31,400.95 (730sqm x £35 x 1.229) and the Haringey CIL charge would be £11,541.30 (730sqm x £15 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: Consultation with Network Rail

Network Rail strongly recommends the developer contacts

AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site.

Network Rail strongly recommends the developer agrees an Asset Protection Agreement with Network Rail to enable approval of detailed works. More information can also be obtained from their website at www.networkrail.co.uk/asp/1538.aspx.

INFORMATIVE: Consultation with Met Police

In aiming to satisfy the condition, the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via: DOCOMailbox.NE@met.police.uk or telephone 0208 217 3813.

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: Asbestos

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 3472) to arrange for the allocation of a suitable address.

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 :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.

Appendix 1 Consultation responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Environmental Health (Pollution)	The following comments and conditions are recommended; <u>Air Quality:</u> The London Plan, Policy 7.14 states that new development should: • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMA) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMA)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. An air quality assessment has been submitted which includes an Air Quality Neutral Assessment. The development proposal includes four car parking spaces only and is essentially car free. Each dwelling will have individual combi gas boilers for space heating and hot water. Photo voltaic panels are also proposed with this planning application. I recommend the following conditions: • <u>Combustion and Energy Plant:</u> 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	Noted and applicable conditions and informative recommended

Stakeholder	Question/Comment	Response
	mg/kWh (0%). <i>Reason: As required by The London Plan Policy 7.14.</i> <u>Contaminated land: (CON1 & CON2)</u> <u>CON1:</u> • Before development commences other than for investigative work: a) Using the information contained within the Phase I desktop study and Conceptual Model, a site investigation shall be carried out for the 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. 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. <u>And CON2 :</u> • 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. <i>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</i>	

Stakeholder	Question/Comment	Response
	<u>Management and Control of Dust:</u> - No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. <i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i> - 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. <i><u>Reason:</u> To Comply with Policy 7.14 of the London Plan</i> - 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 NOx 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. <i><u>Reason:</u> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i> - 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. <i><u>Reason:</u> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i> <u>As an informative:</u>	

Stakeholder	Question/Comment	Response
	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.	
Transportation	The proposed site is located in an area with a low public transport accessibility level PTAL 2, however the site is within walking distance of the 259 and 279 bus routes on Seven Sister Road and the 67 bus route on St Ann's Road which provides access to Sevens Sisters Station and Turnpike Lane underground stations; we have therefore considered that although the site is located in area with a low public transport accessibility level the site has relatively good connectivity to public transport; the site is also located within the Green Lanes B Control Parking Zone which operates Monday to Friday between the hours of 8am and 6:30pm and offers some parking constraints. The applicant is proposing to redevelop the site which is currently used for parking of some 19 car parking spaces to provide 11 affordable residential units containing some 3x1 bed units and 2x8 residential units, cycle parking and 4 car parking spaces. The applicant has conducted a Parking survey in line with the Lambeth Methodology; the surveys were conducted on: Thursday 2nd and Friday 3 October 2014 and an additional 4 days between 14th and 19th of April 2015. The surveys examined how the car park is currently being used, including formal and informal parking, the use of the nearby on street Pay and display parking was also surveyed. The parking surveys also looked at the total number of cars parked on street overnight, car parking pressures within 200 metres of the site, a car parking space was assumed to be 6 metres instead of 5 metres; this provides a more robust calculation for parking pressures and spare capacity. The roads included in the parking survey were: Hermitage Road, Oakdale Road, Beechfield Road, Vale Road, Templeton Road, Remington Road, Moreton Close/ Fladbury Road, Tiverton Road and Tiverton Private Estate Road. The overnight survey of the road within the 200 metres of the site observed that there are a total of 263 car parking spaces, including 255 residents parking spaces and 8 residents and display car parking spaces; a maximum of 215 vehicles were observed parked on Thursday 2nd October, with some 40 on street car parking spaces available, this represents a maximum car parking pressure of 82%, which is below the 90% car parking pressure which is considered that an area is suffering from high car parking pressures. The car parking surveys of the car park (proposed development site) concluded that in October 2014 over night between 0115 and 0300 hours there were between 15 and 19 car parked within the car park. The surveys conducted in April 2015 observed between 22 and 26 vehicles parked on the proposed development site, a number of cars (between 13-19) were parked before 0800 hour, and did not exit the site between 0800 and 1800 hours. The site had	Noted and applicable conditions recommended. S106 noted.

Stakeholder	Question/Comment	Response
	between 12-21 two/way tips per day over the two days; it is to be noted that the existing site accommodated some temporary trips, between 1 -2 minutes with some tips lasting longer 2-4 hours. The existing pay and display spaces are capable of accommodating up to 5 vehicles; In order to examine if there is a need to provide additional pay and display parking spaces to facilitate the lost of the car park, the Pay and Display car parking spaces were surveyed the results of the parking survey concluded that at one point the Pay and Display spaces were at capacity for over 15 minutes. I would therefore suggest that as part of the highways works associated with this development we seeking to convert a number of the existing residents parking bays to shared used bays. It is to be noted that as 6 metres has been used to calculate the on street car parking spaces available, this represents a worst case scenario, hence based on the parking surveys there is sufficient on street car parking spaces available within the area surrounding the site to facilitate any displacement in parking generated by the proposed development. The applicant will be required to provide 19 secure sheltered cycle parking space in line with the 2015 Further Alteration to the London Plan. The development of the site will require the reconstruction of the footways including the removal of the existing crossover/ reconstruction of the footways and the construction of the new crossover to access the car park, the applicant will be required to contact the Council's highways team to arrange for the works to be carried out. We have considered that the proposed 11 additional residential units are unlikely to generate any significant increase in trips or parking demand which would result in any adverse impact on the surrounding highways network. Therefore, the highway and transportation authority would not object to this application subject to the following conditions: Conditions: 1) A residential travel plan statement must be secured as part of the development and should include the following measures in order to maximise the use of public transport: a) Provision of welcome residential induction packs containing public transport and cycling/walking information like 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. b) Establish or operate a car club scheme. The developer must offer free membership to all residents of the development for at least the first 2 years, and provide £50 (fifty pounds in credit for each member of the car club), evidence of which must be submitted to the Transportation planning team. c) Provide 19 secure sheltered cycle parking spaces in line with the 2015 Further Alteration to the London Plan.	

Stakeholder	Question/Comment	Response			
	2) The Applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commences on site. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians Hermitage Road and Templeton Road 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 3) The development of the site will require the reconstruction of the footways including the removal of the existing crossover/ reconstruction of the footways and the construction of the new crossover to access the car park, the applicant will be required to contact the Council's highways team to arrange for the works to be carried out before the development commences on site. Reason: to facilitate access to the development and to protect the integrity of the transportation and highways network. Transportation network 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.				
Carbon Management	Energy Strategy The Energy Baseline for the development will emit 14.2 tonnes of CO2 per year when achieving Building Regulation 2013. The scheme will have to achieve a 35% reduction through lean, clean and green measures (as set out in the London Plan policy 5.2) It does achieve this requirement. Energy - Lean It is proposed that the regulated CO2 emissions are reduced by 0.3 tCO2 per annum, which equates to a circa 2% reduction in total CO2 emissions over the baseline through improved building materials. The figures for improved U-values are noted and will be captured by the condition proposed. <table border="1" data-bbox="527 1385 1640 1414"> <thead> <tr> <th data-bbox="527 1385 894 1414">Element</th><th data-bbox="894 1385 1268 1414">Part L1A 2013 minimum</th><th data-bbox="1268 1385 1640 1414">Proposed specification for</th></tr> </thead> </table>	Element	Part L1A 2013 minimum	Proposed specification for	Noted and conditions attached. S106 noted.
Element	Part L1A 2013 minimum	Proposed specification for			

Stakeholder	Question/Comment			Response	
		fabric requirements	the development		
	External walls	0.30	0.15		
	Roof	0.20	0.11		
	Ground floor	0.25	0.11		
	Windows	2.00	1.4		
	Air tightness	10 (m3/(hm2) at 50 Pa)	4 (m3/(hm2) at 50 Pa)		
	Suggested Condition – Lean / Energy Efficiency You must deliver the energy efficiency standards (the Lean) as set out in the document “Templeton Hall & Garages, Tottenham, N15 Energy Statement”. Written by PRP dated January 2016.				
		Building Element	Proposed specification for the development (u-values)		
	External walls	0.15			
	Roof	0.11			
	Ground floor	0.11			
	Windows	1.4			
	Air tightness	4 (m3/(hm2) at 50 Pa)			
	Confirmation that these energy efficiency standards have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.				
	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				
	Energy - Clean It is proposed that there is no single centralised heating and hot water systems. Instead multiple boilers have been designed.				
This is against policy (London Plan policy 5.2 and 5.6 and Haringey Plan SOP:04)					

Stakeholder	Question/Comment	Response
	Therefore we recommend that the applicant is required to create a single heating and hot water network serving all aspects of the development. A report should be submitted highlighting the location of the single energy centre and the operational parameters of the energy equipment. And to demonstrate how this system would be connected to an area while heating network at a later date. Suggested Condition – Community Heating The Council will require details of the single community boiler facility and associated infrastructure, which will serve heat and hot water loads for all the units on the site. This shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include: a) location of the single energy centre; b) specification of equipment serving all units space heating and hot water loads; c) flue arrangement; d) operation/management strategy; and e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) The boiler facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter. REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22. Energy - Green It has been estimated that approximately 120 m² of the total roof area is available for the installation of the PV panels. This PV capacity assessment suggests that the roof can accommodate a maximum of circa 12 kW of PV. Recommended Condition – Renewable Technology You will install the renewable energy technology (PV Solar Panels) as set out in the document “Templeton Hall & Garages, Tottenham, N15 Energy Statement”. Written by PRP dated January 2016.	

Stakeholder	Question/Comment	Response
	These solar PV panels will cover an area of 120m² and generate at least 12 kW of electricity. The solar PV panels shall be installed in strict accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter. 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 5.7. and local plan policy SP:04 Sustainability Assessment A sustainability assessment has been provided to highlight the positive environmental benefits that the scheme will deliver. Aspects of this includes - Permeable paving and tarmac across the site ensuring at the impermeable areas are not being increased by the development; - That the buffer zone between the site and the existing railway comprises existing mature trees which is retained to ensure the existing wildlife habitats are preserved; - At least two bat boxes shall be installed into the building fabric on the north side of the development; - A selection of bird boxes shall be installed into the building fabric on the north side of the development for various local bird species; - That cycle storage within the building will be provided for all residents, as well as visitor cycle stands by the main entrance. - That rain water storage will be delivered to water the landscaping areas. Suggested condition – Sustainability You must deliver the sustainability assessment as set out in “Templeton Hall and Garages, N15 Sustainability Statement”. Dated January 2016 by PRP. The development shall then be constructed in strict accordance of the details so approved, and shall provide evidence of the following to the local planning authority at least 6 months of	

Stakeholder	Question/Comment	Response
	completion on site for approval: - Permeable paving and tarmac across the site ensuring at the impermeable area is not being increased by the development; - That the buffer zone between the site and the existing railway comprises existing mature trees which is retained to ensure the existing wildlife habitats are preserved; - Two bat boxes shall be installed into the building fabric on the north side of the development; - Bird boxes shall be installed into the building fabric on the north side of the development; - That car parking on site has electric vehicles recharging infrastructure installed for at least 50% of provided spaces; - That cycle storage within the building will be provided for all residents, as well as visitor cycle stands by the main entrance. - That rain water storage will be delivered to water the landscaping areas. In the event that the development fails to deliver the required measures, a full schedule and costings of remedial works shall be submitted for our written approval. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions. Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan. Final Comment: I am willing to agree that on this site multiple heating is not required. This will allow individual boilers to be installed in each unit. But to ensure that the highest standard of boilers are installed the condition should specify that all the gas boilers installed will have a minimum SEDBUK rating of at least 91%. Therefore I recommend that the following condition is added: Suggested Condition That all combination gas boilers that are to be installed across the development are to have a minimum SEDBUK rating of 91%.	

Stakeholder	Question/Comment	Response
	The applicant will demonstrate compliance by supplying installation specification at least 3 months post construction. Once installed they shall be operated and maintained as such thereafter. Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04	
Sustainability and Drainage	The pro-forma was as per the original that was completed and met Haringey's criteria, it could be attached, the only issue that we really needed clarifying was the maintenance of the SuDS for the lifetime of the development, I now understand this will be carried out by the property owner/s, it would be beneficial if a operation and maintenance plan could be provided by the developer to the property owners and maybe a condition highlighting this could be attached.	Noted, condition attached
Arborocultural Officer	Tree comments Tree cover at this site consists of a variety of individual trees and groups of trees. Trees are situated within paved area of the car park, and along the adjacent railway embankment to the north of the site. There is also a mature Lime tree on the public highway to the west of the site. The site is not within a Conservation Area and there are no trees are subject to a Tree Preservation Order. The railway embankment is within a Site of Interest for Nature Conservation (SINC) of Borough Grade II importance. There are no trees of high quality and value (category A). Most of the trees surveyed were assessed as low quality and value (category C). It is proposed to remove twelve trees to facilitate the development. The Lime tree (T5) will be assessed by the Councils tree service to determine if it needs to be removed because of its condition. The tree removals will not result in a detrimental impact on the site or the wider local area as new tree planting will mitigate this. The loss of trees from the lower part of the railway embankment should not result in a detrimental impact on the SINC. It is also to proposed to carry out some minor pruning works to the trees on the railway embankment, this will have a negligible impact on the trees and the SINC. The proposed landscape plan includes the planting of seventeen semi-mature new trees. This will greatly improve the sustainability of the site, while also increasing the quality of life for future residents. Details must be provided of tree species and aftercare maintenance plan for approval. New trees should be a mixture of species to enhance local biodiversity. The proposed development of this site will result in the loss of a small number of low and poor quality tree. New tree planting will visually enhance the site and the local environment. If the protective measures recommended in Arboricultural report are implemented and adhered to,	Noted and appropriate conditions recommended

Stakeholder	Question/Comment	Response
	the proposed development will have minimal impact on the trees to be retained. Ecology recommendations All tree works should be undertaken outside of the breeding season, or a nest search undertaken by an ecologist immediately prior to any works commencing on site. Templeton Hall should be subject to an internal and external inspection to more fully assess potential roosting opportunities within the structure. A bat activity survey should be undertaken at the site to establish foraging activity and to inform suitable lighting design and mitigation. Planning conditions When drafting planning conditions for both applications, they must include reference to the following; A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees. Protective fencing must be installed as per the Aroricultural Impact Assessment, prior to the commencement of demolition and retained until the completion of construction activities. The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition. The tree protective measures must be periodically checked the Consultant Arboriculturist. All construction works within root protection areas or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist. Additional Comments: The pre-commencement site meeting can be conditioned. I don't need a separate visit to discuss the Lime tree. It is being surveyed tomorrow and we should have a copy of this report early next week. I will then confirm if I'm happy for it to be removed. It is a agreed process that we notify local residents and ward members of all tree removals in advance of any works.	

Stakeholder	Question/Comment	Response
	Final comment: Got the report back today, the tests have identified decay in the lower trunk area, this and the fact it is leaning and caused the footway to distort, would in my opinion justify its removal. We will start the process of notifying ward members and local residents.	
Environmental Health (Noise)	<u>Initial comments:</u> There are well known adverse effects of noise on residents living in areas of high external noise The general limits for internal ambient noise levels are described in the WHO Guidelines for Community Noise and BS 8232. Solutions which rely upon opening windows for ventilation may not be satisfactory with railway noise externally. The adverse impact of inadequate ventilation upon health and well-being should also be considered. Insufficient ventilation can also lead to adverse effects on the building with instances of mould growth in modern dwellings which can impact upon health and well-being. A report should be provided by the applicant with proposals on how satisfactory internal noise conditions could be achieved whilst still providing adequate ventilation. A number of solutions are available and proposals should be documented. <u>2nd comments:</u> Page 17 states "An open window provides rapid ventilation, which is needed in certain circumstances, for example in hot weather. However, the sound insulation performance of the facades will be reduced dramatically and it will not be sufficient in controlling external to internal noise break-in for all habitable rooms. Therefore, under normal circumstances acoustic glazing must be kept closed to achieve optimum noise insulation and so an alternative means of ventilation will be needed. A more detailed assessment will be required once the design progresses as the detailed prediction of noise ingress is dependent upon the precise façade make up (glazed area etc.) and the acoustic characters of the proposed internal spaces." As I said previously a number of solutions are available to achieve sound reduction without	Noted and applicable conditions recommended

Stakeholder	Question/Comment	Response
	opening windows and a further report should be required detailing compliance with the BS8233 internal room sound levels. <u>3rd comments:</u> It would be better for them to provide their proposals through an additional report which would include "baffled" ventilation to permit ventilation without undue noise. The noise consultants are aware of these systems. Windows may still be occasionally opened for short periods though	
Waste Management	This proposed application for a 8 x 2 bed Units & 1 x 3 bed Unit 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. 2 x 240L wheelie bin for refuse 2 x 240L wheelie bin for recycling 1 x 1100L Euro bin for refuse 1 x 1100L Euro bin for recycling 9 x food waste kitchen caddy 1 x 140L Food Waste Box 2 x food waste exterior box for Houses Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway. The waste collection point will need to be at the front of the property from Templeton Road N15. Plans do not show distance from waste storage area to collection point or if a dropped kerb will be installed. The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection.	Noted and applicable conditions recommended
Housing Renewal	1. Affordable housing provision	Noted. S106 noted as being 100% affordable.

Stakeholder	Question/Comment	Response
	1.1 The proposed development seeks to provide a 100% affordable housing scheme and as such does not accord with Haringey's 'Strategic Policies' which states that the Council will seek <i>'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 40% by habitable rooms</i> 1.2 The scheme complies with the adopted London Plan strategic policy 3.37 which seeks the maximum amount of affordable housing. 2. Dwelling mix and Tenure 2.1 The Council will seek 60% intermediate and 40% affordable rent housing with a recommended mix for affordable housing of 15% 1beds, 43% 2beds, 32% 3beds and 10% 4beds. 2.2 There are currently high levels of social rented housing in the Tottenham constituency wards. In order to balance the levels and promote the area's regeneration, current Local plan policies promotes higher proportions of market sale homes and intermediate housing in this part of the borough. 2.3 The council requires 10% of new residential developments to be fully wheelchair accessible to ensure a housing choice for disabled residents 3. Consultation 3.1 It has been accepted that this is the most viable mix for this scheme intermediate, which will not only maximise the delivery of affordable housing but will considerably assist in the long term regeneration of the area. CONCLUSION: The scheme in its current form complies with the Councils Strategic Policies, principally on the grounds that it promotes the area's regeneration. The site is within the Seven Sisters corridor, which is a priority area for change and has a strategic role to play in the growth of Haringey. The Council aspiration for this council site is for residential development. – Current SP1 and SP2 policy.	

Stakeholder	Question/Comment	Response
	This is site also forms part of the variations to the existing phase one programme for the Council's new-build programme; to deliver shared ownership rather than outright sale given the demand for this tenure in this location and the potential benefits of freeing up affordable housing elsewhere by marketing to existing Council tenants or to leaseholders on regeneration estates within the Tottenham Zones. The enabling team supports this; by building the first new build council homes in over 25 years. This programme will provide 18 new rented homes –the majority of which are larger family dwellings. The Council also intends to provide 13 further affordable homes through low-cost home ownership (shared ownership).	
EXTERNAL		
Crime Prevention	In principle we have no objections to the overall re-development of the site however having reviewed the available documents for the proposed design we would like to bring to your attention the following concerns: Concerns RE: Physical Security to the development The existing plans make no reference to a standard of compliance for vulnerable communal doors, ie PAS 24-2012 LPS 1175 SR2, STS 202 BR2, LPS 2081 B+ Section 2A Secured by Design New Homes Guide 2016. Concerns RE: Access Control, Fire Service Access. The are no details as to how visitors will gain access to the residents and proposal will be required to meet all parts of and include Premises Access boxes where appropriate as per Section 27 Secured by Design New Homes Guide 2016 Concerns RE: Refuse Storage The application makes no metion of securing the refuse stores. This is an area where similar stores on nearby estates were abused for drug taking, drinking and vice issues. I would require that such communal spaces are properly protected using the standards from Secured by Design. Section 54: Secured by Design New Homes Guide 2016. Concerns RE: Boundary Treatments Some of the boundary treatments appear entirely appropriate, such as 1800mm fence with 300mm trellis topping. I am concerned with the lower boundary on the Hermitage Road side, especially with the change in level for the railway embankment. The gating mechanism may also need to be addressed, as a "barcode" design will introduce gaps that could be exploited by an intruder reaching through and unlocking gates in order to gain access. I can give further advice as necessary. Section 10: Secured by Design New Homes Guide 2016.	Noted

Stakeholder	Question/Comment	Response
	Communities and Local Government (CLG) document 'Guidance on information requirements and validation' (para. 132) states "that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion. Design and Access statements for outline and detailed applications should therefore demonstrate how crime prevention measures have been considered in the design of the proposal....and how the design reflects the attributes of safe, sustainable places set out in 'Safer Places'". <u>Post HSR Planning Conditions.</u> Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October 2015 it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards; I would encourage the planning authority to note the experience gained by the UK police service over the past 26 years in this specific subject area. That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product. Having reviewed the application and available documentation we have taken into account Approved document Q and the design and layout there is no reason why, with continued consultation with a DOCO and the correct tested, accredited and third party certificated products that this development would not be able to achieve Secured by Design Gold award. I would therefore seek to have a planning condition submitted where this development must achieve Secured by Design accreditation. <u>Request: Community Safety – Secured by Design Condition:</u> I would like to request that prior to the commencement of the development hereby permitted, details of the measures to be incorporated into all the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out	

Stakeholder	Question/Comment	Response
	Crime Officers, the development shall be carried out in accordance with the agreed details. <u>Reason:</u> In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document. <u>Community Safety - Informative:</u> In aiming to satisfy the condition, the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via: DOCOMailbox.NE@met.police.uk or telephone 0208 217 3813. Should the Planning Authority require clarification of any of the above comments please do not hesitate to contact me at the above office.	
Environment Agency	Having reviewed the information submitted we have no comments to make. If you feel that I have missed any part of this application, please feel free to contact me.	Noted
Network Rail	Thank you very much for consulting with Network Rail in regards to application 15/00392/FUL and offering us the opportunity to comment. As the site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends the developer contacts AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site. Network Rail strongly recommends the developer agrees an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx. The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not: * encroach onto Network Rail land * affect the safety, operation or integrity of the company's railway and its infrastructure * undermine its support zone * damage the company's infrastructure * place additional load on cuttings * adversely affect any railway land or structure * over-sail or encroach upon the air-space of any Network Rail land	Noted, informative attached.

