

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Thursday, 3rd November, 2016, 7.00 pm - Civic Centre, High Road, Wood Green, N22 8LE

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

Quorum: 3

1. FILMING AT MEETINGS

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

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

2. APOLOGIES

3. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 13 below.

4. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

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

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

5. MINUTES (PAGES 1 - 36)

To confirm and sign the minutes of the Planning Sub Committee held on 12 September.

6. PLANNING APPLICATIONS

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

7. HAWES AND CURTIS WAREHOUSE, 590-598 GREEN LANES, LONDON N8 0RA (PAGES 37 - 148)

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

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

8. 45-63 LAWRENCE ROAD N15 4EN AND 67 LAWRENCE ROAD N15 4EY (PAGES 149 - 332)

- 1) 45-63 Lawrence Road N15 4EN (HGY/2016/1213)

Demolition of the existing buildings and redevelopment of the site to provide a building ranging from 4 to 7 storeys in height which includes a recessed top floor comprising 80 residential units (use class C3) and 566sqm of commercial floor space (Use class B1/A2) on ground and first floor level, including 8 disabled parking spaces, 1 car club space including associated works.

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

2) 67 Lawrence Road N15 4EY (HGY/2016/1212)

Demolition of the existing buildings and redevelopment of the site to provide a 7 storey building fronting Lawrence Road which includes a recessed top floor and four storey mews block to the rear, comprising 69 residential units (use class C3) and seven live work units on ground and first floor level, including 7 disabled parking spaces and associated works.

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

9. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 333 - 380)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 26 September to 21 October 2016.

10. UPDATE ON MAJOR PROPOSALS (PAGES 381 - 396)

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.

11. DATE OF NEXT MEETING

14 November.

Maria Fletcher, Principal Committee Co-ordinator
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Bernie Ryan
Assistant Director – Corporate Governance and Monitoring Officer
River Park House, 225 High Road, Wood Green, N22 8HQ

Wednesday, 26 October 2016

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MINUTES OF THE MEETING OF THE PLANNING SUB COMMITTEE HELD ON MONDAY, 12TH SEPTEMBER, 2016, 7pm.

PRESENT:

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

20. FILMING AT MEETINGS

RESOLVED

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

21. DECLARATIONS OF INTEREST

Cllr Mallett identified that she would stand down from the Committee for the pre-application briefing on the Keston Centre in order to make a representation as a ward councillor.

22. 500 WHITE HART LANE, LONDON N17 7NA

The Committee considered a report on an application to grant planning permission for an outline application with matters of layout, scale, appearance and landscaping reserved for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended to grant permission subject to a s106 Legal Agreement and subject to conditions.

The planning officer gave a short presentation highlighting the key aspects of the report. The attention of the Committee was drawn to a tabled addendum setting out an amendment to the s106 Agreement heads of terms, proposed conditions and to recommendation 2.

A number of objectors addressed the Committee and raised the following points regarding the application and in response to questions of clarification subsequently asked by the Committee:

- The application would set a dangerous precedent for future developments in north Haringey for both high density schemes in suburban locations and the loss of protected employment land. The likelihood of a domino affect was of concern where landowners would elect to run down Locally Significant Industrial Sites

(LSIS) in order to justify conversion to more financially valuable and in demand residential land.

- The area surrounding the site had been mis-characterised as an urban area but in reality was suburban in nature, with two storey housing predominating and as such was unsuitable for such a tall, overbearing scheme.
- The site had poor transport links being served only by one overcrowded bus route, the W3 and not in close proximity to any stations.
- The area already suffered from poor access to amenities and public services including oversubscribed schools and a lack of GP surgeries within walking distance.
- Proposals for onsite parking provision were insufficient.
- The scheme would have a significant visual impact in being double the height of neighbouring properties to the north of the site including Devonshire Hill Lane due to the sloping of the site. The applicant's artistic representations of the scheme were misleading in not reflecting the absolute height of the building envelope being sought.
- Siting the scheme in a suburban area was contrary to planning policy and the London Plan and as such should be refused on the grounds of illegality. Such a scheme would more appropriately be located in a town centre location or close to the new Spurs stadium as part of the regeneration approach.
- The conversion of the designated industrial and employment land on site for residential development should not be permitted and the Council had given conflicting advice on the planning policy position for the site relating to retaining the land for employment use.