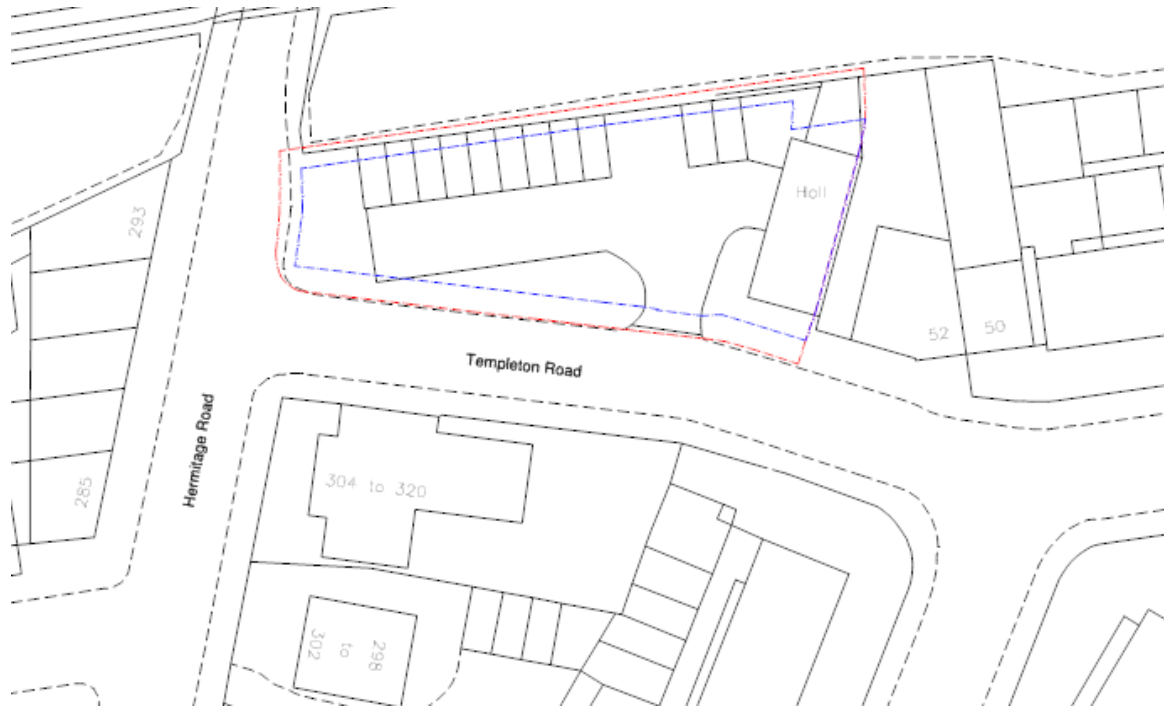
Stakeholder	Question/Comment	Response
	* cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future Network Rail also provide below comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land. Future maintenance The development must ensure that any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments. Drainage No Storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed	

Stakeholder	Question/Comment	Response
	near/within 10 - 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense. Plant & Materials All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail. Scaffolding Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary. Fencing In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment. Landscaping Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be	

Stakeholder	Question/Comment	Response
	known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions: Permitted: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaeagus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat "Zebrina" Not Permitted: Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).	

Appendix 2 Plans and Images

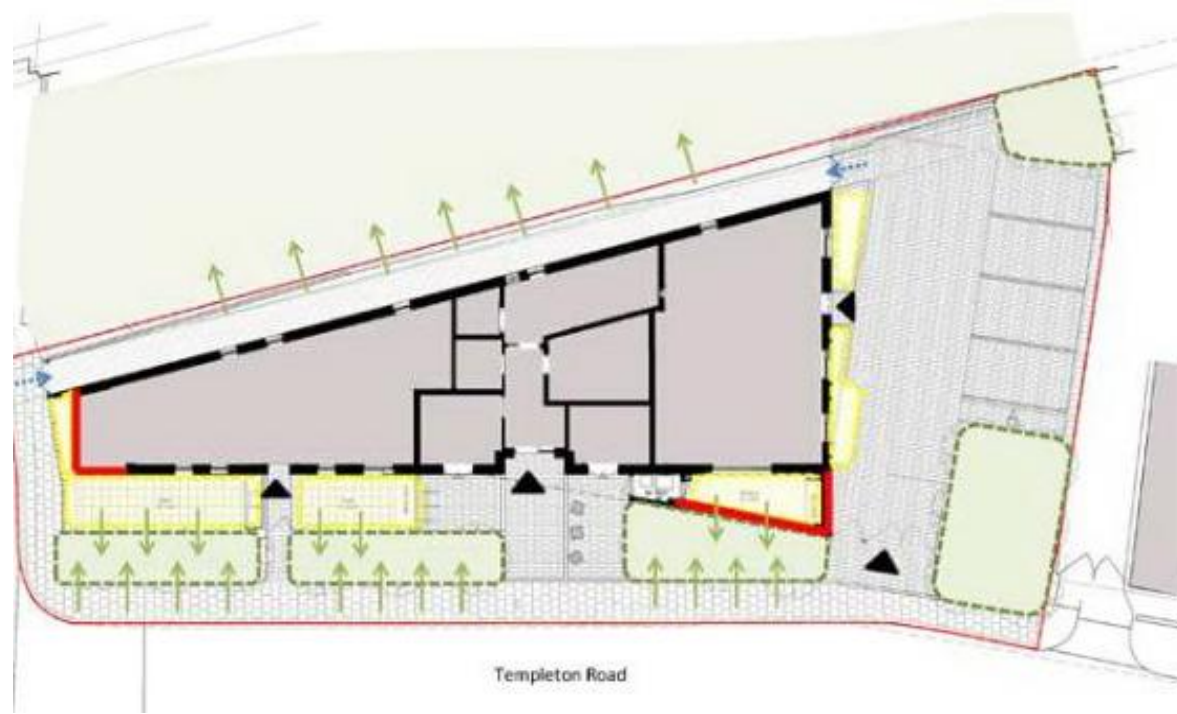
Location Plan:



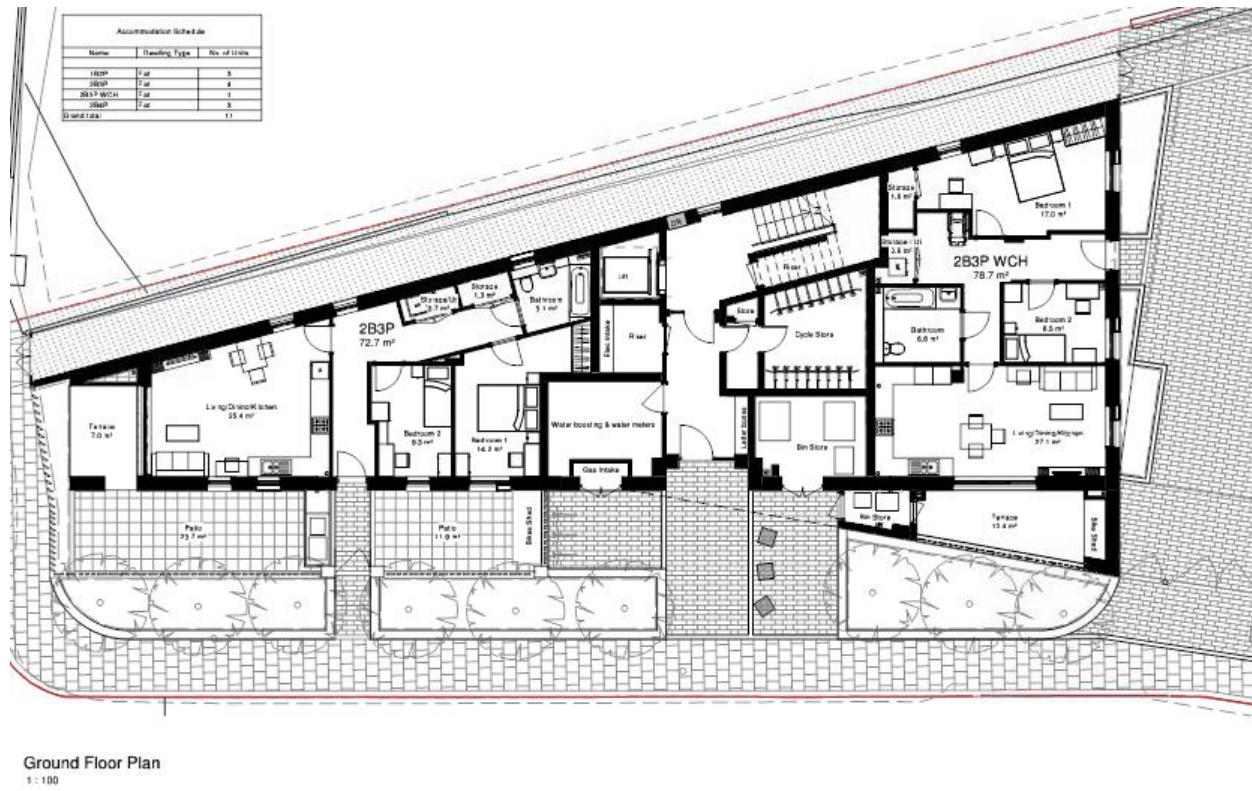
Site context:



Proposed site layout:



Proposed floor plans:



Proposed elevations:



South Elevation



East Elevation



North Elevation



West Elevation

11

CGI Projections:



Existing photos:

East view towards the site – existing single storey hut



Existing block of flats opposite



West view of car park and no.52 beyond



Existing Lime Tree (T5):



Four storey building on Tiverton Road:



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Pre-application briefing to Committee**DETAILS OF THE DEVELOPMENT****Reference No:** PRE/2016/0146**Ward:** Tottenham Green**Address:** Car Park, Westerfield Road London, N15 5LD**Proposal:**

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

Agents: Haverstock**Ownership:** Private**Case Officer Contact:** Wendy Robinson**BACKGROUND**

- 3.1 A pre-application has been received and it is now at a stage where it can be reported to Members of the Planning Sub-Committee to enable members to view it at an early stage in the pre-application phase. Any comments made are of a provisional nature only and will not prejudice the final outcome of any planning application submitted for formal determination. It is anticipated that the proposal will be presented to the Planning Sub-Committee for formal determination early in the 2017.

SITE AND SURROUNDS

- 4.1 The site is located on the western side of the residential street Westerfield Road, just south of West Green Road (A504) and north of Seven Sisters Road (A503). The site is currently in use as a car park for up to 71 vehicles and is owned and managed by Haringey Council. The site is roughly rectangular in shape and measures approximately 3500m² in area (0.35 hectares). The main hard standing area for parking (not including the land adjacent to the railway arches or public foot path) is approximately 16 metres wide.
- 4.2 Immediately south west of the site is Seven Sisters Underground and Rail station and the site is bound to the west by the railway line embankment serving the station, with brick arches onto the site under the platforms. To the north is the rear of a short parade of commercial properties with residential use above fronting West Green Road and to the east is a terrace of two storey residential properties fronting the opposite side of Westerfield Road, and to the south, Pleiades House, a 3 storey 1960s office block, beside Seven Sisters Underground (Victoria Line) and Overground (Liverpool Street to Enfield/Brooksbourn) station. The immediate area is therefore characterised by a mixture of commercial uses and residential development.

- 4.3 The site and surroundings does not comprise any statutory or locally Listed Buildings and is not located within a Conservation Area. The site falls within the Seven Sisters Crossrail 2 site allocation and also within the 'growth area' of the Tottenham Area Action Plan. A strip of land adjacent to the railway line on the western part of the site, the railway and its immediate edges, falls within an Ecological Corridor as outlined on Haringey's Local Plan Strategic Policies 2016-2028 map, and Policy SP13 of the Local Plan Strategic Policies (2013).

PROPOSED DEVELOPMENT

- 5.1 The scheme consists of the clearance of the site to install of up to 65 shipping containers to provide new retail, food/drink, office, community and art space. The space will involve the stacking of shipping containers and the construction of associated decking, staircases and walkways creating new structures with a number of different levels with a maximum of four storeys high.
- 5.2 The area under Transport for London ownership, the railway arches and strip of ecological corridor, will be incorporated into the scheme through extensive use of the existing arches for public and social space and integrating green spaces in the design.

PLANNING HISTORY

- 6.1 None

CONSULTATION

Internal/external consultation:

- 7.1 The applicant has been advised that the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI) (2011), which sets out the requirement of the developer engaging with and consulting the local community in planning and development issues. As outlined in the NPPF and the Council's SCI applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council. The applicant has undertaken their own consultation prior to the submission of the application as required by the NPPF and the Council's statement of community involvement (SCI) which sets out details of the developer undertaking community engagement.
- 7.2 The developers have taken the following measures of public consultation:
- Discussion with Design Out Crime regarding security, CCTV, lighting and cycle parking (01/05/16)
 - Tottenham Green Ward Councillors were introduced to the scheme (13/06/16)

- Westerfield Road meeting with 10 attendees raising concerns about biodiversity, local involvement, parking, security/safety, and noise (18/07/16)
- Tottenham Traders Partnership meeting with attendance by 7 local businesses and a presentation by applicants, Haringey Regeneration Officers, and Met Police. Positive views shared with some concerns about loss of car parking and increased traffic on West Green Rd. (27/07/16)
- West Green Road meeting with no attendees (04/08/16)
- Tottenham Green Ward Councillors tour of similar sites (19/09/16)
- Display of information boards at Marcus Garvey Library for one month period allowing open comments. 11 responses received; 7 positive and 4 negative. Issues arising included gentrification vs regeneration, loss of parking, noise, effect on West Green Road businesses, safety/crime, and rubbish.
- To take place are workshops with surrounding residents and businesses.
- A number of further public engagement and consultation events to take place up until the submission of a planning application.
- The developer has committed to continuing dialogue, engagement and consultation with local residents and businesses throughout the planning application process and beyond.

Development Management Forum

- 7.3 It is considered that in view of the amount, level and frequency of the developer's consultation and public engagement exercise and commitment to continue dialogue throughout and beyond the planning application process, a DM Forum is not necessary in this instance.

Quality Review Panel

- 7.4 On 9th of November the proposal was presented to the Quality Review Panel who offered enthusiastic support for the proposal, and highlighted a few aspects of the scheme that should benefit from additional thought.
- 7.5 The panel considered that the proposal could potentially meet a strong need within Tottenham for accessible, low cost, low rent, commercial accommodation with short leases. They suggested that the frontage of the scheme requires further consideration, and encouraged the design team to remove a fence, which would help provide an improved relationship with the street. The panel support the use of art, colour, texture, planting and lighting to create visual interest throughout the full height of the proposals, and would welcome measures to provide additional privacy/screening of the upper levels of the development to avoid nuisance to the residential properties opposite on Westerfield Road.

- 7.6 The panel highlighted that the management of servicing will also be critically important, in terms of minimising disruption to neighbouring residents.

MATERIAL PLANNING CONSIDERATIONS

- 7.1 Following on from the pre-application meeting and Quality Review Panel the main planning issues raised by the proposed development are detailed below:

Principle

- 7.2 The site is currently in use as a 'pay and display' car park for up to 71 vehicles and is owned by Haringey Council. The applicant has been advised that a transport assessment would be needed in order to justify the loss of parking and also to demonstrate that the displaced users of the car park could be accommodated elsewhere.
- 7.3 The proposed retail, cafe and community uses are supported in principle given they would contribute to local economic growth and employment, 'pull' trade through West Green Road as well as benefitting the broader regeneration initiatives for the Tottenham area generally. Although the Council is open to alternative uses, and it is accepted that the site is Crossrail 2 safeguarded, the impact on parking must be fully assessed in order for these regeneration benefits to be adequately balanced. Any consent would be temporary most likely for 7 years.

Layout, Design and Appearance

- 7.4 Officers are generally supportive of the scheme with the use of shipping containers that would be stacked at a height of four storeys. There is the need to draw customers into the site via West Green Road whilst ensuring the site is contained for security and disturbance reasons. The use of art, materials, colour and specific entrance locations are encouraged to achieve this balance.
- 7.5 There is the need for the scheme to be amended in order to introduce and establish active frontage with Westerfield Road so to attract people to the retail uses that are proposed on the ground floor whilst ensuring the site is secure. The current fence on Westerfield Road has been removed in order to establish an improved and a more interactive frontage with less intensive security measures (security shutters, bollards, and gates).
- 7.6 An existing access way from West Green Road will be reopened to draw custom through and a possible access from the station platforms is also being investigated.

Impact on Residential Amenity

- 7.7 A key feature of the scheme development is the further mitigation of impacts on residential units of Westerfield Road and West Green Road. The scheme has been presented with the most active uses (food and drink) focussed internally to the promenade adjacent the railway to prevent noise projection. However, the applicant has been advised that amendments should be made to the first floor level seating and moving areas so noise nuisance and disturbance doesn't direct onto Westerfield Road.

Highways and Transportation

- 7.8 The applicant is aware they need to demonstrate that there is no impact from the displacing the current car park. It is acknowledged that Cross Rail 2 has safeguarded this car park for surface use in the future; however, the impact on parking must be fully assessed in order for these regeneration benefits to be adequately balanced.
- 7.9 Possible onsite parking and servicing areas have been discussed but further detailing is required to ensure there are no detrimental impacts on Westerfield Road or West Green Road from parking or traffic flows.

Trees and Ecology

- 7.10 It is not considered that any trees would be affected within the site however further clarification of the impact on the trees adjoining the railway line and any street trees in the public realm (if any) would be necessary.
- 7.11 It is noted that a strip of land adjacent to the railway line on the western part of the site falls within an Ecological Corridor as outlined on Haringey's Local Plan Strategic Policies 2016-2028 map. The applicant has been advised to submit an Ecology Statement, which makes reference to SINC land, as part of any formal application and ensure that biodiversity is protected and improved.

Sustainability and Drainage

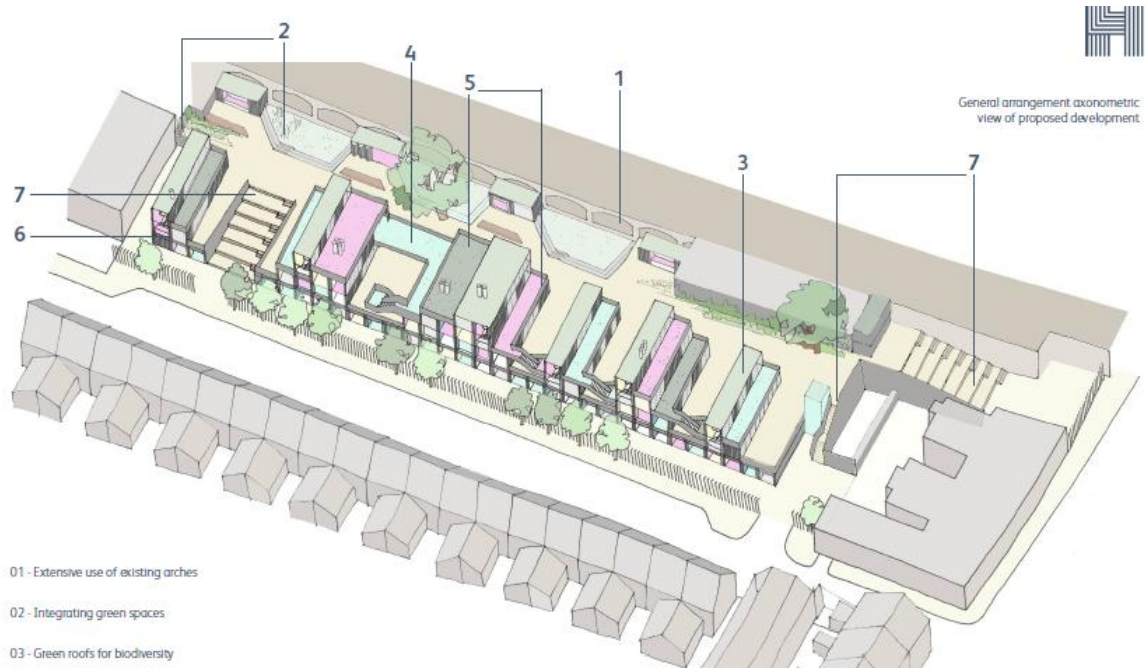
- 7.12 Any forthcoming application should include details of the proposed surface water drainage scheme in accordance with the drainage hierarchy set out above in order to comply with the requirements of Policies 5.13 and SP5.
- 7.13 It is expected that developments utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.
- 7.14 These matters are to be assessed prior to the application being considered at Committee.

PLANS AND IMAGES

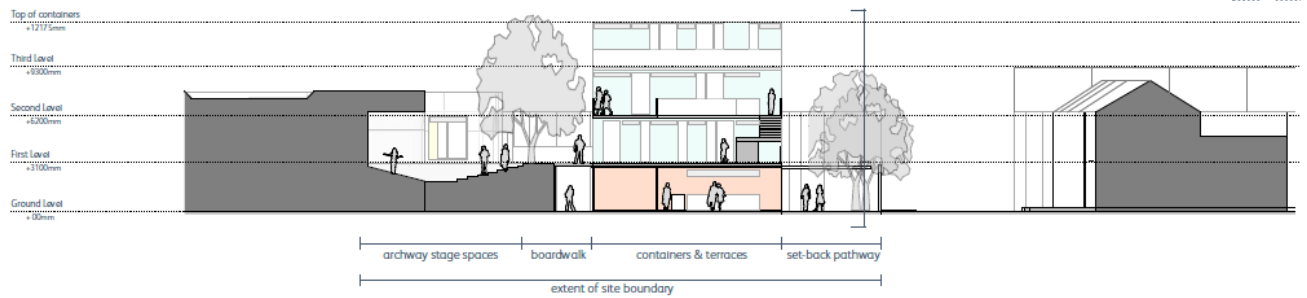
Site Plan:



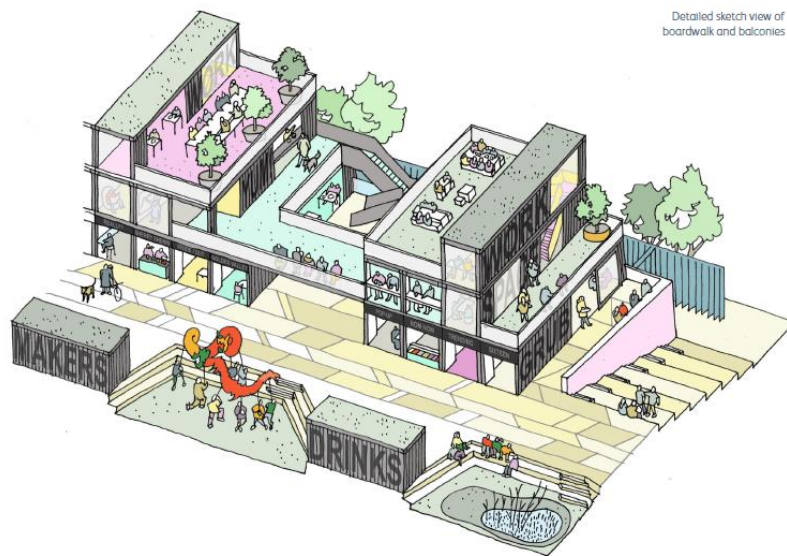
General Layout and Landscaping:



Massing and Height Elevations:



Images:



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Pre-application briefing to Committee**1. DETAILS OF THE DEVELOPMENT**

Reference No: PRE/2016/0126, 0274 & 0395

Ward: Tottenham Green

Address: 52-68 Stamford Road N15 4PZ

Proposal: Redevelopment of the site to provide a mixed use commercial and residential scheme. Follow up from PRE/2016/0126

Applicant: Colliers International

Ownership: Private

Case Officer Contact: Christopher Smith

2. BACKGROUND

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

3. SITE AND SURROUNDS

- 3.1 The property is located within the Tottenham Green Ward in the south-east of the borough, on the eastern side of Stamford Road. The site is bounded by warehouse units to the east, a public park to the north and Constable Crescent to the south. Across Constable Crescent are other warehouse/industrial units with residential properties sited on the western side of Stamford Road.
- 3.2 The site is largely rectangular in shape and is currently occupied by a two storey complex of 1950/60s office buildings and ancillary storage in the form of a builder's yard. The site remains in occupation by Diamond Build who wish to continue operating their offices from the site but no longer require the yard element.
- 3.3 The site is part of land identified as a site allocation (TH13) in the Council's Tottenham Area Action Plan (AAP) pre-submission version dated January 2016. This site allocation, which also includes the land containing warehouse units to the south, is identified as land being suitable for a mixed-use commercial and residential development.

3.4 The site has the following policy designations associated with its location:

- Flood Zone 2
- Local Employment Area (Regeneration Area)
- Locally Significant Industrial Site
- Adjacent to an Ecological Corridor

4. PROPOSED DEVELOPMENT

- 4.1 The redevelopment of the site to provide a mixed-use commercial and residential scheme comprising ground floor office/flexible workspace and parking space, with podium private communal amenity and four residential blocks of 3, 4, and 6 storeys (including the podium).
- 4.2 The offices at ground floor would be private in part (577sqm) to replace the existing main offices for Diamond Build, a building contractor. The remaining office space (523sqm) would be for affordable rent. Car parking would also be provided at ground floor level, accessed from Constable Crescent.
- 4.3 Above the office and car parking area would be a podium level of private amenity courtyard space. Arising from this podium would be four blocks of residential development – one facing Stamford Road and including family housing, one block to the north facing the park of mainly two-bedroom flats and another to the south also containing two-bedroom flats; one other block to the east of the site would contain mainly one-bedroom flats. The development would be a maximum of six storeys in height, with the eastern block a full six storeys in height and the northern block six storeys in height with a partial set back on the top floor, although this drops to three and four storeys on the Stamford Road and Constable Crescent road frontages respectively.
- 4.4 Pedestrian access to the residential units would be from an opening on Stamford Road.
- 4.5 The applicant intends to contribute to the improvement of the adjacent public park via Section 106 contributions.

5. PLANNING HISTORY

- 5.1 There is no currently extant planning consent for the site.
- 5.2 There is little formal planning history for the site with a handful of applications having been submitted in the past for minor works to the host builder's yard site and a recent application (HGY/2015/0400) for prior approval to change the use of the applicant's office building to residential properties that was refused.

6. CONSULTATION

6.1 Internal/external consultation:

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

6.4 Development Management Forum

- 6.5 The proposal was presented to a Development Management Forum on the 22nd September 2016. Feedback from the Forum will be included within the written report to a forthcoming planning sub-committee.

6.6 Quality Review Panel

- On 7th September 2016 the proposal was presented to the Quality Review Panel. The Panel were supportive of the development presented but did touch on some aspects of the scheme that should be 'looked' at and addressed, as follows:
- A podium arrangement was considered inappropriate in a suburban context.
- B1 Offices are not particularly successful in residential streets as the residential community could feel isolated from the local surroundings. An approach could be considered that locates a residential development to the north with office space to the south.
- If the podium approach is to progress then the interface with the neighbouring park, the scale of the residential block to the east and the massing/density of the development would need to be reduced.
- The internal elements of the plan seem restricted, particularly with respect to parking.

MATERIAL PLANNING CONSIDERATIONS

- 7.0 The site forms part of site allocation TH13 in the Council's Tottenham Area Action Plan – Pre-Submission Version 2016

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

1. *Principle of the Development* – The Site Allocation allows for a residential development, but only in the circumstances by which it is necessary to cross subsidise the expansion of employment / commercial uses on the site.
2. The amount of employment generating commercial floor space should be maximised and a substantial element of the space allocated as flexible and affordable B1 commercial space is expected.

3. *Layout, Design and Appearance* – The proposed site layout incorporates a pedestrian access from Stamford Road up a flight of steps onto a podium access and amenity space level.

The residential blocks vary in height from three storeys facing Stamford Road up to six storeys in height to the east. The design is reflective of the surrounding area given the taller residential blocks to the north nearby and adjacent warehouse sites and finishing materials are expected to reflect the area's industrial heritage.

The vehicle access from Constable Crescent reflects the existing operations and parking beneath the podium prevents excessive degradation to the streetscape from on-street parking.

4. *Affordable Units* – A substantial amount of affordable commercial space is to be provided within the expanded commercial floor area which is the key emphasis of the site allocation.
5. The applicant is investigating the possibility of providing affordable housing and officers have indicated that the maximum amount of affordable housing should be provided, taking into account the overall viability of the development and the requirements of the site allocation to maximise commercial floor space in this location. However, any shortfall or 'none' provision of affordable housing (as a result of cross subsidy) would need to be robustly justified with the support of a viability assessment which will have been independently assessed.
6. *Density* – This site is considered to be in the 'urban' (as specified in the London Plan) context and has a PTAL rating of 6, thus any proposed development should seek to optimise the site whilst using the density guidance ranges of 200 to 700 habitable room per hectare (hr/ha) as set out in the London Plan. The proposed density is around 240 units per hectare which falls within habitable rooms per hectare limit as set by the London Plan Density Matrix.
7. *Housing Mix* – The scheme makes provision for up to 53 residential units including 10 x 3-bedroom units. This mix is generally acceptable as it offers a reasonable proportion of family-sized dwellings given the site context.
8. *Impact on residential amenity* – Any design proposal should consider the impact on the amenity of the surrounding properties, particularly those on Stamford Road (west). The separation distance between the western elevations of the family dwellings and the front elevations of existing houses on Stamford Road is consistent with similar residential layouts in the surrounding area. Habitable rooms on eastern block face inwards towards the podium.

A daylight/sunlight BRE assessment would be required.

9. *Quality of accommodation* – Policy 3.5 of the London Plan (Minor Alteration March 2016) and Local Plan Policy SP2 require high quality residential development which meets the standards set out in The Mayor's Housing Supplementary Planning Guidance and Haringey Housing SPD. Any forthcoming proposal must comply with these space standards.
10. *Parking and highway safety* – The site is located in an area with a public transport accessibility level (PTAL) rating of 6 indicative of high accessibility to local public transport services. Parking provision policies would need to be adhered to, including minimising car parking provision given the good transport connections, unless otherwise justified.
11. *Access* – *The main pedestrian access to the office buildings is via entrances from Stamford Road. Pedestrian access to the podium is through an undercroft stairway from Stamford Road, between the two offices. Family houses are accessed directly from the podium and all flats are accessed through their respective stair cores. Each flat will be accessible from a lift. Car park access is from Constable Crescent.*
12. *Sustainability* – Sustainability and energy policies would need to be met and the number of single aspect units should be kept to an absolute minimum. BREEAM / Good Home Mark or other assessment of sustainability is expected for the development with the highest possible standard being achieved

Officers are at an advance stage of discussions but a final amended scheme has not yet been provided for comment. This will be assessed and presented to Members prior to the application being considered at Committee.

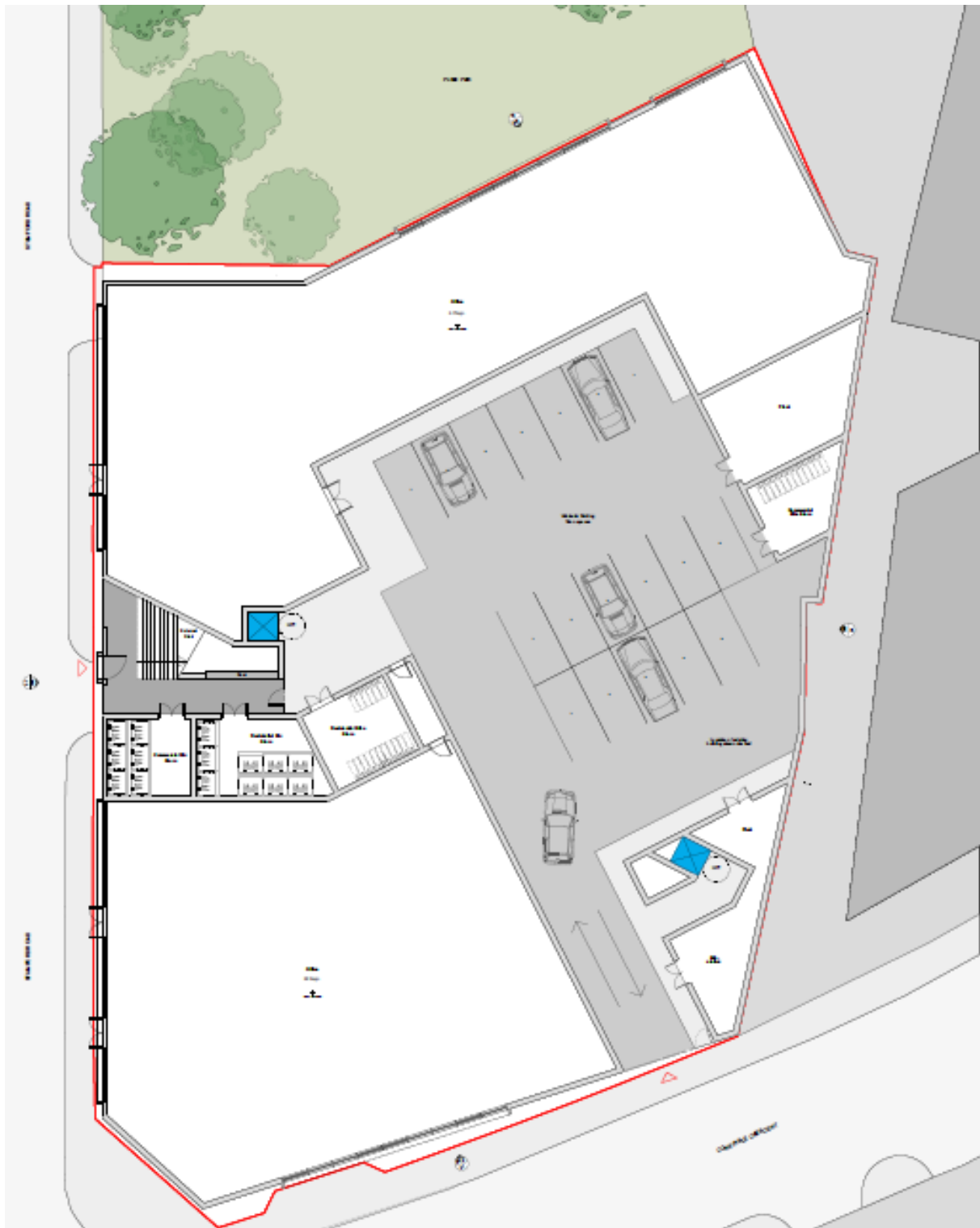
PLANS AND IMAGES

Site Plan:



General Layout and Landscaping:

Ground floor plan



First floor plan



Images:



View of eastern
elevation from Stamford
Road.



View of northern
elevation from the park.

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Report for: Planning Sub-Committee 12 December 2016

Item number:

Title: Update on major proposals

Report authorised by : Emma Williamson/Stuart Minty

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

December 2016

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
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	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Gareth Prosser	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.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Adam Flynn	John McRory
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)	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	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Chris Smith	John McRory

	cafe/bar (A4) and Yoga Studio (D2) with associated amenity spaces			
St Lukes Woodside Hospital Woodside Avenue London N10 3JA 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 results in a reduction of two units within the overall development, from 161 to 159 units.	Approved under delegated authority subject to the signing of a section 106 legal agreement	Aaron Lau	John McRory
APPLICATIONS SUBMITTED TO BE DECIDED				
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	Earmarked for 12 th December 2016 Planning-Sub Committee.	James Hughes	John McRory
Templeton Hall Garages HGY/2016/2621	The proposals seek to demolish the existing building and create a new four storey residential block with a	Earmarked for 12 th December 2016 Planning-Sub Committee.	Samuel Uff	John McRory

	set-back fifth floor. Proposal comprises 11 residential units.			
Paxton House (Spurs Ticket Office) R/O RO 790 - 796 High Road (HGY/2016/3310 + 3540	Erection of a four storey building (Sui Generis Use) to comprise new ticket sales offices, retail, administrative offices and other ancillary uses;	Earmarked for 12 th December 2016 Planning-Sub Committee.	James Hughes	John McRory
Keston Centre Keston Road, N17 HGY/2016/3309	Redevelopment of the site to provide a mix of pocket housing and private housing	Earmarked for January / February 2017 Planning-Sub 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.	Application now at neighbour consultation stage.	Adam Flynn	John McRory
Coppetts Wood Hospital, Coppetts Road, N10 Void/2016/2772	Re-Development of site to provide residential accommodation	Earmarked for January / February 2017 Planning-Sub Committee.	Chris Smith	John McRory
Station Square West 1 Station Square, Station Road, N17	22 Storey Tower. 128 Units + 434 sqm of commercial floorspace.	Planning application recently received – now at neighbour consultation stage	James Hughes	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	Currently under consideration following end of consultation period. Negotiations currently taking place with the applicant.	Gareth Prosser	John McRory

	set-back fifth floor. Two Mews houses are also proposed to the rear with associated car parking, landscaping and amenity space. Proposals comprise 19 residential units.			
Mowlem Trading Estate Leeside Road, N17 HGY/2016/3489	Redevelopment of the site new industrial/warehouse units (B1(c), B2 & B8) and relocation of substation.	Currently at consultation stage and is to be reported to QRP	Aaron Lau	John McRory
Alexandra Palace HGY/2016/1574 (+1575 LBC)	Approved in July subject to the signing of 111 agreement	Now being revised to provide office rather than the function room	Chris Smith	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
Somerlese Courtney Avenue, N6 HGY/2016/3207	Replacement two storey detached dwelling with rooms at roof and basement levels and garage.	Revised scheme.	Aaron Lau	John McRory
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	Still under consideration.	Aaron Lau	John McRory

	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			
159 Tottenham Lane HGY/2016/3176	Variation of condition 13 attached to planning permission HGY/2014/0484 so that it now reads Prior to first occupation, details of how the development shall achieve a reduction in carbon dioxide emissions of 35% beyond the 2013 Building Regulations shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved.	Currently under consideration	Valerie Okeiyi	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 forming part of the Hale Village Masterplan.	Planning application is in to keep permission alive.	Adam Flynn	John McRory
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	Chris Smith	John McRory
Chocolate Factory	Redevelopment of the site to provide 220 units on Workspace land, with an additional 14,835 sqm of commercial space.	Scheme to be presented to Members at pre-application stage in December – likely submission in January 2017	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
St John's Great Cambridge Road	Internal reordering and extension of St John's Church to the west. The demolition of the existing Church Hall at the east end of the church and the development of the land to the north, south, east and on the opposite side of Acacia Avenue with a mix of two and three storey 1, 2, 3 & 4 bed residential mixed tenure accommodation including a new Vicarage.	Scheme to be presented to Members at pre-application stage in December – likely submission in January 2017		
Land at Plevna Crescent	Reserved matters (appearance, landscaping, layout, and scale) following granted of outline planning	Scheme earmarked to be presented to Members at pre-application stage in February 2017	Wendy Robinson	John McRory

	permission for residential development under ref: APP/Y5420/A/14/2218892 (HGY/2013/2377)			
52-68 Stamford Road, N15	Redevelopment of the site to provide a mixed use commercial and residential scheme	Scheme to be presented to Members at pre-application stage in December – likely submission in January 2017	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 container.	Scheme to be presented to Members at pre-application stage in December – likely submission in January 2017	Wendy Robinson	John McRory
The Richards Music Centre, Highgate School, Bishopswood Road, N6 4NY	Demolition of existing building and erection of two storey building for additional teaching space and associated works	Principle acceptable QRP 14 December 2016 Scheme earmarked to be presented to Members at pre-application stage in February 2017	Tobias Finlayson	John McRory
IN PRE-APPLICATION DISCUSSIONS				
163 Tottenham	The application proposes the	Pre-application meetings held and principle	Tobias	John McRory

Lane N8	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.	acceptable.	Finlayson	
Earlham Primary School	Major rebuilding and refurbishment to address the needs of the school. 2-storey new build, including the demolition of the main school block. The new build area is estimated to be 2286sqm	Pre-application meeting held and principle acceptable. School is located adjacent to MoL.	Tobias Finlayson	John McRory
Tottenham Magistrates Court	Change of use from court to residential and erection of new build residential	Very early stage to inform bidding process. Significant listed building implications and constraints for proposed residential.	Tobias Finlayson	John McRory
423 West Green Road	Mix Use Development	The principle of an enabling mix use residential development including the erection of an A1-A3 unit at ground floor level, replacement of existing church /community/nursery including ancillary offices, is acceptable – early-stage pre-app report completed	Chris Smith	John McRory
2 Chestnut Road	Pocket style housing	Principle under consideration	James Hughes	John McRory
8-10 High Road, Turnpike Lane	20 storey residential building	Principle under consideration – meeting not yet taken place	Adam Flynn	John McRory
311 Roundway	Mixed Use Redevelopment – 66	Pre-app meeting taken place in October	James Hughes	John McRory

	Units	Unacceptable in principle. Major design concerns.		
23 Denewood Road	Facade retention/ reconstruction with new construction behind. Addition of a basement and a reduced height first storey extension over the garage.	Pre-app meeting occurred in October. Current consent for the site, so need to be mindful of fallback position.	Tobias Finlayson	John McRory
1-6 Crescent Mews	Redevelopment of the site to create ground floor commercial floorspaces and 42 new residential dwellings.	Pre-application held – concerns raised regarding number of units, parking and design. Applicant would like to enter into a PPA	Aaron Lau	John McRory
42 Hampstead Lane	Replacement of existing dwelling (2,500 sqm)	Pre-application held – revised plans received to address design concerns.	Aaron Lau	John McRory
Hornsey Town Hall, Crouch End, N8	Erection of extensions and buildiungs including refurbishment of Hornsey Town Hall	3 x pre-application discussions	James Hughes	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

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
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
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 and three bedrooms.	Principle may be acceptable subject to compliance with the emerging AAP	Adam Flynn	John McRory
867-879 High Road	Redevelopment of the site with 5,460sqm retail building with a related 235 space surface level car park and	Although acceptable development in principle, this site forms part of a wider regeneration strategy and developer has	James Hughes	John McRory

	servicing, a terrace of small retail units as well as a pair of office buildings, all located on a rectangular shaped site to the west of (and accessed from) the A1010 Tottenham High Rd.	been advised to participate in masterplan formulations.		
423 West Green Road, N17	New build residential, commercial and ecclesiastical development at 423 West Green Road (London N15). The proposal seeks the development of 76 flats, 410m2 of commercial space and a new Church/community centre for the Derby Hall Assemblies of God, who currently partly occupy the site.	Principle acceptable subject to a Masterplan. Further meetings to take place	Tobias Finlayson	John McRory
MAJOR APPLICATION CONDITIONS				
Pembroke Works	Approval of details pursuant to conditions 6 (landscaping and surroundings), condition 10 (desktop study for uses and contaminants) attached to planning permission HGY/2012/1190	Landscaping and verification details to be finalised.	Adam Flynn	John McRory
165 Tottenham Lane	Approval of details pursuant to condition 5 (construction management plan) planning permission HGY/2013/1984	Awaiting comments from internal parties.	Aaron Lau	John McRory
Hornsey Depot, Hornsey Refuse and Recycling Centre, High Street, N8	A number of conditions have been submitted.	A number of pre-commencement conditions have been discharged and others awaiting comments.	Adam Flynn	John McRory
St Lukes	Conditions to be submitted soon. A meeting is being arranged in order to set up monitoring meetings	Awaiting dates for meeting	Aaron Lau	John McRory

THFC	A number of conditions submitted	Only recently submitted – at consultation stage	James Hughes	Emma Williamson / John McRory

Report for: Planning Sub-Committee 12 December 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 24 October to 25 November 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 24/10/2016 AND 25/11/2016

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****ADV Applications Decided: 3**

Application No: **HGY/2016/2051** Officer: Christopher Smith

Decision: GTD Decision Date: 15/11/2016

Location: Alexandra Palace Alexandra Palace Way N22 7AY

Proposal: Retention of 1 x extrnally illuminated fascia sign 1 x illuminated hoarding sign and 5 x other types of signage. Permission is sought until the end of June 2018.