The Committee raised the following questions in response to the objector's representations:

- In response to a question regarding the accuracy of visual representations of the building height, officers confirmed that the application had been assessed against the absolute building height figures set out within the parameter plans submitted by the applicant. It was also advised that ground levels had been taken into account when assessing the application and that buildings on site would not exceed a height of 25m.
- Further explanation was sought on the acceptance of the position of there being no reasonable prospect of the site being utilised for employment use in the future as set out in the NPPF. Officers responded that the application was for a mixed use scheme incorporating 500sqm of employment floorspace. The scheme aimed to strike a balanced position, with the benefits including the provision of new housing and some employment floorspace considered to outweigh the net loss of employment floorspace.
- Concerns were expressed over the impact of the loss of employment land on delivery of the Council's targets for new jobs creation and the apparently competing interests of the delivery of new housing and new jobs. Officers advised that the re-provisioned employment floorspace under the scheme was projected to support 24 jobs compared to the 10 currently onsite. It also reflected a general direction of travel in demand shifting away from traditional heavy industry land use on commercial land towards more tertiary industries. An additional driver for the scheme was the role it would play in unlocking the High Road West regeneration scheme with the associated delivery of new housing and jobs.

- Further information was sought on concerns raised by objectors regarding GP and school place provision in the area. Officers advised that the scheme would not generate sufficient need for an additional GP surgery or school class. A strategic approach would be taken to assessing education and health service provision across the borough to support regeneration and projected growth forecasts and how best to focus CIL, NHS and Department for Education funding to meet demand.
- The potential for overlooking to properties on The Green was questioned. It was advised in response that four properties on the Green backed onto the site, none of which contained south facing windows. The main impact would be on the gardens but which would remain within BRE guidelines for daylight and sunlight.
- In response to a question about parking stress from the scheme, officers advised that the site had good public transport connectivity with 6 bus routes operating within walking distance. The results of a recent consultation on parking in the Tottenham area had shown broad support for the introduction of CPZs and the applicant would have to contribute to any future implementation alongside restrictions on permits for future residents of the scheme.
- Further assurances were sought on the accessibility of the site, particularly in light of overcrowding on the W3 bus route during peak times. The Transport officer advised that TfL had assessed this bus route and the applicant would be make a contribution in order to increase the frequency during morning rush hour but that overall there was sufficient capacity.
- An objector was asked to clarify what was meant by illegality. She responded by reading an email from Matthew Paterson (Head of Strategic Planning) dated 11 July and her own statement concerning proposals to change the site allocation. Officers commented that this was not illegal as the Council was duty bound to take into account such policies and it was noted the emerging development management policies were after the examination more flexible regarding the release of employment land.

Cllrs Adje, G Bull and Stennett addressed the Committee as local ward councillors and raised the following issues:

- The scheme was too dense and poorly thought out
- The site had been deliberately run down by the applicant to justify redevelopment to residential
- The reasons for not retaining the site as commercial employment land had not been fully set out including evidence that it could not successfully be used as industrial land in the future. It therefore undermined regeneration approaches and set a precedent for the conversion of Locally Significant Industrial Site (LSIS) to residential use.
- The two GP surgeries in the area were already at full capacity.
- The site was unsuitable for residential development due to the proximity of commercial businesses, a fact which supported its retention as employment land.
- The scheme constituted overdevelopment of the site and would result in the provision of insufficient amenity space.
- The affordable housing contribution was low and didn't reflect the financial benefit to the applicant of the uplift in land values from the conversion of LSIS land to residential.

- The application made no reference to the potential exacerbation of existing traffic and parking problems in the area.
- The site was no longer required for decanting from the Love Lane estate.

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

- It was acknowledged that it was a challenging site to develop due to the land designation and mixed views on the best approach but that a balanced position had been reached.
- The scheme would provide 144 new homes including affordable housing units at social rent levels.
- The site, as well as the surrounding industrial units, supported only low job density commercial operations and was unsuitable for higher job density activities due to the location away from key transport hubs. A commercial operation onsite would likely have a greater impact on surrounding properties.
- The height of the scheme was reasonable and proportionate.
- The applicant would provide a contribution towards additional capacity on the W3 bus route towards Finsbury Park during the morning peak and a significant level of parking would be provided onsite.