Application No: **HGY/2016/2058** Officer: Christopher Smith

Decision: GTD Decision Date: 15/11/2016

Location: Alexandra Palace Alexandra Palace Way N22 7AY

Proposal: Retention of 1 x extrnally illuminated fascia sign 1 x illuminated hoarding sign and 5 x other types of signage. Permission is sought until the end of June 2018.

Application No: **HGY/2016/3647** Officer: Wendy Robinson

Decision: GTD Decision Date: 04/11/2016

Location: Alexandra Palace Alexandra Palace Way N22 7AY

Proposal: Display of 1 x non-illuminated hoarding signs

CLUP Applications Decided: 1

Application No: **HGY/2016/3622** Officer: Duncan McKane

Decision: PERM DEV Decision Date: 04/11/2016

Location: 5 Crescent Rise N22 7AW

Proposal: Certificate of lawfulness for a proposed loft conversion including rear dormer roof extension

COND Applications Decided: 1

Application No: **HGY/2016/3165** Officer: Tobias Finlayson

Decision: GTD Decision Date: 09/11/2016

Location: 89 Dukes Avenue N10 2QD

Proposal: Variation of condition 2 (plans and specifications) attached to planning permission HGY/2016/0295 to introduce minor changes to the proposed development to provide a more satisfactory form of development.

FUL Applications Decided: 11

Application No: **HGY/2016/2533** Officer: Tobias Finlayson

Decision: GTD Decision Date: 01/11/2016

Location: 117 Alexandra Park Road N10 2DP

Proposal: Change of use from category A1 usage to a nail bar/beauty salon

Application No: **HGY/2016/2553** Officer: Aaron Lau

Decision: REF Decision Date: 04/11/2016

Location: Land Rear of Yewtree Close N22 7UY

Proposal: Erection of four detached houses

Application No:	HGY/2016/2962	Officer:	Valerie Okeiyi	
Decision:	GTD	Decision Date:	01/11/2016	
Location:	Flat A 77 Muswell Road N10 2BS			
Proposal:	Replacement of existing conservatory at rear ground floor level with new dining area with rooflight and thermally broken steel frame french doors			
Application No:	HGY/2016/2969	Officer:	Tobias Finlayson	
Decision:	GTD	Decision Date:	25/10/2016	
Location:	38 Crescent Road N22 7RZ			
Proposal:	Erection of rear ground floor single storey extension			
Application No:	HGY/2016/3045	Officer:	Sarah Madondo	
Decision:	REF	Decision Date:	26/10/2016	
Location:	9 Crescent Road N22 7RP			
Proposal:	Extension of Sui Generis (dog grooming) to dog grooming and dog day care.			
Application No:	HGY/2016/3101	Officer:	Adam Flynn	
Decision:	GTD	Decision Date:	31/10/2016	
Location:	49 The Avenue N10 2QE			
Proposal:	Loft conversion incorporating enlargement of side dormers and rear dormer (rear dormer approved under HGY/2014/1717)			
Application No:	HGY/2016/3114	Officer:	Sarah Madondo	
Decision:	GTD	Decision Date:	01/11/2016	
Location:	5 Vallance Road N22 7UD			
Proposal:	Demolition of conservatory and erection of single storey rear extensions.			
Application No:	HGY/2016/3139	Officer:	Tobias Finlayson	
Decision:	REF	Decision Date:	03/11/2016	
Location:	156 Albert Road N22 7AH			
Proposal:	Loft conversion to upper floor flat with rear dormer and front rooflights.			
Application No:	HGY/2016/3204	Officer:	Tobias Finlayson	
Decision:	GTD	Decision Date:	16/11/2016	
Location:	26 Grove Avenue N10 2AR			
Proposal:	Erection of single storey rear extension, incorporating roof lights. Formation of loft conversion with rear dormer and front and side rooflights.			
Application No:	HGY/2016/3251	Officer:	Valerie Okeiyi	
Decision:	GTD	Decision Date:	21/11/2016	
Location:	44 Victoria Road N22 7XD			
Proposal:	Creation of an external area at rear second floor level			
Application No:	HGY/2016/3283	Officer:	Tobias Finlayson	
Decision:	GTD	Decision Date:	24/11/2016	
Location:	22 Donovan Avenue N10 2JX			
Proposal:	Alterations to front garden including creation of basement level bike storage including the demolition of existing garden retaining wall at basement level and excavation of front paved area, the construction of a small bicycle storage space (not visible from street) and making good of hard landscaping to front garden as existing.			

LBC Applications Decided: 1

Application No: **HGY/2016/3327** Officer: Christopher Smith

Decision: GTD Decision Date: 11/11/2016

Location: Alexandra Palace Alexandra Palace Way N22 7AY

Proposal: Listed building consent for excavation works and removal of the majority of Victorian sleeper wall foundations in the Theatre Auditorium to achieve the required levels for the new proposed floor structure as part of the East Wing restoration project. This application is an amendment to an existing Listed Building Consent (HGY/2014/3291).

NON Applications Decided: 2

Application No: **HGY/2016/3393** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 09/11/2016

Location: 75 The Avenue N10 2QG

Proposal: Non-material amendment following a grant of planning permission HGY/2016/0193 to change the balustrade to the external deck and flight of steps, shown on drawings in outline as timber, to clear glass with stainless steel uprights

Application No: **HGY/2016/3709** Officer: Roland Sheldon

Decision: REF Decision Date: 15/11/2016

Location: 14 Cranbourne Road N10 2BT

Proposal: Non-material amendment following a grant of planning permission HGY/2015/0303 for a rear dormer extension. Proposed changes for the following:

- installation of outward opening doors in rear dormer
- placement of railings to facilitate creation of roof terrace
- insertion of rooflight on top of rear dormer roof.

Total Applications Decided for Ward: 19WARD: **Bounds Green****CLDE Applications Decided: 1**

Application No: **HGY/2016/3303** Officer: Conor Guilfoyle

Decision: GTD Decision Date: 15/11/2016

Location: 7 Truro Road N22 8EH

Proposal: Certificate of lawfulness for existing use of building as 1x 2 bedroom flat and 4x studio flats

CLUP Applications Decided: 1

Application No: **HGY/2016/3551** Officer: Neil Collins

Decision: PERM DEV Decision Date: 03/11/2016

Location: 142 Woodfield Way N11 2NU

Proposal: Lawful development certificate for proposed hip to gable and rear dormer roof extension

COND Applications Decided: 1

Application No: **HGY/2016/2808** Officer: Neil Collins

Decision: GTD Decision Date: 04/11/2016

Location: 6-8 Brownlow Road N11 2DE

Proposal: Removal of condition 5 (Code for Sustainable Homes) attached to planning permission HGY/2013/ 2511

FUL Applications Decided: 8

Application No:	HGY/2016/2918	Officer:	Nanayaa Ampoma
Decision:	REF	Decision Date:	09/11/2016
Location:	16 Eastern Road N22 7DD		
Proposal:	Erection of ground floor rear extension.		
Application No:	HGY/2016/2977	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	23/11/2016
Location:	136a Myddleton Road N22 8NQ		
Proposal:	Alterations to doors and windows to timber and uPVC, refurbishment of ornate plastering and decorative elements and the removal of paint from existing Victorian tiles and installation of acoustic tiles .		
Application No:	HGY/2016/2990	Officer:	Neil Collins
Decision:	GTD	Decision Date:	07/11/2016
Location:	Land Adjacent to 74 Lascotts Road N22 8JN		
Proposal:	Erection of three-storey building comprising 1no. 3-bed, 2no. 2-bed and 1no. 1bed self contained residential units		
Application No:	HGY/2016/3001	Officer:	Emma McCready
Decision:	GTD	Decision Date:	24/11/2016
Location:	363 High Road N22 8JA		
Proposal:	Erection of second floor rear extension to create a studio flat with balcony		
Application No:	HGY/2016/3130	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	31/10/2016
Location:	26 Brownlow Road N11 2DE		
Proposal:	Erection of two x three bed detached dwellings with parking, cycle and refuse storage and formation of an access.		
Application No:	HGY/2016/3357	Officer:	Wendy Robinson
Decision:	REF	Decision Date:	21/11/2016
Location:	Rear of Embassy Court Bounds Green Road N11 2HA		
Proposal:	Erection of three storey block to form 3no self-contained flats		
Application No:	HGY/2016/3382	Officer:	Neil Collins
Decision:	GTD	Decision Date:	04/11/2016
Location:	4 Dorset Road N22 7SL		
Proposal:	Erection of single storey rear extension		
Application No:	HGY/2016/3384	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	16/11/2016
Location:	36 Palmerston Road N22 8RG		
Proposal:	Erection of single storey side extensions and rear extension and erection of rear dormer window with insertion of 3 x rooflights to front elevation.		

LCD Applications Decided: 1

Application No:	HGY/2016/3391	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	23/11/2016
Location:	30-44 Terrick Road N22 7SH		
Proposal:	Replacement windows and doors to uPVC		

PNE Applications Decided: 1

Application No: **HGY/2016/3452** Officer: Anthony Traub

Decision: PN NOT REQ Decision Date: 16/11/2016

Location: 24 Durnsford Road N11 2EH

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.2m and for which the height of the eaves would be 3m

RES Applications Decided: 7

Application No: **HGY/2016/2019** Officer: Neil Collins

Decision: GTD Decision Date: 04/11/2016

Location: 2 Bounds Green Road N11 2QH

Proposal: Approval of details pursuant to Condition 8 (Construction management plan) attached to planning permission HGY/2015/0643

Application No: **HGY/2016/2809** Officer: Neil Collins

Decision: GTD Decision Date: 28/10/2016

Location: 6-8 Brownlow Road N11 2DE

Proposal: Approval of details pursuant to condition 7 (Risk Assessment) attached to planning permission HGY/2013/2511

Application No: **HGY/2016/2810** Officer: Neil Collins

Decision: GTD Decision Date: 28/10/2016

Location: 6-8 Brownlow Road N11 2DE

Proposal: Approval of details pursuant to condition 9 (Construction Logistics Plan) attached to planning permission HGY/2013/2511

Application No: **HGY/2016/2812** Officer: Neil Collins

Decision: GTD Decision Date: 28/10/2016

Location: 6-8 Brownlow Road N11 2DE

Proposal: Approval of details pursuant to condition 11 (sample panel of the facing brickwork) attached to planning permission HGY/2013/2511

Application No: **HGY/2016/2814** Officer: Neil Collins

Decision: GTD Decision Date: 28/10/2016

Location: 6-8 Brownlow Road N11 2DE

Proposal: Approval of details pursuant to condition 14 (survey of any knotweed) attached to planning permission HGY/2013/251

Application No: **HGY/2016/3277** Officer: Roland Sheldon

Decision: GTD Decision Date: 15/11/2016

Location: Land rear of 6-8 Brownlow Road N11 2DE

Proposal: Approval of details for conditions 3 (materials), 4 (landscaping), 5 (landscaping) same as 4, 6 (boundary treatments), 7 (recycle and refuse storage), 9 (external lighting), 10 (construction lighting management and logistics plan) of planning permission HGY/2015/1643 for erection of a 2 storey terrace of three 2 bedroom starter homes with landscaping to front and rear.

Application No: **HGY/2016/3586** Officer: Neil Collins

Decision: GTD Decision Date: 04/11/2016

Location: 6-8 Brownlow Road N11 2DE

Proposal: Approval of details pursuant to condition 5 (Landscaping) attached to planning permission HGY/2013/2511

TPO Applications Decided: 1

Application No: **HGY/2016/3402** Officer: Wendy Robinson

Decision: GTD Decision Date: 11/11/2016

Location: Kingsley Court Palmerston Road N22 8RQ

Proposal: Tree works to include crown reduction approximately 2-3m of 1 x Lime tree covered by a Tree Preservation Order (T7 on the schedule and imagery)

Total Applications Decided for Ward: 21

WARD: **Bruce Grove**

CLUP Applications Decided: 5

Application No: **HGY/2016/3302** Officer: Emma McCready

Decision: PERM DEV Decision Date: 24/10/2016

Location: 21 Clonmell Road N17 6JY

Proposal: Lawful development certificate for a proposed single storey rear extension and dormer window

Application No: **HGY/2016/3336** Officer: Samuel Uff

Decision: PERM DEV Decision Date: 04/11/2016

Location: 138 Arnold Road N15 4JH

Proposal: Lawful development certificate for proposed rear dormer roof extension and front rooflights

Application No: **HGY/2016/3554** Officer: Neil Collins

Decision: GTD Decision Date: 04/11/2016

Location: 42 Gloucester Road N17 6DH

Proposal: Lawful development certificate for a proposed rear roof extension

Application No: **HGY/2016/3610** Officer: Duncan McKane

Decision: PERM DEV Decision Date: 15/11/2016

Location: 43 Steele Road N17 6YJ

Proposal: Certificate of lawfulness for a proposed single storey rear extension

Application No: **HGY/2016/3681** Officer: Laurence Ackrill

Decision: PERM DEV Decision Date: 15/11/2016

Location: 82 Chester Road N17 6BZ

Proposal: Certificate of lawfulness for construction of L-shaped dormer to rear of property

FUL Applications Decided: 4

Application No: **HGY/2016/3004** Officer: Samuel Uff

Decision: GTD Decision Date: 27/10/2016

Location: 29a Woodside Gardens N17 6UN

Proposal: Erection of a new two storey, four bedroom dwelling and associated site works

Application No: **HGY/2016/3272** Officer: Emma McCready

Decision: GTD Decision Date: 09/11/2016

Location: First Floor Flat 34 Kitchener Road N17 6DX

Proposal: Erection of rear dormer window with two front facing rooflights.

Application No: **HGY/2016/3281** Officer: Emma McCready
 Decision: GTD Decision Date: 04/11/2016
 Location: 119 Mount Pleasant Road N17 6TQ
 Proposal: Construction of timber dormer over rear outrigger.

Application No: **HGY/2016/3396** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 04/11/2016
 Location: 40 Chester Road N17 6BY
 Proposal: Installation of uPVC double glazed windows to replace existing single glazed timber windows

PNE Applications Decided: 1

Application No: **HGY/2016/3330** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 15/11/2016
 Location: 31 Higham Road N17 6NF
 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/2016/2026** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 25/11/2016
 Location: 7 Bruce Grove N17 6RA
 Proposal: Approval of details pursuant to Condition 11(2) (Hard and Soft Landscaping) & 16 (Salvage Strategy) attached to planning permission HGY/2012/0563

Application No: **HGY/2016/2682** Officer: Samuel Uff
 Decision: GTD Decision Date: 25/11/2016
 Location: Selkirk Court Whitley Road N17 6RF
 Proposal: Approval of details pursuant to condition 3 (external materials) attached to planning permission HGY/2015/3185

Application No: **HGY/2016/2684** Officer: Samuel Uff
 Decision: GTD Decision Date: 25/11/2016
 Location: Selkirk Court Whitley Road N17 6RF
 Proposal: Approval of details pursuant to condition 8 (refuse and waste storage) attached to planning permission HGY/2015/3185

Application No: **HGY/2016/2685** Officer: Samuel Uff
 Decision: GTD Decision Date: 25/11/2016
 Location: Selkirk Court Whitley Road N17 6RF
 Proposal: Approval of details pursuant to condition 9 (soft landscaping) attached to planning permission HGY/2015/3185

Application No: **HGY/2016/2686** Officer: Samuel Uff
 Decision: GTD Decision Date: 25/11/2016
 Location: Selkirk Court Whitley Road N17 6RF
 Proposal: Approval of details pursuant to condition 10 (enclosures around the site) attached to planning permission HGY/2015/3185

Application No: **HGY/2016/2944** Officer: David Farndon
 Decision: GTD Decision Date: 07/11/2016
 Location: 5 Bruce Grove N17 6RA
 Proposal: Approval of details pursuant to Condition 3 (repairs and methodology statement) attached to planning permission HGY/2014/1042

Application No: **HGY/2016/2946** Officer: David Farndon
 Decision: GTD Decision Date: 07/11/2016
 Location: 5 Bruce Grove N17 6RA
 Proposal: Approval of details pursuant to Condition 10 (detailed Heritage Management Plan) attached to planning permission HGY/2014/1042

Application No: **HGY/2016/3790** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 25/11/2016
 Location: 7 Bruce Grove N17 6RA
 Proposal: Approval of details pursuant to Condition 10 (salvage strategy) attached to Listed Building Consent HGY/2012/0564

Total Applications Decided for Ward: 18

WARD: **Crouch End**

ADV Applications Decided: 3

Application No: **HGY/2016/1994** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 03/11/2016
 Location: Dental Surgery 70 Crouch Hall Road N8 8HA
 Proposal: Display of 1 x non-illuminated aluminium and steel post-mounted sign in front planter area03

Application No: **HGY/2016/3145** Officer: Sarah Madondo
 Decision: REF Decision Date: 04/11/2016
 Location: 37 Broadway Parade Tottenham Lane N8 9DB
 Proposal: Display of 1 x internally illuminated hanging sign

Application No: **HGY/2016/3441** Officer: Adam Flynn
 Decision: GTD Decision Date: 25/11/2016
 Location: Restaurant 1 Park Road N8 8TE
 Proposal: Display of 1 x externally illuminated fascia sign and 1 x externally illuminated hanging sign

CLUP Applications Decided: 2

Application No: **HGY/2016/3229** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 02/11/2016
 Location: 36 Birchington Road N8 8HP
 Proposal: Certificate of lawfulness for introduction of four roof-lights to facilitate conversion of loft

Application No: **HGY/2016/3339** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 17/11/2016
 Location: 4 Hill Gate Walk Shepherds Hill N6 5RU
 Proposal: Certificate of lawfulness for replacement of the existing timber windows with metal windows in the same pattern

COND Applications Decided: 1

Application No: **HGY/2016/3017** Officer: Tobias Finlayson

Decision: GTD Decision Date: 26/10/2016

Location: 62 Shepherds Hill N6 5RN

Proposal: Removal of Condition 9 (acceptable unilateral undertaking agreement) following grant of planning permission HGY/2015/2513

FUL Applications Decided: 7

Application No: **HGY/2016/0866** Officer: Tobias Finlayson

Decision: GTD Decision Date: 31/10/2016

Location: 92 Crouch Hill N8 9ED

Proposal: Alterations and small extensions to the first and second floor flats to improve internal spaces.

Application No: **HGY/2016/1509** Officer: Tobias Finlayson

Decision: GTD Decision Date: 18/11/2016

Location: 56 Wolseley Road N8 8RP

Proposal: Erection of a loft extension with 2 rooflights to front and a side and rear dormer. Reinstatement of a single storey lean to at side with new fence and associated minor landscaping details at front

Application No: **HGY/2016/2734** Officer: Tobias Finlayson

Decision: GTD Decision Date: 07/11/2016

Location: Adjacent to 1 Crouch Hall Road N8 8HT

Proposal: Demolition of dilapidated single garage structure and erection of small timber clad office / workspace / studio

Application No: **HGY/2016/3136** Officer: Aaron Lau

Decision: GTD Decision Date: 01/11/2016

Location: Flat 3 16 Shepherds Hill N6 5AQ

Proposal: Addition of roof extension in the form of a room at roof level within the space of the existing sunken roof terrace.

Application No: **HGY/2016/3166** Officer: Tobias Finlayson

Decision: GTD Decision Date: 09/11/2016

Location: 88 Crouch Hill N8 9ED

Proposal: Refurbishment and rear extension to ground floor

Application No: **HGY/2016/3202** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 15/11/2016

Location: 69 Priory Gardens N6 5QU

Proposal: Installation of a Clear glazed window at ground floor level on the side elevation.

Application No: **HGY/2016/3448** Officer: Adam Flynn

Decision: GTD Decision Date: 25/11/2016

Location: Restaurant 1 Park Road N8 8TE

Proposal: Installation of new shopfront

LCD Applications Decided: 3

Application No: **HGY/2016/3066** Officer: Sarah Madondo
 Decision: GTD Decision Date: 31/10/2016
 Location: 6 + 6a Hatherley Gardens N8 9JH
 Proposal: Replacement windows and doors

Application No: **HGY/2016/3108** Officer: Sarah Madondo
 Decision: GTD Decision Date: 17/11/2016
 Location: 13 & 13A Elm Grove N8 9AH
 Proposal: Replacement windows and doors (timber windows/doors to front elevation)

Application No: **HGY/2016/3133** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 03/11/2016
 Location: 38 & 38A Elm Grove N8 9AH
 Proposal: Replacement windows and doors

NON Applications Decided: 2

Application No: **HGY/2015/3664** Officer: Matthew Gunning
 Decision: GTD Decision Date: 22/11/2016
 Location: Land rear of 27-47 Cecile Park N8
 Proposal: Non-material amendment following a grant of planning permission HGY/2012/1705 to revise first floor master bedroom window to include full height opening panel with Juliet balcony

Application No: **HGY/2016/3588** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 24/11/2016
 Location: Ground Floor Front Flat A 42 Cecile Park N8 9AS
 Proposal: Non-material amendment following a grant of planning permission HGY/2014/0521 to raise roof of extension and boundary wall with no.40 by 300mm, change finish of boundary wall to painted render and install a flat rooflight in the extension

RES Applications Decided: 2

Application No: **HGY/2016/1933** Officer: Aaron Lau
 Decision: GTD Decision Date: 01/11/2016
 Location: 19 Haringey Park N8 9HY
 Proposal: Approval of Details pursuant to Condition 3 (external materials) attached to planning permission HGY/2013/2273

Application No: **HGY/2016/2698** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 01/11/2016
 Location: 161 Tottenham Lane N8 9BU
 Proposal: Approval of details pursuant to condition 11 (Construction Management Plan) attached to planning permission HGY/2014/3139.

Total Applications Decided for Ward: 20

WARD: **Fortis Green**

ADV Applications Decided: 1

Application No: **HGY/2016/3243** Officer: Tobias Finlayson

Decision: GTD Decision Date: 22/11/2016

Location: 348 Muswell Hill Broadway N10 1DJ

Proposal: Display of 1 x internally illuminated fascia sign, 1 x externally illuminated hanging sign, 2 x retractable canvas awning signs and 1 x internally illuminated brass and glass menu box sign

CLUP Applications Decided: 2

Application No: **HGY/2016/3228** Officer: Anthony Traub

Decision: PERM DEV Decision Date: 25/10/2016

Location: 11 Bancroft Avenue N2 0AR

Proposal: Certificate of Lawfulness for loft conversion with rear dormers.

Application No: **HGY/2016/3602** Officer: Anthony Traub

Decision: PERM DEV Decision Date: 03/11/2016

Location: 38 Creighton Avenue N10 1NU

Proposal: Certificate of lawfulness for single storey rear extension

FUL Applications Decided: 10

Application No: **HGY/2016/1801** Officer: Tobias Finlayson

Decision: GTD Decision Date: 16/11/2016

Location: United Reformed Church Tetherdown N10 1NB

Proposal: Remodelling of Church including single storey extension and new corner feature. Extensive internal remodelling including insertion of new first floor and lift. Provision of new accessible entrance from Queens Avenue

Application No: **HGY/2016/1985** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 31/10/2016

Location: 229 Muswell Hill Broadway N10 1DE

Proposal: Installation of new kitchen extract plant and air intake plant to rear extension roof

Application No: **HGY/2016/2995** Officer: Laurence Ackrill

Decision: GTD Decision Date: 31/10/2016

Location: 9 Muswell Road N10 2BJ

Proposal: Replacement of the boundary wall due to extended damages of the existing brick structure

Application No: **HGY/2016/3020** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 24/11/2016

Location: Flat B 32 Collingwood Avenue N10 3ED

Proposal: Addition of a rear dormer extension to the existing loft.

Application No: **HGY/2016/3164** Officer: Sarah Madondo

Decision: REF Decision Date: 09/11/2016

Location: 21 Muswell Road N10 2BE

Proposal: Reconfiguration of 21 Muswell Road to provide 4 no. flats including extensions to the existing building at basement level with light wells, a small ground floor rear extension and enlargement of the existing second floor rear dormer window and insertion of roof light.

Application No: **HGY/2016/3173** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 10/11/2016
 Location: 28 Fordington Road N6 4TJ
 Proposal: Demolition of garage and construction of new side extension with garage and living space.

Application No: **HGY/2016/3184** Officer: Sarah Madondo
 Decision: GTD Decision Date: 14/11/2016
 Location: 2 Eastern Road N2 9LD
 Proposal: Erection of single storey rear side extension

Application No: **HGY/2016/3200** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 24/10/2016
 Location: 8 Annington Road N2 9NB
 Proposal: Erection of ground floor rear extension

Application No: **HGY/2016/3227** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 23/11/2016
 Location: The Stables 28 Pages Lane N10 1PP
 Proposal: Conversion of existing building from two flats, staff welfare area and storage to four flats (1x1bed, 2x2 bed and 1x3 bed), involving the demolition of a single storey brick shed and glass house to the rear, removal of stone balcony at first floor level, removal of chimneys, single storey front extension, internal alterations, external alterations to front, rear and side elevations and the provision of cycle stands and refuse storage area.

Application No: **HGY/2016/3284** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 01/11/2016
 Location: 97 Steeds Road N10 1JB
 Proposal: Construction of 2 storey side extension, rear extension and front porch.

LCD Applications Decided: 1

Application No: **HGY/2016/3106** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 31/10/2016
 Location: 26 Kings Avenue N10 1PB
 Proposal: Replacement windows and doors

NON Applications Decided: 4

Application No: **HGY/2016/1106** Officer: Samuel Uff
 Decision: GTD Decision Date: 16/11/2016
 Location: 61 Grand Avenue N10 3BS
 Proposal: Non-material amendment following a grant of planning permission HGY/2015/2112 to alter the original proposed roof covering to membrane roof and pitched slate roof, to alter sliding patio doors to Crittall doors; to remove the existing chimney to the rear of the property.

Application No: **HGY/2016/3451** Officer: Matthew Gunning
 Decision: GTD Decision Date: 11/11/2016
 Location: Muswell Hill Police Station 115 Fortis Green N2 9HW

Proposal: Non-material amendment following grant of planning permission on appeal (reference APP/Y5420/W/15/3081118, original planning reference HGY/2014/1333) to insert two rooflights and an additional doorway to the eastern external elevations and to improve the layout of the residential units, including the reconfiguration of the main staircase and the relocation of the cycle and bin store to the internal layout

Application No: **HGY/2016/3455** **Officer:** Tobias Finlayson

Decision: GTD **Decision Date:** 11/11/2016

Location: 13 Springcroft Avenue N2 9JH

Proposal: Non-material amendment following a grant of planning permission HGY/2016/2410 to increase the permitted rear ground floor extension glazed roof by 300mm

Application No: **HGY/2016/3641** **Officer:** Laurence Ackrill

Decision: GTD **Decision Date:** 04/11/2016

Location: 9 Muswell Road N10 2BJ

Proposal: Non-material amendment following a grant of planning permission HGY/2014/3453 to alter the entrance porch and the facade to the rear on the ground floor

PNC Applications Decided: 1

Application No: **HGY/2016/3270** **Officer:** Laurence Ackrill

Decision: PN NOT REQ **Decision Date:** 01/11/2016

Location: 43A Colney Hatch Lane N10 1LJ

Proposal: Prior approval for change of use from A1/A2 (retail) to C3 (dwelling house) for 2 residential units.

PNE Applications Decided: 1

Application No: **HGY/2016/3400** **Officer:** Anthony Traub

Decision: PN NOT REQ **Decision Date:** 16/11/2016

Location: 8 Marriott Road N10 1JJ

Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 2.5m and for which the height of the eaves would be 3m

RES Applications Decided: 3

Application No: **HGY/2016/2156** **Officer:** Adam Flynn

Decision: GTD **Decision Date:** 31/10/2016

Location: Beacon Lodge 35 Eastern Road N2 9LB

Proposal: Approval of details pursuant to Condition 3 (Materials) attached to planning permission HGY/2015/1820

Application No: **HGY/2016/3241** **Officer:** Valerie Okeiyi

Decision: GTD **Decision Date:** 15/11/2016

Location: Boulevard House 92 Fortis Green N2 9EY

Proposal: Approval of details pursuant to condition 3 (samples of materials) attached to planning permission HGY/2016/0224

Application No: **HGY/2016/3405** **Officer:** Valerie Okeiyi

Decision: GTD **Decision Date:** 23/11/2016

Location: 109 Fortis Green N2 9HR

Proposal: Approval of details pursuant to condition 14 (combined heat and power (CHP)) attached to planning permission HGY/2015/3813

TPO Applications Decided: 7

Application No:	HGY/2016/3039	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	28/10/2016
Location:	160 Osier Crescent N10 1RF		
Proposal:	Tree works to include crown reduction back to previous pruning points (approx. 2m) to 2 x London Plane trees		
Application No:	HGY/2016/3050	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	25/10/2016
Location:	44 Beech Drive N2 9NY		
Proposal:	Tree works to include 2.5m side reduction to 2 x Hornbeam trees		
Application No:	HGY/2016/3051	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	28/10/2016
Location:	12 Colney Hatch Lane N10 1DU		
Proposal:	Tree works to include crown reduction by 1-2m to 1 x Oak tree and crown reduction by 1-2m to 1 x Sycamore tree.		
Application No:	HGY/2016/3215	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	16/11/2016
Location:	75 Lanchester Road N6 4SX		
Proposal:	Tree works to include crown reduction by 25% of 1 x Copper Beech Tree.		
Application No:	HGY/2016/3217	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	16/11/2016
Location:	14 Twyford Avenue N2 9NJ		
Proposal:	Tree works to include removal of all deadwood within the crown, thinning of density by 15-20%, and reduction of laterals branches by 3-4 metres back to suitable growth points leaving secondary growth to form a more balanced crown of 1 x Oak tree.		
Application No:	HGY/2016/3242	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	21/11/2016
Location:	45 Lanchester Road N6 4SX		
Proposal:	Tree works to include reduction of crown height by 30%, reduction of crown lateral spread by 20-25%, and crown thin by 10% of 1 x Hornbeam tree		
Application No:	HGY/2016/3325	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	25/11/2016
Location:	1 St Martins Terrace 16 Pages Lane N10 1QY		
Proposal:	Tree works to include 30% crown reduction to 1 x Oak tree at front of property.		

Total Applications Decided for Ward: 30

WARD: Harringay

CLDE Applications Decided: 1

Application No:	HGY/2016/3430	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	11/11/2016
Location:	51 Cavendish Road N4 1RP		
Proposal:	Certificate of lawfulness for existing use of building as six self-contained flats		

CLUP Applications Decided: 3

Application No:	HGY/2016/3614	Officer:	Duncan McKane
Decision:	PERM DEV	Decision Date:	04/11/2016
Location:	47 Effingham Road N8 0AA		
Proposal:	Certificate of lawfulness for a proposed loft conversion including formation of an L-shaped roof extension to rear and installation of 3 rooflights to front roof slope		
Application No:	HGY/2016/3797	Officer:	Duncan McKane
Decision:	PERM DEV	Decision Date:	18/11/2016
Location:	87 Allison Road N8 0AP		
Proposal:	Certificate of lawfulness for a proposed L-shaped dormer roof extension and installation of 3 no. rooflights to front roof slope		
Application No:	HGY/2016/3834	Officer:	Neil Collins
Decision:	PERM DEV	Decision Date:	23/11/2016
Location:	68 Allison Road N8 0AT		
Proposal:	Lawful development certificate for a proposed rear roof extension		

FUL Applications Decided: 9

Application No:	HGY/2016/2873	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	25/10/2016
Location:	First Floor Flat B 108 Hewitt Road N8 0BN		
Proposal:	Rear dormer and installation of velux windows to front elevation.		
Application No:	HGY/2016/2985	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	01/11/2016
Location:	5 Turnpike Lane N8 0EP		
Proposal:	Change of use from one self contained unit above ground level to three self contained units (1x 2 bed unit and 2x studio flats) in conjunction with a proposed rear dormer (as approved through application HGY/2016/2087) and additional first floor rear window.		
Application No:	HGY/2016/3009	Officer:	Neil Collins
Decision:	GTD	Decision Date:	04/11/2016
Location:	65 Wightman Road N4 1RJ		
Proposal:	Change of use of single family dwelling (Use Class C3) to a small House in Multiple Occupation for 3-6 unrelated individuals (Use Class C4)		
Application No:	HGY/2016/3081	Officer:	Emma McCready
Decision:	GTD	Decision Date:	26/10/2016
Location:	Flat D 55 Pemberton Road N4 1AX		
Proposal:	Erection of rear dormer window with one front facing rooflight to first floor flat D		
Application No:	HGY/2016/3107	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	25/10/2016
Location:	Site adjoining 1 Coningsby Road N4		
Proposal:	Variation of condition 6 attached to planning permission HGY/2014/0267 to remove reference to compliance with the Code for Sustainable Homes Level 4 and replacement requirement for compliance with an equivalent energy and sustainability report Under Section 73 of the Town and Country Planning Act 1990.		

Application No: **HGY/2016/3196** Officer: Emma McCready
 Decision: GTD Decision Date: 23/11/2016
 Location: Ground First and Second Floor Flat 27 Endymion Road N4 1EE
 Proposal: Erection of a side opaque privacy screen and side facing door to create a front terrace at first floor level above the main entrance

Application No: **HGY/2016/3238** Officer: Roland Sheldon
 Decision: GTD Decision Date: 23/11/2016
 Location: Ground Floor Flat A 1 Mattison Road N4 1BG
 Proposal: Planning permission sought for retention of an outbuilding in the rear garden for the ground floor flat.

Application No: **HGY/2016/3271** Officer: Wendy Robinson
 Decision: GTD Decision Date: 28/10/2016
 Location: Basement and Ground Floor Flat 29 Cavendish Road N4 1RP
 Proposal: Construction of a single storey rear extension and insertion of a new window to the side elevation

Application No: **HGY/2016/3467** Officer: Duncan McKane
 Decision: GTD Decision Date: 17/11/2016
 Location: 131 Effingham Road N8 0AE
 Proposal: Erection of single storey rear and side-infill extension

NON Applications Decided: 2

Application No: **HGY/2016/3432** Officer: Roland Sheldon
 Decision: GTD Decision Date: 25/10/2016
 Location: Site adjoining 1 Coningsby Road N4
 Proposal: Non-material amendment application to planning permission HGY/2014/0267 for Erection of a two storey two bedroom house. Proposed amendments include:

- Minor alterations to internal layout in order to comply with building control requirements
- Minor alterations to bay and window sizes, locations and heights to meet building regulation requirements
- To allow the building of garden walls with 300 mm. timber trellis above on instead of the approved 1800. mm timber fence with 200.mm timber trellis above. (overall height remains unchanged)

Application No: **HGY/2016/3620** Officer: Emma McCready
 Decision: GTD Decision Date: 24/11/2016
 Location: Ground Floor Flat A 21 Hewitt Road N8 0BS
 Proposal: NON-MATERIAL AMENDMENT

Exchange the external material of the ground floor extension from brick to render. To be painted white to match existing render on the main house.

PNE Applications Decided: 3

Application No: **HGY/2016/3018** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 24/10/2016
 Location: 20 Effingham Road N8 0AB
 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/2016/3224** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 03/11/2016
 Location: 20 Lothair Road South N4 1EL
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.61m, for which the maximum height would be 3.56m and for which the height of the eaves would be 2.85m

Application No: **HGY/2016/3449** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 15/11/2016
 Location: 32 Allison Road N8 0AT
 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

RES Applications Decided: 4

Application No: **HGY/2016/1686** Officer: Matthew Gunning
 Decision: GTD Decision Date: 22/11/2016
 Location: Rear of 600 Green Lanes N8 0RY
 Proposal: Approval of Details pursuant to Condition 3 (Sample Panel of Facing Brickwork) attached to Planning Permission HGY/2014/2162

Application No: **HGY/2016/1688** Officer: Matthew Gunning
 Decision: GTD Decision Date: 22/11/2016
 Location: Rear of 600 Green Lanes N8 0RY
 Proposal: Approval of Details pursuant to Condition 4 (Enclosures and screened facilities) attached to Planning Permission HGY/2014/2162

Application No: **HGY/2016/1695** Officer: Matthew Gunning
 Decision: GTD Decision Date: 22/11/2016
 Location: Rear of 600 Green Lanes N8 0RY
 Proposal: Approval of Details pursuant to Condition 10 (Central Dish or Aerial System) attached to Planning Permission HGY/2014/2162

Application No: **HGY/2016/3433** Officer: Roland Sheldon
 Decision: GTD Decision Date: 25/10/2016
 Location: Site adjoining 1 Coningsby Road N4
 Proposal: Discharge of condition 3 (materials) and 5 (details of waste and recycling storage) of planning permission HGY/2014/0267 for erection of a two storey two bedroom house.

Total Applications Decided for Ward: 22**WARD: Highgate****CLUP Applications Decided: 1**

Application No: **HGY/2016/3706** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 16/11/2016
 Location: 9 Gaskell Road N6 4DU
 Proposal: Certificate of lawfulness for erection of single storey rear extension

COND Applications Decided: 2

Application No: **HGY/2016/3052** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 28/10/2016
 Location: 373A Archway Road N6 4EJ

Proposal: Variation of condition 4 (opening hours) attached to planning permission HGY/1995/0283 to extend closing time to 5am on Fridays and Saturdays and to 2am Sunday-Thursdays

Application No: **HGY/2016/3337** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 25/11/2016
 Location: 54 Sheldon Avenue N6 4ND

Proposal: Variation of condition 3 (post installation noise assessment) attached to planning permission HGY/2015/1262 so that the reports of the as built condition can be submitted within an agreed timeframe upon the completion of the described works within the application rather than the 6 months from approval.

FUL Applications Decided: 16

Application No: **HGY/2016/0947** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 16/11/2016
 Location: 51 North Road N6 4BE

Proposal: New outbuilding in rear garden containing swimming pool and gym

Application No: **HGY/2016/2565** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 24/10/2016
 Location: 27 North Grove N6 4SH

Proposal: Material change to the front elevation from uPVC window frames to hardwood frames

Application No: **HGY/2016/2587** Officer: Christopher Smith
 Decision: GTD Decision Date: 01/11/2016
 Location: 23A Sheldon Avenue N6 4JS

Proposal: Variation of Condition 2 (plans and specifications) attached to planning permission HGY/2015/1346 for new roof to be a crown roof with the same pitch and height

Application No: **HGY/2016/2677** Officer: Aaron Lau
 Decision: GTD Decision Date: 08/11/2016
 Location: 361 Archway Road N6 4EJ

Proposal: Extension of first and second floor to create new one bedroom dwelling. Modification of ground floor post office

Application No: **HGY/2016/2737** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 24/10/2016
 Location: 28 Milton Park N6 5QA

Proposal: Conversion of the second floor attic space and general repairs to the roof. Addition of a dormer window and conservation rooflight at the front of the property. Insertion of two venting/ access rooflights to the existing flat roof to the rear of the property. Replacement of one sash window to the rear of the property with a new timber unit to match the existing profile.

Application No: **HGY/2016/2960** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 01/11/2016
 Location: 48 Hornsey Lane Gardens N6 5PB

Proposal: Single storey rear extension and associated internal alterations

Application No:	HGY/2016/3006	Officer:	Emma McCready
Decision:	GTD	Decision Date:	24/10/2016
Location:	72 Talbot Road N6 4RA		
Proposal:	Alterations to windows to front, side & rear facades, installation of roof-light windows to front roof slope, erection of a ground floor single storey rear extension and erection of a rear roof extension for the creation of a studio flat		
Application No:	HGY/2016/3137	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	03/11/2016
Location:	21 Sheldon Avenue N6 4JS		
Proposal:	Creation of new hard landscaped carriage way drive with associated works to new low level brick wall with piers & soft landscaping. New crossover also associated with proposed works		
Application No:	HGY/2016/3146	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	09/11/2016
Location:	3 Cholmeley Crescent N6 5EZ		
Proposal:	The removal of existing front and side dormers and extending of existing ridge towards flank wall, to form half hipped-gable roof. Repositioning of rear dormer and addition of 3 No. conservation roof lights to front roof plane and 1 No. conservation roof light to flank gable. Additional window to flank wall elevation at second floor level.		
Application No:	HGY/2016/3147	Officer:	Adam Flynn
Decision:	GTD	Decision Date:	07/11/2016
Location:	179 Archway Road N6 5BN		
Proposal:	Single storey rear extension and conversion of rear of shop to 1 x 1 bedroom flat.		
Application No:	HGY/2016/3211	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	17/11/2016
Location:	37 Sheldon Avenue N6 4JP		
Proposal:	Erection of extension onto existing rear terrace at first floor level.		
Application No:	HGY/2016/3219	Officer:	Adam Flynn
Decision:	REF	Decision Date:	07/11/2016
Location:	15 Southwood Avenue N6 5RY		
Proposal:	Renovation of the existing ground floor and formation of a new basement to create two flats and replacement of the existing garage with a 1-bed maisonette.		
Application No:	HGY/2016/3222	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	24/10/2016
Location:	Flat 2 56 Talbot Road N6 4QP		
Proposal:	Replacement of existing sash windows including frames for double glazed sash windows on a like for like basis. The windows to be replaced are the windows at the back of the flat and the bathroom window		
Application No:	HGY/2016/3226	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	21/11/2016
Location:	45 Cholmeley Crescent N6 5EX		
Proposal:	Introduction of new rooflights over the new loft conversion & stairwell, formation of two new dormers to the front and rear elevations (one with a Juliet balcony) with the style to match the existing adjacent neighbours, introduction of new garage door to the relocated utility room and an enlarged rear opening to accommodate the new proposed open plan layout and internal refurbishment.		

Application No: **HGY/2016/3235** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 22/11/2016
 Location: Furnival House 50 Cholmeley Park N6 5EW
 Proposal: Retrospective application for the installation of 5no. freestanding CCTV cameras and 1 no. freestanding vehicle registration number plate recognition camera in the grounds of the development

Application No: **HGY/2016/3289** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 03/11/2016
 Location: 58 Southwood Park Southwood Lawn Road N6 5SQ
 Proposal: Replacement of existing single-glazed steel windows with double-glazed aluminium windows, existing single-glazed timber patio doors with double-glazed aluminium patio doors, and existing single-glazed timber screen with a double-glazed aluminium screen

LBC Applications Decided: 2

Application No: **HGY/2016/3225** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 21/11/2016
 Location: 62 North Hill N6 4RH
 Proposal: Listed building consent for replacement of existing sash windows and French doors to rear elevation

Application No: **HGY/2016/3236** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 22/11/2016
 Location: Furnival House 50 Cholmeley Park N6 5EW
 Proposal: Retrospective listed building consent for the installation of 5 no. CCTV cameras fixed to the external face of the existing building

LCD Applications Decided: 2

Application No: **HGY/2016/0726** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 24/10/2016
 Location: 4, 16, 22, 27, 30 Milton Road and 2, 3, 18 Milton Avenue N6 5QD
 Proposal: Replacement windows/doors to the rear elevation in white UPVC and replacement white timber windows to the front elevation

Application No: **HGY/2016/3110** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 31/10/2016
 Location: Lower and Upper Flats 128 Archway Road N6 5BH
 Proposal: Replacement windows and doors

NON Applications Decided: 3

Application No: **HGY/2016/3212** Officer: Gareth Prosser
 Decision: GTD Decision Date: 25/10/2016
 Location: 3 Sheldon Avenue N6 4JS
 Proposal: Non-material amendment following a grant of planning permission HGY/2015/2460 to alter the approved front entrance canopy design

Application No: **HGY/2016/3461** Officer: Sarah Madondo
 Decision: GTD Decision Date: 15/11/2016
 Location: Bank Point Cottage 62 Jacksons Lane N6 5SX
 Proposal: Non-material amendment following a grant of planning permission HGY/2014/3137 to change from 5 small flush rooflights to a single larger rectangular flush rooflight, and from hinged door to sliding door

Application No: **HGY/2016/3682** Officer: Aaron Lau

Decision: GTD Decision Date: 09/11/2016

Location: 57 Wood Lane N6 5UD

Proposal: Non-material amendment following a grant of planning permission HGY/2015/3466 in order to allow the rear dormer window to have a simple, thin profile aluminium frame (in colour to match lead exterior) rather than the approved sash window

RES Applications Decided: 1

Application No: **HGY/2016/3733** Officer: Aaron Lau

Decision: GTD Decision Date: 21/11/2016

Location: Highgate Police Station 407 Archway Road N6 4NW

Proposal: Approval of Details pursuant to condition 3 (external materials) attached to planning permission HGY/2014/2464

TPO Applications Decided: 4

Application No: **HGY/2016/3047** Officer: Tobias Finlayson

Decision: GTD Decision Date: 28/10/2016

Location: 47 Wood Lane N6 5UD

Proposal: Tree works to include crown reduction by 4 metres and reduction of 2 lower limbs over South Close back to trunk of 1 x Sycamore tree

Application No: **HGY/2016/3216** Officer: Laurence Ackrill

Decision: REF Decision Date: 14/11/2016

Location: 18 Broadlands Road N6 4AW

Proposal: Tree works to include to remove 1 x Holly Tree, reduce height of 1 x Holly Tree by 3 metres, reduce height of 1 x Yew Tree by 1.5 metres, cut back growth of 5 x Lime Trees by 1- 1.5 metres, felling to ground level of 1 x Cypress Tree, shortening back 6-7 limbs of 1 x Cedar Tree back from the rear of building

Application No: **HGY/2016/3282** Officer: Sarah Madondo

Decision: GTD Decision Date: 21/11/2016

Location: 36 Wood Lane N6 5UB

Proposal: Tree works to include removal of existing tie and reduction of crown by 2- 3 metres keeping small growth within the canopy to 1 x Medium Cercis tree.

Application No: **HGY/2016/3496** Officer: Duncan McKane

Decision: GTD Decision Date: 18/11/2016

Location: 14 Hampstead Lane N6 4SB

Proposal: Tree works to include re-pollarding of 1 x Lime tree back to previous cuts removing all growth and removal of epicormic growth up to major crown break.

Total Applications Decided for Ward: 31WARD: **Hornsey****ADV Applications Decided: 3**

Application No: **HGY/2016/3028** Officer: Valerie Okeiyi

Decision: REF Decision Date: 27/10/2016

Location: Land adjacent to 11-13 Tottenham Lane N8 9DJ

Proposal: Display of 1 x free standing double-sided, non-illuminated aluminium panel sign

Application No: **HGY/2016/3163** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 08/11/2016
 Location: Unit 1-5 Cranford Way N8 9DG
 Proposal: Display of 1 x non-illuminated freestanding sign at the entrance to the property

Application No: **HGY/2016/3171** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 10/11/2016
 Location: Great Northern Railway Tavern 67 High Street N8 7QB
 Proposal: Display of 1 x externally illuminated fascia sign, 1 x externally illuminated hanging sign, 1 x brass, aluminium & glass sign, 5 x externally illuminated aluminium / glass signs and 1 x non-illuminated canvas / steel sign.

CLUP Applications Decided: 5

Application No: **HGY/2016/3185** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 25/10/2016
 Location: 30 Rathcoole Avenue N8 9NA
 Proposal: Certificate of lawfulness for roof dormer addition

Application No: **HGY/2016/3507** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 03/11/2016
 Location: 63 Linzee Road N8 7RG
 Proposal: Certificate of lawfulness for loft conversion consisting of a rear main and outrigger dormer

Application No: **HGY/2016/3640** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 15/11/2016
 Location: 10 Rokesly Avenue N8 8NR
 Proposal: Certificate of lawfulness for loft conversion with rear dormer

Application No: **HGY/2016/3643** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 15/11/2016
 Location: 10 Rokesly Avenue N8 8NR
 Proposal: Certificate of lawfulness for construction of outbuilding in rear garden

Application No: **HGY/2016/3644** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 15/11/2016
 Location: 11 Gisburn Road N8 7BS
 Proposal: Certificate of lawfulness for rear dormer

FUL Applications Decided: 2

Application No: **HGY/2016/3144** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 04/11/2016
 Location: 67A Boyton Road N8 7AE
 Proposal: Replacement windows / doors

Application No: **HGY/2016/3220** Officer: Sarah Madondo

Decision: GTD Decision Date: 18/11/2016

Location: 10 Baden Road N8 7RJ

Proposal: Erection of single storey rear / side extension

FULM Applications Decided: 1

Application No: **HGY/2016/0086** Officer: Adam Flynn

Decision: REF Decision Date: 31/10/2016

Location: Land to the East of Cross Lane N8 7SA

Proposal: Erection of a part seven-storey, part five-storey development (plus basement parking) to create 69 residential dwellings and 1,009sqm of flexible business (B1a) floorspace with associated access, landscaping, car parking and other infrastructure.

LBC Applications Decided: 1

Application No: **HGY/2016/3168** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 10/11/2016

Location: Great Northern Railway Tavern 67 High Street N8 7QB

Proposal: Listed building consent for installation of external signs and lighting

LCD Applications Decided: 1

Application No: **HGY/2016/3223** Officer: Gareth Prosser

Decision: GTD Decision Date: 26/10/2016

Location: 13 High Street N8 7PS

Proposal: Partial demolition of single storey rear extension to regularise the structure

NON Applications Decided: 1

Application No: **HGY/2016/3865** Officer: Laurence Ackrill

Decision: GTD Decision Date: 25/11/2016

Location: Flat 1 4 Hillfield Avenue N8 7DT

Proposal: Non-Material Amendment: Reduction of Front Lightwell size. Metal balustrade to front lightwell as opposed to fixed floor mounted grille.

Total Applications Decided for Ward: 14WARD: **Muswell Hill****ADV Applications Decided: 1**

Application No: **HGY/2016/3153** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 07/11/2016

Location: 90 Muswell Hill Broadway N10 3RU

Proposal: Display of 1 x non-illuminated fascia sign and 1 x non-illuminated hanging sign

CLDE Applications Decided: 1

Application No: **HGY/2016/3143** Officer: Anthony Traub

Decision: GTD Decision Date: 04/11/2016

Location: 10 Park Avenue South N8 8LT

Proposal: Use of property as three flats

CLUP Applications Decided: 2

Application No:	HGY/2016/3505	Officer:	Anthony Traub
Decision:	PERM DEV	Decision Date:	15/11/2016
Location:	57 Springfield Avenue N10 3SX		
Proposal:	Certificate of lawfulness for roof alterations including a hip to gable extension, a rear dormer and roof windows in the front roof slope		
Application No:	HGY/2016/3527	Officer:	Anthony Traub
Decision:	PERM REQ	Decision Date:	03/11/2016
Location:	232 Park Road N8 8JX		
Proposal:	Certificate of lawfulness for erection of rear ground floor conservatory and associated internal alterations		

FUL Applications Decided: 10

Application No:	HGY/2016/1008	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	11/11/2016
Location:	55 Cranley Gardens N10 3AB		
Proposal:	Erection of ground and lower ground floor rear extension to semi detached house		
Application No:	HGY/2016/1261	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	11/11/2016
Location:	51 Onslow Gardens N10 3JY		
Proposal:	First floor rear balcony, increased dormer on rear roof, change windows and doors and install external insulation		
Application No:	HGY/2016/2816	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	02/11/2016
Location:	Ground Floor Flat A 154 Park Road N8 8JT		
Proposal:	Single storey side and rear extension and internal alterations		
Application No:	HGY/2016/2966	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	21/11/2016
Location:	2 Athenaeum Place N10 3HL		
Proposal:	Demolition of existing roof and creation of a single storey extension to accommodate 1 additional flat (1 bed, 2 person occupancy)		
Application No:	HGY/2016/3117	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	01/11/2016
Location:	16 Harefield Road N8 8QY		
Proposal:	Erection of side/rear extension to existing flat.		
Application No:	HGY/2016/3151	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	04/11/2016
Location:	90 Muswell Hill Broadway N10 3RU		
Proposal:	Change of shopfront colour from grey to black		

Application No: **HGY/2016/3170** Officer: Sarah Madondo
 Decision: GTD Decision Date: 10/11/2016
 Location: 137 Cranley Gardens N10 3AG
 Proposal: Construction of vehicle crossover.

Application No: **HGY/2016/3255** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 23/11/2016
 Location: 58 Muswell Hill Broadway N10 3RT
 Proposal: Change of use from Sui Generis (betting shop) to A1 (coffee shop)

Application No: **HGY/2016/3264** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 01/11/2016
 Location: 147 Cranley Gardens N10 3AG
 Proposal: Erection of single storey side extension

Application No: **HGY/2016/3407** Officer: Aaron Lau
 Decision: GTD Decision Date: 11/11/2016
 Location: Lonsto House Unit 11 Princes Lane N10 3LU
 Proposal: Retention of beauty parlour (Sui Generis Use Class) at Unit 11, Lonsto House, currently trading as Eva Nightingale.

NON Applications Decided: 3

Application No: **HGY/2016/2906** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 28/10/2016
 Location: 30 Muswell Hill N10 3TA
 Proposal: Non-material amendment following grants of planning permission HGY/2013/1846 and HGY/2014/2933 for: 1 - Amendment of sliding screens door units to French patio doors - to all floors apart from the frontage of the two penthouse units. This is also to provide secured by design door units. 2 - Omission of the lower ground floor side window unit, next to the side return balcony, due to proximity of site retaining structures. 3 - Omission of the louvres next to the side return balcony units, switched to obscured window units - removed due to maintenance issues for cleaning louvres and window.

Application No: **HGY/2016/3499** Officer: Adam Flynn
 Decision: GTD Decision Date: 17/11/2016
 Location: Wood Vale Lawn Tennis Club Wood Vale N10 3DJ
 Proposal: Non-material amendment following a grant of planning permission HGY/2015/3375 to amend the fencing height from 2.75m to 3.60m

Application No: **HGY/2016/3639** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 04/11/2016
 Location: 55 Farrer Road N8 8LD
 Proposal: Non-material amendment following a grant of planning permission HGY/2016/2554 for altering the pitched roof solid construction to pitched rooflights

RES Applications Decided: 3

Application No: **HGY/2016/3141** Officer: Aaron Lau
 Decision: GTD Decision Date: 01/11/2016
 Location: St Lukes Woodside Hospital Woodside Avenue N10 3JA
 Proposal: Approval of details pursuant to condition 26 (impact studies of the existing water supply infrastructure) attached to planning permissions HGY/2013/2379 and HGY/2016/0242

Application No: **HGY/2016/3360** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 25/10/2016
 Location: Electricity Sub Station rear of 110 and 112 Priory Road N8 7HP
 Proposal: Approval of details pursuant to condition 7 (Combined Heat and Power unit details of the NOx emissions) attached to planning permission HGY/2014/3057

Application No: **HGY/2016/3361** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 11/11/2016
 Location: Electricity Sub Station rear of 110 and 112 Priory Road N8 7HP
 Proposal: Approval of details pursuant to condition 8 (Level 4 of the Code for Sustainable Homes) attached to planning permission HGY/2014/3057

TPO Applications Decided: 1

Application No: **HGY/2016/3531** Officer: Duncan McKane
 Decision: GTD Decision Date: 18/11/2016
 Location: 28 Cascade Avenue N10 3PU
 Proposal: Tree works to include routine pruning of three plum trees in rear garden .

Total Applications Decided for Ward: 21

WARD: **Noel Park**

ADV Applications Decided: 1

Application No: **HGY/2016/3680** Officer: Wendy Robinson
 Decision: GTD Decision Date: 15/11/2016
 Location: 141 High Road N22 6BA
 Proposal: Display of 1 x internally illuminated fascia sign and 1 x internally illuminated projecting sign

CLDE Applications Decided: 1

Application No: **HGY/2016/2707** Officer: Roland Sheldon
 Decision: GTD Decision Date: 31/10/2016
 Location: Unit 63B Wood Green Shopping City High Road N22 6YD
 Proposal: Application for a Lawful Development Certificate for the existing use as a cafe/restaurant (Use Class A3).

CLUP Applications Decided: 3

Application No: **HGY/2016/3278** Officer: Conor Guilfoyle
 Decision: PERM DEV Decision Date: 03/11/2016
 Location: 29 Westbeech Road N22 6HU
 Proposal: Loft conversion incorporating installation of front roof lights and formation of rear roof dormer extension

Application No: **HGY/2016/3363** Officer: Samuel Uff
 Decision: PERM DEV Decision Date: 15/11/2016
 Location: 69 Lymington Avenue N22 6JE
 Proposal: Lawful development certificate for single storey rear extension

Application No: **HGY/2016/3558** Officer: Duncan McKane
 Decision: NOT DEV Decision Date: 03/11/2016
 Location: Flat C 96 Mayes Road N22 6SY
 Proposal: Certificate of lawfulness for use of part of the dwelling as an office (minicab company).

FUL Applications Decided: 7

Application No: **HGY/2016/2958** Officer: Roland Sheldon
 Decision: GTD Decision Date: 31/10/2016
 Location: Shop 43 High Road N22 6BH
 Proposal: Change of use of premises from retail (Use Class A1) to cafe/restaurant use (Use Class A3), installation of extract ventilation duct to the rear of the premises.

Application No: **HGY/2016/3103** Officer: Roland Sheldon
 Decision: GTD Decision Date: 14/11/2016
 Location: 2 Cheapside High Road N22 6HH
 Proposal: Replacement of 2 no. External ATM's, both to go through existing aperture.

Application No: **HGY/2016/3149** Officer: Roland Sheldon
 Decision: GTD Decision Date: 14/11/2016
 Location: Flat 1 35 Willingdon Road N22 6SG
 Proposal: Single storey side to rear extension to ground floor flat.

Application No: **HGY/2016/3186** Officer: Roland Sheldon
 Decision: GTD Decision Date: 16/11/2016
 Location: 117 Lymington Avenue N22 6JJ
 Proposal: The removal of old single glazed timber sash and casement windows to front and rear elevations of the property and replacement with double glazed timber sash windows to the front, and uPVC sash and casement windows to the rear. The removal of old front door and replacement with conservation area style timber front door. The removal of old rear French doors and replacement with uPVC French door (Article 4).

Application No: **HGY/2016/3193** Officer: Wendy Robinson
 Decision: REF Decision Date: 25/10/2016
 Location: 105 Hornsey Park Road N8 0JU
 Proposal: Conversion of single family dwellinghouse into two self-contained flats comprising 2 x 3 bedroom units with a two storey part side and part rear extension with associated refuse and recycling and cycle storage.

Application No: **HGY/2016/3261** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 09/11/2016
 Location: 20 & Flat 22 B Alexandra Road N8 0PP
 Proposal: Joint application for 20 & 22B Alexandra Road. Roof alteration to form gable end with a rear dormer and front sky windows for the pair of the semi-detached properties

Application No: **HGY/2016/3484** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 23/11/2016
 Location: 182 Gladstone Avenue N22 6LG
 Proposal: Installation of 4x white upvc windows to replace 4x existing ground floor white-painted timber windows of the same size at the rear of the property

LCD Applications Decided: 17

Application No: **HGY/2016/2920** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 16/11/2016
 Location: 9, 25, 32 & 78 Hewitt Avenue N22 6QH
 Proposal: Replacement windows and doors to timber and uPVC.

Application No: **HGY/2016/3305** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 09/11/2016
 Location: 36 Russell Avenue N22 6PP
 Proposal: Replacement windows and doors to timber at front and uPVC at rear.

Application No: **HGY/2016/3306** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 09/11/2016
 Location: 28 Glynne Road N22 6LR
 Proposal: Replacement windows and doors to timber at the front and uPVC to rear.

Application No: **HGY/2016/3311** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 09/11/2016
 Location: 73 Moselle Avenue N22 6ES
 Proposal: Replacement windows and doors to timber at front and uPVC to the rear.

Application No: **HGY/2016/3316** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 09/11/2016
 Location: 112 Morley Avenue N22 6NP
 Proposal: Replacement windows and doors to timber at the front and uPVC to the rear.

Application No: **HGY/2016/3352** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 25/11/2016
 Location: 24 Farrant Avenue N22 6PB
 Proposal: Replacement windows and doors to timber and uPVC.

Application No: **HGY/2016/3365** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 114 Farrant Avenue N22 6PE
 Proposal: Replacement windows and doors to timber and uPVC

Application No: **HGY/2016/3370** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 67 Moselle Avenue N22 6ES
 Proposal: Replacement windows and doors to timber and uPVC.

Application No: **HGY/2016/3383** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 2 Ashley Crescent N22 6LJ
 Proposal: Replacement windows and doors to timber and uPVC.

Application No: **HGY/2016/3419** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 171, 171A, 185, 185A, 189, 189A, 203, 203A, 205, 205A Gladstone Avenue N22 6LA
 Proposal: Replacement windows and doors to timber and uPVC

Application No: **HGY/2016/3463** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 33 & 33A Bury Road N22
 Proposal: Replacement windows and doors to timber and uPVC

Application No: **HGY/2016/3465** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 19 Darwin Road N22 6NS
 Proposal: Replacement windows and doors to timber and uPVC

Application No: **HGY/2016/3468** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 48 Darwin Road N22 6PH
 Proposal: Replacement windows and doors to timber and uPVC

Application No: **HGY/2016/3471** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 30,62 & 99 Farrant Avenue N22
 Proposal: Replacement windows and doors to timber and uPVC

Application No: **HGY/2016/3480** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 57 Morley Avenue N22 6NG
 Proposal: Replacement windows and doors to timber and uPVC

Application No: **HGY/2016/3486** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 110, 200, 205 Morley Avenue N22
 Proposal: Replacement windows and doors to timber and uPVC

Application No: **HGY/2016/3487** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 1 Moselle Avenue N22 6ES
 Proposal: Replacement windows and doors to timber and uPVC

PNE Applications Decided: 1

Application No: **HGY/2016/3132** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 01/11/2016
 Location: 29 Westbeech Road N22 6HU
 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

Total Applications Decided for Ward: 30

WARD: Northumberland Park

ADV Applications Decided: 1

Application No: **HGY/2016/3287** Officer: Samuel Uff
Decision: GTD Decision Date: 23/11/2016
Location: Petrol Filling Station 1-13 Willoughby Lane N17 0QU
Proposal: Advertisement consent application for internally illuminated ATM fascia and halo illumination to ATM surround.

CLDE Applications Decided: 2

Application No: **HGY/2016/3415** Officer: Fortune Gumbo
Decision: GTD Decision Date: 02/11/2016
Location: Unit C 820 High Road N17 0EY
Proposal: Certificate of lawfulness for use of Unit C as a residential unit

Application No: **HGY/2016/3416** Officer: Fortune Gumbo
Decision: GTD Decision Date: 02/11/2016
Location: Unit C Ground Floor Flat 822 High Road N17 0EY
Proposal: Certificate of lawfulness for use of Unit C as a residential unit

CLUP Applications Decided: 2

Application No: **HGY/2016/3300** Officer: Roland Sheldon
Decision: PERM DEV Decision Date: 04/11/2016
Location: 44 Waverley Road N17 0PX
Proposal: Erection of single storey rear extension to dwellinghouse.

Application No: **HGY/2016/3562** Officer: Nanayaa Ampoma
Decision: PERM DEV Decision Date: 09/11/2016
Location: 139 Willoughby Lane N17 0RT
Proposal: Certificate of Lawfulness for the erection of a dormer.

FUL Applications Decided: 7

Application No: **HGY/2016/0473** Officer: Samuel Uff
Decision: GTD Decision Date: 03/11/2016
Location: Land to the rear of 92 Park Lane N17 0JR
Proposal: Erection of part single, part two storey dwelling, with associated first floor front terrace

Application No: **HGY/2016/3058** Officer: David Farndon
Decision: REF Decision Date: 28/10/2016
Location: 51 Beaufoy Road N17 8AX
Proposal: Erection of a wooden fence 3-6ft high within the existing metal fence (3ft) of the property

Application No:	HGY/2016/3285	Officer:	Samuel Uff	
Decision:	GTD	Decision Date:	15/11/2016	
Location:	Petrol Filling Station 1-13 Willoughby Lane N17 0QU			
Proposal:	Retention of stand alone ATM and associated structure			
Application No:	HGY/2016/3299	Officer:	Conor Guilfoyle	
Decision:	REF	Decision Date:	31/10/2016	
Location:	39 Penshurst Road N17 8BT			
Proposal:	Use of property as HMO for 5 persons (retrospective).			
Application No:	HGY/2016/3304	Officer:	Kwaku Bossman-Gyamera	
Decision:	GTD	Decision Date:	24/11/2016	
Location:	Shop 831 High Road N17 8EY			
Proposal:	Erection of flue system at the rear elevation for bakery (A1 use Class) and installation of new shop front.			
Application No:	HGY/2016/3498	Officer:	Duncan McKane	
Decision:	REF	Decision Date:	17/11/2016	
Location:	125 Brantwood Road N17 0DX			
Proposal:	Erection of a new weldmesh fence and gates along the southern highway facing boundary of the site.			
Application No:	HGY/2016/3552	Officer:	Duncan McKane	
Decision:	REF	Decision Date:	24/11/2016	
Location:	17 Vicarage Road N17 0BH			
Proposal:	Conversion of single dwellinghouse into 2 x 2 bedroom self contained flats and loft conversion to include formation of hip to gable roof extension to facilitate rear dormer extension to rear roof slope and installation of 2 rooflights to front roof slope.			

LBC Applications Decided: 1

Application No:	HGY/2016/3061	Officer:	David Farndon	
Decision:	REF	Decision Date:	28/10/2016	
Location:	51 Beaufoy Road N17 8AX			
Proposal:	Listed Building Consent for the erection of a wooden fence 3-6ft high within the existing metal fence (3ft) of the property			

NON Applications Decided: 1

Application No:	HGY/2016/1976	Officer:	James Hughes	
Decision:	GTD	Decision Date:	04/11/2016	
Location:	Tottenham Hotspur Football Club 748 High Road N17 0AP			
Proposal:	Non-material amendment following a grant of planning permission HGY/2015/3000 to introduce modifications to the wording of conditions A12, D19 and E15			

PNC Applications Decided: 1

Application No:	HGY/2016/3002	Officer:	Nanayaa Ampoma	
Decision:	PN REFUSED	Decision Date:	25/10/2016	
Location:	122 Park Lane N17 0JP			
Proposal:	Prior approval for change of use from A1(shop) to C3 (dwelling house)			

RES Applications Decided: 2

Application No: **HGY/2016/2079** Officer: James Hughes
 Decision: GTD Decision Date: 04/11/2016
 Location: Tottenham Hotspur Football Club 748 High Road N17 0AL
 Proposal: Approval of Details pursuant to Condition C12 (Archaeological Watching Brief) attached to planning permission HGY/2015/3000

Application No: **HGY/2016/3180** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 14/11/2016
 Location: Cheltenham House Grange Road N17 0ES
 Proposal: Approval of details pursuant to condition 05 (refuse, waste storage and recycling facilities) and 07 (refuse, waste storage and recycling facilities) attached to planning permission HGY/2016/0081

TEL Applications Decided: 2

Application No: **HGY/2016/2687** Officer: David Farndon
 Decision: REF Decision Date: 16/11/2016
 Location: Outside 838 High Road N17 0EY
 Proposal: Prior Approval for the replacement of pay phone kiosk.

Application No: **HGY/2016/2975** Officer: David Farndon
 Decision: PN GRANT Decision Date: 25/10/2016
 Location: Pavement location on Leaside Road N17 0SG
 Proposal: Prior notification for installation of a new 15m dual user monopole, 2 x equipment cabinets and 1 x meter ancillary thereto

Total Applications Decided for Ward: 19

WARD: **St Anns**

CLUP Applications Decided: 3

Application No: **HGY/2016/3175** Officer: Roland Sheldon
 Decision: PERM DEV Decision Date: 15/11/2016
 Location: 37 Avondale Road N15 3SL
 Proposal: Lawful development certificate application for a proposed single storey side infill and single storey rear extension.

Application No: **HGY/2016/3565** Officer: Nanayaa Ampoma
 Decision: PERM DEV Decision Date: 04/11/2016
 Location: 21 Cranleigh Road N15 3AB
 Proposal: Certificate of Lawfulness for rear dormer.

Application No: **HGY/2016/3842** Officer: Laurence Ackrill
 Decision: PERM DEV Decision Date: 24/11/2016
 Location: 45 Rutland Gardens N4 1JN
 Proposal: Lawful development certificate for a proposed rear dormer roof extension and front rooflights

COND Applications Decided: 1

Application No: **HGY/2016/3053** Officer: Samuel Uff

Decision: REF Decision Date: 10/11/2016

Location: 2 Haringay Road N15 3JD

Proposal: Variation of condition 2 (hours of operation) attached to planning permission HGY/1996/0988 to allow trading on Saturdays between 9am - 2pm

FLEX Applications Decided: 1

Application No: **HGY/2016/3746** Officer: Gareth Prosser

Decision: FLEXREF Decision Date: 25/11/2016

Location: 14-15 Grand Parade N4 1LA

Proposal: Flexible Change of use under Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 starting from date of grant of permission: Existing Use Class A1 - (Retail) Proposed Use Class A3 (Restaurant / Cafe)

FUL Applications Decided: 8

Application No: **HGY/2016/1910** Officer: Wendy Robinson

Decision: GTD Decision Date: 27/10/2016

Location: 113 Stanhope Gardens N4 1HY

Proposal: Formation of a rear roof dormer extension, including roof terrace, construction of a part two storey, part single storey side and rear extension and basement swimming pool

Application No: **HGY/2016/2514** Officer: Neil Collins

Decision: GTD Decision Date: 25/10/2016

Location: 103 Haringay Road N15 3HP

Proposal: Erection of single-storey side infill extension

Application No: **HGY/2016/2519** Officer: Gareth Prosser

Decision: REF Decision Date: 04/11/2016

Location: 13-15 Grand Parade N4 1LA

Proposal: New shop front

Application No: **HGY/2016/3074** Officer: Emma McCready

Decision: GTD Decision Date: 03/11/2016

Location: First Floor Flat 11 Woodlands Park Road N15 3RU

Proposal: Erection of rear dormer window with two front facing rooflights and erection of rear Juliet balcony to replace first floor window.

Application No: **HGY/2016/3134** Officer: Kwaku Bossman-Gyamera

Decision: GTD Decision Date: 27/10/2016

Location: 166 Haringay Road N15 3HL

Proposal: Single storey side and rear extension

Application No: **HGY/2016/3324** Officer: Neil Collins

Decision: GTD Decision Date: 15/11/2016

Location: 43 Grand Parade N4 1AQ

Proposal: Erection of a two storey rear extension above an existing ground floor rear extension and alterations to internal layout to create 3 x one bedroom flats and 1 x studio flat.

Application No: **HGY/2016/3354** Officer: Neil Collins

Decision: GTD Decision Date: 15/11/2016

Location: 29 Terront Road N15 3AA

Proposal: Erection of two storey rear extension and rear dormer roof extension

Application No: **HGY/2016/3526** Officer: Duncan McKane

Decision: REF Decision Date: 18/11/2016

Location: First Floor Flat B 14 Rowley Road N15 3AX

Proposal: Loft conversion including formation of an L-shaped dormer to rear and installation of two rooflights to front roof slope

NON Applications Decided: 1

Application No: **HGY/2016/3608** Officer: Aaron Lau

Decision: GTD Decision Date: 11/11/2016

Location: St Anns Road Police Station 289 St Anns Road N15 5RD

Proposal: Non-material amendment following a grant of planning permission HGY/2015/3729 to reduce overall height of houses by 225mm, alteration of materials for rainwater downpipes and hoppers, and simplification of recessed window head detail in the setback top floor level

PNE Applications Decided: 1

Application No: **HGY/2016/3321** Officer: Anthony Traub

Decision: PN REFUSED Decision Date: 11/11/2016

Location: 156 Roslyn Road N15 5JJ

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

RES Applications Decided: 2

Application No: **HGY/2016/1885** Officer: Christopher Smith

Decision: GTD Decision Date: 18/11/2016

Location: Former St Anns Road Police Station 289 St Anns Road N15 5RD

Proposal: Approval of details pursuant to condition 6 (method of construction statement) attached to planning permission HGY/2015/3729

Application No: **HGY/2016/3291** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 21/11/2016

Location: 8 Priscilla Close N15 3BF

Proposal: Approval of details pursuant to conditions 3 (boundary treatment) and 4 (soft and hard landscape works) attached to planning permission HGY/2015/3373

Total Applications Decided for Ward: 17WARD: **Seven Sisters****CLUP Applications Decided: 3**

Application No: **HGY/2016/3205** Officer: Anthony Traub

Decision: PERM DEV Decision Date: 03/11/2016

Location: 86 Craven Park Road N15 6AB

Proposal: Certificate of lawfulness for addition of a dormer to rear outrigger

Application No: **HGY/2016/3515** Officer: Neil Collins
 Decision: PERM DEV Decision Date: 25/10/2016
 Location: 32 Richmond Road N15 6QB
 Proposal: Certificate of Lawfulness for erection of rear dormer roof extension

Application No: **HGY/2016/3685** Officer: Laurence Ackrill
 Decision: PERM DEV Decision Date: 15/11/2016
 Location: 45 Eade Road N4 1DJ
 Proposal: Lawful development certificate for a proposed hip to gable and rear dormer roof extension and front elevation rooflights

COND Applications Decided: 1

Application No: **HGY/2016/3232** Officer: Wendy Robinson
 Decision: REF Decision Date: 04/11/2016
 Location: 4 Wargrave Avenue N15 6UD
 Proposal: Variation of condition 2 (accordance with approved plans) following a grant of planning permission HGY/2015/2010 to make changes to approved roof level

FUL Applications Decided: 11

Application No: **HGY/2016/3129** Officer: David Farndon
 Decision: GTD Decision Date: 03/11/2016
 Location: 236 Hermitage Road N4 1NR
 Proposal: Erection of a rear dormer extension and reconfiguration of the two top floor flats to create 2 x 2 bedroom flats.

Application No: **HGY/2016/3167** Officer: Roland Sheldon
 Decision: REF Decision Date: 16/11/2016
 Location: 52 Lealand Road N15 6JS
 Proposal: Erection of a 'Type 3' roof extension.

Application No: **HGY/2016/3252** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 15/11/2016
 Location: 41 Oakdale Road N4 1NU
 Proposal: Erection of single storey rear extension

Application No: **HGY/2016/3288** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 28/10/2016
 Location: 8 89 Compton Terrace Hermitage Road N4 1LU
 Proposal: Erection of conservatory to rear elevation

Application No: **HGY/2016/3308** Officer: Roland Sheldon
 Decision: REF Decision Date: 16/11/2016
 Location: 119 Fairview Road N15 6TS
 Proposal: Excavation to create a new basement floor with an associated front basement bay window, creation of front lightwell with railings, and erection of a single storey rear extension.

Application No: **HGY/2016/3364** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 09/11/2016
 Location: 82 Elm Park Avenue N15 6UY
 Proposal: Erection of first floor rear extension

Application No: **HGY/2016/3398** Officer: Neil Collins
 Decision: GTD Decision Date: 11/11/2016
 Location: 76 Hermitage Road N4 1LY
 Proposal: Replacement of existing single glazed timber windows with uPVC double glazed windows

Application No: **HGY/2016/3429** Officer: Emma McCready
 Decision: REF Decision Date: 25/11/2016
 Location: 48 + 50 Riverside Road N15 6DA
 Proposal: Erection of a two storey rear extensions to both properties

Application No: **HGY/2016/3450** Officer: Duncan McKane
 Decision: REF Decision Date: 15/11/2016
 Location: 33 Wargrave Avenue N15 6UH
 Proposal: Erection of rear first floor extension

Application No: **HGY/2016/3454** Officer: Duncan McKane
 Decision: GTD Decision Date: 16/11/2016
 Location: 70 + 72 Gladesmore Road N15 6TD
 Proposal: Erection of additional storey 'Type 3' roof extension and single storey side-infill and rear extension to both properties.

Application No: **HGY/2016/3475** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 23/11/2016
 Location: 64 Leadale Road N15 6BH
 Proposal: Erection of additional storey 'Type 3'

NON Applications Decided: 1

Application No: **HGY/2016/3715** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 15/11/2016
 Location: 82 Beechfield Road N4 1PF
 Proposal: Non-material amendment following a grant of planning permission HGY/2008/0214 involving alterations to the first and second floor rear elevation windows to obscure glazed windows.

PNE Applications Decided: 4

Application No: **HGY/2016/3260** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 03/11/2016
 Location: 72 Leadale Road N15 6BH
 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 2.8m

Application No: **HGY/2016/3341** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 15/11/2016
 Location: 41 Wellington Avenue N15 6AX
 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/2016/3445** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 16/11/2016
 Location: 19 Cadoxton Avenue N15 6LB
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.55m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2016/3493** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 21/11/2016
 Location: 128 Wargrave Avenue N15 6UA
 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

RES Applications Decided: 1

Application No: **HGY/2016/3181** Officer: Roland Sheldon
 Decision: GTD Decision Date: 21/11/2016
 Location: Land adjacent to 31 Riverside Road N15 6DA
 Proposal: Discharge of condition 7 (Construction Method Statement) of planning permission HGY/2015/1638 for development of a modern two storey 1 bed end-stop to terrace property on the side plot of No.31 Riverside Road.

Total Applications Decided for Ward: 21

WARD: **Stroud Green**

CLUP Applications Decided: 1

Application No: **HGY/2016/3023** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 25/10/2016
 Location: 3 Ridge Road N8 9LE
 Proposal: Certificate of lawfulness for removal of existing rear dormer and construction of new larger dormer

FUL Applications Decided: 8

Application No: **HGY/2016/2594** Officer: Sarah Madondo
 Decision: GTD Decision Date: 04/11/2016
 Location: 74 Oakfield Road N4 4LB
 Proposal: Replacing existing balcony with conservatory

Application No: **HGY/2016/2972** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 25/10/2016
 Location: Flat D 74 Lancaster Road N4 4PT
 Proposal: Replacement of 5no. wooden framed single glazed sash windows with 5no. wooden framed double glazed sash windows. Replacement of 1no. metal framed single glazed window with 1no. wooden framed double glazed window. All new windows would match existing windows dimensions.

Application No: **HGY/2016/3027** Officer: Sarah Madondo
 Decision: GTD Decision Date: 27/10/2016
 Location: 82 Victoria Road N4 3SW
 Proposal: Proposed side extension

Application No: **HGY/2016/3155** Officer: Aaron Lau
 Decision: GTD Decision Date: 08/11/2016
 Location: 53 Ferme Park Road N4 4EB
 Proposal: Erection of side and rear extensions and loft and basement conversions with alterations to the front, side and rear elevations including demolition of the previous rear extensions in order to achieve 1 x 2 bed, 1x 4 bed and 1x 5 residential units

Application No: **HGY/2016/3160** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 11/11/2016
 Location: Ground Floor Flat 89 Nelson Road N8 9RS
 Proposal: Erection of single storey rear ground floor extension

Application No: **HGY/2016/3182** Officer: Sarah Madondo
 Decision: GTD Decision Date: 14/11/2016
 Location: First Floor Flat 4 57 Ridge Road N8 9LJ
 Proposal: Formation of front and rear dormer loft conversion.

Application No: **HGY/2016/3187** Officer: Emma McCready
 Decision: GTD Decision Date: 18/11/2016
 Location: 40 Quernmore Road N4 4QP
 Proposal: Change of temporary 1 year Planning Permission to Full Planning Permission: Application of a time limit

Application No: **HGY/2016/3240** Officer: Valerie Okeiyi
 Decision: REF Decision Date: 21/11/2016
 Location: 44 Quernmore Road N4 4QP
 Proposal: Change of use of ground floor shop (A1) to 1 x studio flat (C3) with associated refurbishment

LCD Applications Decided: 1

Application No: **HGY/2016/3104** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 31/10/2016
 Location: 118 Ferme Park Road N8 9SD
 Proposal: Replacement windows and doors

NON Applications Decided: 1

Application No: **HGY/2016/3257** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 28/10/2016
 Location: Ground Floor Flat 9 Oakfield Road N4 4NH
 Proposal: Non-material amendment following a grant of planning permission HGY/2016/0140 to move side wall of extension (facing no. 11 Oakfield Road) by 150mm to be astride rather than up to the boundary, increase bay window width at either end of this wall by 150mm, amend parapet and gutter design (height unchanged) to the top of the side wall to be moved and correct dimension to southeastern application site boundary

PNC Applications Decided: 1

Application No: **HGY/2016/3190** Officer: Valerie Okeiyi

Decision: PN REFUSED Decision Date: 14/11/2016

Location: 44 Quernmore Road N4 4QP

Proposal: Prior approval for change of use from A1 (retail) to C3 (dwellinghouse)

TPO Applications Decided: 1

Application No: **HGY/2016/3113** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 31/10/2016

Location: 50 Denton Road N8 9NT

Proposal: Tree works to include reduction of crown to previous pruning points of 1 x Sycamore Tree.

Total Applications Decided for Ward: 13WARD: **Tottenham Green****ADV Applications Decided: 1**

Application No: **HGY/2016/3065** Officer: James Hughes

Decision: GTD Decision Date: 31/10/2016

Location: 266-268 High Road N15 4AJ

Proposal: Display of 1 x non-illuminated fascia sign and 1 x non-illuminated hanging signs

CLDE Applications Decided: 1

Application No: **HGY/2016/3760** Officer: Laurence Ackrill

Decision: GTD Decision Date: 16/11/2016

Location: 9 Birstall Road N15 5EN

Proposal: Existing Lawful development certificate for a rear dormer roof extension and 3 front elevation rooflights.

CLUP Applications Decided: 3

Application No: **HGY/2016/3276** Officer: Emma McCready

Decision: PERM DEV Decision Date: 16/11/2016

Location: 37 Seaford Road N15 5DU

Proposal: Lawful Development Certificate for proposed rear dormer window with roof extension and one front facing rooflight

Application No: **HGY/2016/3524** Officer: Kwaku Bossman-Gyamera

Decision: PERM DEV Decision Date: 09/11/2016

Location: 90 Greenfield Road N15 5ER

Proposal: Lawful Development Certificate for proposed loft conversion with rear dormers.

Application No: **HGY/2016/3703** Officer: Wendy Robinson

Decision: PERM DEV Decision Date: 15/11/2016

Location: 161 Broad Lane N15 4QT

Proposal: Certificate of lawfulness for a rear roof dormer extension

COND Applications Decided: 1

Application No: **HGY/2016/0611** Officer: Samuel Uff

Decision: GTD Decision Date: 25/10/2016

Location: 125-127 West Green Road N15 5DE

Proposal: Variation of condition 3 (External materials to match originals) attached to permission HGY/2013/1230 in order to supply ceramic pieces in two or three segments.

FLEX Applications Decided: 2

Application No: **HGY/2016/3616** Officer: Fortune Gumbo

Decision: FLEXGTD Decision Date: 15/11/2016

Location: Unit 10 2 Norman Road N15 4ND

Proposal: Flexible Change of use under Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 starting from 21/11/2016 from B1 (Business) to A3 (Restaurants and Cafes)

Application No: **HGY/2016/3676** Officer: Wendy Robinson

Decision: FLEXGTD Decision Date: 08/11/2016

Location: Old Retail Unit Seven Sisters Underground Station Seven Sisters Road N15 5LA

Proposal: Flexible Change of use under Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 starting from (14/11/2016): Existing Use Class A1 (Retail) and proposed Use Class B1 (Business)

FUL Applications Decided: 6

Application No: **HGY/2016/3128** Officer: Roland Sheldon

Decision: GTD Decision Date: 11/11/2016

Location: The Former County School Town Hall Approach Road N15 4RX

Proposal: Full planning permission for the installation of 2 no. information signs to be placed on the perimeter railings of a Grade II Listed Building - one at the front elevation and one to the rear elevation.

Application No: **HGY/2016/3192** Officer: Emma McCready

Decision: GTD Decision Date: 24/11/2016

Location: 36 Herbert Road N15 4PE

Proposal: Change of use from B1 (workshop) to C3 (one bedroom flat) at ground floor level

Application No: **HGY/2016/3250** Officer: David Farndon

Decision: REF Decision Date: 25/11/2016

Location: 153 Philip Lane N15 4HQ

Proposal: Conversion of dwellinghouse into 3 x 2 bed flats, 1 x 1 bed flat and 1 x studio flat. Addition of mansard roof with front and rear dormers; erection of two storey rear extension.

Application No: **HGY/2016/3328** Officer: Roland Sheldon

Decision: REF Decision Date: 24/11/2016

Location: 129 West Green Road N15 5DE

Proposal: Retention of metal canopy shelter to the frontage of car mechanic garage.

Application No: **HGY/2016/3381** Officer: Conor Guilfoyle

Decision: GTD Decision Date: 16/11/2016

Location: 80 Beaconsfield Road N15 4SJ

Proposal: Conversion of existing dwelling house to 1x 4 bed flat and 1x studio flat

Application No: **HGY/2016/3490** Officer: Wendy Robinson

Decision: GTD Decision Date: 18/11/2016

Location: Flat 2 Charlton Court Roslyn Road N15 5JS

Proposal: Construction of a single storey rear extension

NON Applications Decided: 1

Application No: **HGY/2016/3539** Officer: Duncan McKane

Decision: GTD Decision Date: 28/10/2016

Location: 11 Dorset Road N15 5AJ

Proposal: Non-material amendment following a grant of planning permission HGY/2016/2115 to amend the proposed material finishes to the rear of the property to include a white/cream painted render finish to the extension at first floor level and exposed Staffordshire Blue Slate bricks to the elevations of the extension at ground floor level.

PNE Applications Decided: 3

Application No: **HGY/2016/3162** Officer: Anthony Traub

Decision: PN NOT REQ Decision Date: 04/11/2016

Location: 37 Seaford Road N15 5DU

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 2.6 metres

Application No: **HGY/2016/3209** Officer: Anthony Traub

Decision: PN REFUSED Decision Date: 02/11/2016

Location: 11 Seaford Road N15 5DU

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.797m, for which the maximum height would be 3.846m and for which the height of the eaves would be 3m

Application No: **HGY/2016/3317** Officer: Anthony Traub

Decision: PN NOT REQ Decision Date: 11/11/2016

Location: 161 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 3m and for which the height of the eaves would be 2.91m

RES Applications Decided: 3

Application No: **HGY/2016/2895** Officer: Aaron Lau

Decision: GTD Decision Date: 23/11/2016

Location: 8 Dorset Road N15 5AJ

Proposal: Approval of details pursuant to condition 5 (construction management plan (CMP) and construction logistics plan (CLP)) attached to planning permission HGY/2013/1538

Application No: **HGY/2016/2900** Officer: Aaron Lau

Decision: GTD Decision Date: 01/11/2016

Location: 8 Dorset Road N15 5AJ

Proposal: Approval of details pursuant to condition 3 (details of external materials) attached to planning permission HGY/2013/1538

Application No: **HGY/2016/3691** Officer: Neil Collins

Decision: GTD Decision Date: 15/11/2016

Location: Land Adjacent 57 Grove Park Road N15 4SL

Proposal: Approval of details pursuant to condition 3 attached to planning permission HGY/2014/0050

Total Applications Decided for Ward: 21

WARD: Tottenham Hale

CLUP Applications Decided: 1

Application No: **HGY/2016/3099** Officer: Emma McCready

Decision: PERM DEV Decision Date: 25/10/2016

Location: 16 Tilson Road N17 9UY

Proposal: Lawful Development Certificate for a proposed rear dormer window with one front facing rooflight to dwellinghouse

FUL Applications Decided: 4

Application No: **HGY/2016/2496** Officer: David Farndon

Decision: GTD Decision Date: 22/11/2016

Location: 5 Ashley Road N17 9LN

Proposal: Temporary change of use of the premises from a B2/B8 to D2 use.

Application No: **HGY/2016/2664** Officer: David Farndon

Decision: REF Decision Date: 16/11/2016

Location: Coleraine Works 18 Poynton Road N17 9SN

Proposal: Conversion of printing works (Use Class B2) to four residential units (Use Class C3).

Application No: **HGY/2016/3247** Officer: Wendy Robinson

Decision: REF Decision Date: 28/10/2016

Location: 65 Ladysmith Road N17 9AP

Proposal: Construction of part two storey building providing one studio unit

Application No: **HGY/2016/3333** Officer: Conor Guilfoyle

Decision: GTD Decision Date: 04/11/2016

Location: 570-592 High Road N17 9TA

Proposal: Proposed removal of Condition 1 (operating hours) attached to Planning Permission ref: HGY/1998/0376 to allow for 24/7 opening hours at the health and fitness club (easyGym) at 570-592 High Road, Tottenham, London, N17 9TA.

LBC Applications Decided: 1

Application No: **HGY/2016/3249** Officer: Wendy Robinson

Decision: GTD Decision Date: 04/11/2016

Location: 670 High Road N17 0AB

Proposal: Retrospective listed building consent to demolish a small timber structure located within the curtilage of a listed building

PNE Applications Decided: 2

Application No: **HGY/2016/3044** Officer: Anthony Traub

Decision: PN REFUSED Decision Date: 25/10/2016

Location: 53 Carew Road N17 9BA

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 2.85m

Application No: **HGY/2016/3397** Officer: Anthony Traub

Decision: PN NOT REQ Decision Date: 15/11/2016

Location: 50 Sutherland Road N17 0BN

Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

RES Applications Decided: 4

Application No: **HGY/2016/2618** Officer: Robbie McNaugher

Decision: GTD Decision Date: 11/11/2016

Location: Site of Former English Abrasives & Chemicals Ltd Marsh Lane N17

Proposal: Approval of details pursuant to condition 12 (details of a scheme for green and brown roof) attached to planning permission HGY/2015/2650

Application No: **HGY/2016/3088** Officer: Robbie McNaugher

Decision: GTD Decision Date: 28/10/2016

Location: Harris Academy Tottenham Ashley Road N17 9DP

Proposal: Approval of details pursuant to condition 11 (approval of plant and machinery) attached to planning permission HGY/2015/3096

Application No: **HGY/2016/3213** Officer: Adam Flynn

Decision: GTD Decision Date: 24/11/2016

Location: Whitbread Close N17 0YA

Proposal: Approval of details pursuant to condition 10 (Low NOx boiler) attached to planning permission HGY/2014/3509

Application No: **HGY/2016/3557** Officer: Robbie McNaugher

Decision: GTD Decision Date: 25/11/2016

Location: Globe Works N17 1AA

Proposal: Approval of details pursuant to condition 13 (treatment of the surroundings of the proposed development) attached to planning permission HGY/2015/2650

Total Applications Decided for Ward: 12WARD: **West Green****CLDE Applications Decided: 1**

Application No: **HGY/2016/3624** Officer: Duncan McKane

Decision: GTD Decision Date: 10/11/2016

Location: 205 Boundary Road N22 6AL

Proposal: Certificate of lawfulness for the use of the property as 2 no. self contained flats

CLUP Applications Decided: 2

Application No: **HGY/2016/3617** Officer: Samuel Uff

Decision: PERM DEV Decision Date: 04/11/2016

Location: 1 Langham Place N15 3NA

Proposal: Lawful Development Certificate for proposed rear dormer roof extension to th main roof and above the rear outrigger.

Application No: **HGY/2016/3819** Officer: Samuel Uff

Decision: PERM DEV Decision Date: 22/11/2016

Location: 67 Carlingford Road N15 3EJ

Proposal: Lawful development certificate for proposed rear dormer to main roof and rear outrigger roof

COND Applications Decided: 1

Application No: **HGY/2016/3008** Officer: Neil Collins

Decision: GTD Decision Date: 01/11/2016

Location: 270-274 West Green Road N15 3QR

Proposal: Variation of condition 2 (Approved Plans) attached to planning permission HGY/2014/1727

FUL Applications Decided: 4

Application No: **HGY/2016/3245** Officer: Wendy Robinson

Decision: REF Decision Date: 26/10/2016

Location: Land off Ashleys Alley West Green Road N15 3QR

Proposal: Construction of a 4 storey building providing 5no. residential units comprising of 4no. 2-bed flats and 1no. 3-bed flats

Application No: **HGY/2016/3267** Officer: Emma McCready

Decision: GTD Decision Date: 15/11/2016

Location: 271 Lordship Lane N17 6AA

Proposal: Proposed first floor rear extension

Application No: **HGY/2016/3315** Officer: Kwaku Bossman-Gyamera

Decision: GTD Decision Date: 31/10/2016

Location: 23 Sirdar Road N22 6QP

Proposal: Demolish existing side/rear conservatory. Single storey side and rear extension

Application No: **HGY/2016/3769** Officer: Samuel Uff

Decision: REF Decision Date: 16/11/2016

Location: 403 Lordship Lane N17 6AE

Proposal: Change of use of the rear of the existing cafe (A3) to a self contained studio flat (C3)

PNE Applications Decided: 2

Application No: **HGY/2016/3138** Officer: Anthony Traub

Decision: PN NOT REQ Decision Date: 02/11/2016

Location: 227 Lordship Lane N17 6AA

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4.585m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Application No: **HGY/2016/3148** Officer: Anthony Traub

Decision: PN NOT REQ Decision Date: 02/11/2016

Location: 211 Downhills Way N17 6AH

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: 10

WARD: **White Hart Lane****CLUP Applications Decided: 2**

Application No: **HGY/2016/3584** Officer: Duncan McKane

Decision: PERM DEV Decision Date: 02/11/2016

Location: 412 White Hart Lane N17 7LS

Proposal: Certificate of lawfulness for a proposed side extension.

Application No: **HGY/2016/3748** Officer: Wendy Robinson

Decision: PERM DEV Decision Date: 16/11/2016

Location: 32 Courtman Road N17 7HU

Proposal: Certificate of lawfulness for a rear roof dormer extension and installation of three roof lights to the front roofslope

COND Applications Decided: 1

Application No: **HGY/2016/3275** Officer: Wendy Robinson

Decision: GTD Decision Date: 28/10/2016

Location: 303A The Roundway N17 7AJ

Proposal: Variation of condition 2 (approved plans) attached to planning permission HGY/2013/0647 for amendment to include rear roof dormer extension and gable end roof design

FUL Applications Decided: 4

Application No: **HGY/2016/2495** Officer: David Farndon

Decision: REF Decision Date: 15/11/2016

Location: 303 The Roundway N17 7AJ

Proposal: Retrospective application for the conversion of a single dwellinghouse into two flats

Application No: **HGY/2016/3007** Officer: Emma McCready

Decision: GTD Decision Date: 31/10/2016

Location: 308 White Hart Lane N17 8LA

Proposal: Erection of two storey side and rear extension

Application No: **HGY/2016/3259** Officer: Emma McCready

Decision: GTD Decision Date: 14/11/2016

Location: Selby Centre Selby Road N17 8JL

Proposal: Change of use from B1(a) Office use to a vehicle testing centre (Sui Generis) use for a temporary period of two years at the Selby Centre, Selby Road, Tottenham

Application No: **HGY/2016/3609** Officer: Wendy Robinson

Decision: REF Decision Date: 25/11/2016

Location: 19 Henningham Road N17 7DS

Proposal: Erection of a two storey side extension and part two storey and part single storey rear extension

LCD Applications Decided: 1

Application No: **HGY/2016/3488** Officer: Kwaku Bossman-Gyamera

Decision: GTD Decision Date: 23/11/2016

Location: 87, 89, 97, 99, 107, 109, 117, 119 Gospatrick Road N17

Proposal: Replacement windows and doors to uPVC

PNE Applications Decided: 2

Application No:	HGY/2016/3161	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	02/11/2016
Location:	271 The Roundway N17 7AJ		
Proposal:	Erection of a single storey extension which extends beyond the rear wall of the original house by 4.8 metres for which the maximum height would be 3.3 metres for which the height of the eaves would be 3 metres		
Application No:	HGY/2016/3326	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	11/11/2016
Location:	318A White Hart Lane N17 8LA		
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		

RES Applications Decided: 1

Application No:	HGY/2016/3591	Officer:	Anthony Traub
Decision:	GTD	Decision Date:	21/11/2016
Location:	74-78 Fenton Road N17 7JQ		
Proposal:	Approval of details pursuant to condition 3 (samples of materials) attached to planning permission HGY/2016/1321		

Total Applications Decided for Ward: 11WARD: **Woodside****CLDE Applications Decided: 2**

Application No:	HGY/2016/3529	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	28/10/2016
Location:	28 Sylvan Avenue N22 5HY		
Proposal:	Certificate of Lawfulness for use of property as 5 self contained flats and one bedsit with shared facilities.		
Application No:	HGY/2016/3549	Officer:	Neil Collins
Decision:	REF	Decision Date:	16/11/2016
Location:	12 Wolseley Road N22 7TW		
Proposal:	Lawful Development Certificate for existing use of the property as a small HMO (Use Class C4) for 3-6 persons		

CLUP Applications Decided: 1

Application No:	HGY/2016/3555	Officer:	Neil Collins
Decision:	PERM DEV	Decision Date:	31/10/2016
Location:	105 Perth Road N22 5QG		
Proposal:	Lawful development certificate for a proposed hip-to-gable and rear dormer roof extension		

FUL Applications Decided: 9

Application No:	HGY/2016/3269	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	04/11/2016
Location:	Flat A 484 Lordship Lane N22 5DE		
Proposal:	Proposed rear dormer roof extension		

Application No:	HGY/2016/3329	Officer:	Kwaku Bossman-Gyamera
Decision:	REF	Decision Date:	09/11/2016
Location:	38 Ellenborough Road N22 5HA		
Proposal:	Conversion of valley roof to form mansard roof.		
Application No:	HGY/2016/3331	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	02/11/2016
Location:	41 Sandford Avenue N22 5EJ		
Proposal:	Erection of a single storey rear extension		
Application No:	HGY/2016/3350	Officer:	Neil Collins
Decision:	REF	Decision Date:	16/11/2016
Location:	132 Arcadian Gardens N22 5AE		
Proposal:	Vehicular hard standing within front garden incorporating drainage		
Application No:	HGY/2016/3351	Officer:	Neil Collins
Decision:	REF	Decision Date:	17/11/2016
Location:	132A Arcadian Gardens N22 5AE		
Proposal:	Vehicular hard standing within front garden incorporating drainage		
Application No:	HGY/2016/3373	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	14/11/2016
Location:	45 Warberry Road N22 7TQ		
Proposal:	Erection of new house with associated external wall insulation to the front elevation.		
Application No:	HGY/2016/3410	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	24/11/2016
Location:	9 Park Avenue N22 7HA		
Proposal:	Replacement single to double glazed matching windows to front and UPVC windows to replacements to rear.		
Application No:	HGY/2016/3434	Officer:	Emma McCready
Decision:	GTD	Decision Date:	23/11/2016
Location:	Flat 3 Avery Court 47-49 Pellatt Grove N22 5NP		
Proposal:	Erection of first floor rear infill extension		
Application No:	HGY/2016/3522	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	21/11/2016
Location:	618-620 Lordship Lane N22 5JH		
Proposal:	Construction of a mansard roof extension over existing butterfly roof to create 1 x 1 bed self-contained flat with associated amenity space, refuse, recycling and cycle storage.		

LCD Applications Decided: 3

Application No:	HGY/2016/2600	Officer:	Nanayaa Ampoma
Decision:	REF	Decision Date:	23/11/2016
Location:	Greenwood House Pellatt Grove N22 5PJ		
Proposal:	Replacement windows to uPVC.		

Application No: **HGY/2016/3409** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 6 + 6A Woodside Road N22 5HU
 Proposal: Replacement windows to uPVC

Application No: **HGY/2016/3411** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 23/11/2016
 Location: 27 + 27A Woodside Road N22 5HP
 Proposal: Replacement windows to uPVC

PNE Applications Decided: 1

Application No: **HGY/2016/3233** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 03/11/2016
 Location: 105 Perth Road N22 5QG
 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

REN Applications Decided: 1

Application No: **HGY/2016/3183** Officer: Emma McCready
 Decision: GTD Decision Date: 09/11/2016
 Location: Driving Test Centre 656 Lordship Lane N22 5JJ
 Proposal: The application seeks the renewal of a temporary permission for use of portacabin unit in connection with the existing Driving Test Centre for an additional 2 years

RES Applications Decided: 4

Application No: **HGY/2016/3721** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 16/11/2016
 Location: 85 Stirling Road N22 5BN
 Proposal: Approval of details pursuant to conditions 4 (Storage & Collection of Refuse) attached to planning permission HGY/2015/1561

Application No: **HGY/2016/3722** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 16/11/2016
 Location: 85 Stirling Road N22 5BN
 Proposal: Approval of details pursuant to condition 5 (Details of Boundary Fence) attached to planning permission HGY/2015/1561

Application No: **HGY/2016/3723** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 16/11/2016
 Location: 85 Stirling Road N22 5BN
 Proposal: Approval of details pursuant to condition 7 (Proposed Cycle Storage Enclosure) attached to planning permission HGY/2015/1561

Application No: **HGY/2016/3724** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 16/11/2016
 Location: 85 Stirling Road N22 5BN
 Proposal: Approval of details pursuant to conditions 8 (Details of New Windows and Doors) attached to planning permission HGY/2015/1561

Total Applications Decided for Ward: 21

WARD: **Not Applicable - Outside Borough**

OBS Applications Decided: 4

Application No:	HGY/2016/2563	Officer:	Matthew Gunning
Decision:	RNO	Decision Date:	09/11/2016
Location:	Basement & Ground Floor Front 310-312 Seven Sisters Road N4 2AW		
Proposal:	Observation to London Borough of Hackney for replacement of existing ATM machine and associated alterations to shop front		
Application No:	HGY/2016/3585	Officer:	Matthew Gunning
Decision:	RNO	Decision Date:	09/11/2016
Location:	96 Halliwick Road N10 1AB		
Proposal:	Single storey side and rear extension (observations to L.B. Barnet)		
Application No:	HGY/2016/3625	Officer:	Matthew Gunning
Decision:	RNO	Decision Date:	09/11/2016
Location:	89 Stroud Green Road N4 3PX		
Proposal:	Notification for prior approval for change of use from Class A1 Shop to Class A3 Restaurant and Cafe (observations to L.B. Islington)		
Application No:	HGY/2016/3710	Officer:	Matthew Gunning
Decision:	RNO	Decision Date:	21/11/2016
Location:	Green Lanes N4 1HP		
Proposal:	Erection of 12.5m high monopole (mast) supporting three shrouded antennas; installation of one equipment cabinet at ground level (Observations to L.B. Hackney)		

Total Applications Decided for Ward: 4

Total Number of Applications Decided: 375