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

- The scheme would bring forward the mixed use development of an underutilised site.
- Council policy allowed for the release of protected employment land in certain circumstances where there would be an increase in jobs provided and wider regeneration benefits, in this case unlocking the High Road West regeneration scheme.
- The site had been marketed for lease for various commercial uses but had been unsuccessful. This was inline with GLA research showing a shift in job generation away from manufacturing and traditional industrial jobs.
- Demand was high for both open market and affordable housing units within the borough and the Council had challenging targets to meet on the delivery of new homes.
- The density of the scheme was inline with the London Plan and the height within Council guidelines.
- Consultation had been undertaken with local residents and design changes made in response to comments received including reducing the height by a storey. Further consultation would be undertaken with the local community as part of a future reserved matters application.
- The Quality Review Panel were in support of the scheme.
- The site although suburban in nature had urban characteristics.
- S106 contributions would secure benefits such as affordable housing, environmental improvements, improvements to W3 service etc.
- The scheme would support at conservative estimate an additional 10 new jobs.

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

- Clarification was sought on concerns over the setting of a precedent for the conversion of employment land to residential. In response, officers outlined that at a general level, planning applications could only be determined on their individual merits. In terms of this application, the change was supported based on its specific circumstances, it being located on the edge of the employment area and having no substantial viable commercial operation currently onsite. The legal officer confirmed that in certain instances the courts had held precedent can be a material planning consideration when there was an evidential basis except in exceptional cases where the facts spoke for themselves e.g. row of terrace houses where one has a rear development.
- Further details were sought on the position related to decanting and the degree this could be considered as a material planning consideration. In response, it was outlined that current Council policy set out that wider regeneration benefits could be considered as one of the reasons for the release of employment land, in this instance provision of potential decant units for the Love Lane estate. This scheme would provide the opportunity for these residents to move locally to Council owned units to speed up the redevelopment of the estate and free up the housing register.
- Further clarification was sought on the reasons that the site could not successfully be used for employment in the future. Officers outlined that the mixed use scheme would provide both new homes whilst supporting a higher job density than currently in place. Due to the location, the site could not support high density employment.
- In response to a question, confirmation was provided of an error within the developer's brochure referring to 17 units being at affordable rent instead of social rent which was necessary in order to facilitate the decanting of Council tenants.
- In terms of car trip generation surveys undertaken, clarification was sought on why comparisons had been made against a previous consented scheme and not the current operations on site. Officers advised that this was a standard approach for traffic forecasting and that a car capped residential scheme onsite would have lower traffic generation than a commercial operation.
- Haringey's employment plan set out a target for 12k new jobs and progress to date on delivering this was questioned. Cllr Strickland outlined that new jobs were a priority for the key regeneration areas of Tottenham and Wood Green, with a focus on retaining and maximising employment space in well connected sites located near to stations and in town centre locations.
- Concerns were raised over the small contribution proposed for improvements to the pedestrian pathway adjacent to the site. Officers advised that the £15k contribution would fund lighting enhancements but that further improvements to the public realm in the area including new pedestrian crossing, relocating bus stop and improvements to the structure of the public right of way etc would require a s278 agreement.
- Further concerns were raised that the scheme was contrary to the protections in place under DM38 and 40 for the retention of the site as employment land. Officers advised that these documents were being updated under the emerging draft Local Plan documents to provide greater flexibilities and alignment with the Core Strategy. Irrespectively, the scheme was compliant with overriding provisions within SP8 and EMP4 as set out within the officer report.
- Clarification was sought on the level of jobs that could be provided on the site should it be redeveloped from its rundown state for employment use. Officers reiterated that the Committee could only consider the application before it and not

alternative proposals for the site. The applicant advised that the projected 24 jobs to be supported onsite under the scheme was a conservative estimate.

- Further clarification was sought from the applicant regarding the density of the scheme related to the London Plan guidelines. The applicant acknowledged that the site was in a suburban location but also had urban characteristics and a PTAL of 3 and as such sat between suburban and urban parameters on the London Plan. The nature and constraints of the site had been key drivers for the scheme as opposed to density and height parameters.

Cllr Bevan put forward a motion, seconded by Cllr Carter, to reject the application on the grounds of Supplementary Planning Documents, layout and density, the provision of affordable housing, lost economy and employment generation and the cumulative impact.

In response to this motion, the Assistant Director Planning advised the Committee against moving refusal on the grounds of affordable housing as the applicant had provided evidence that the maximum reasonable level would be provided and also density which would be hard to defend at appeal. Objections around layout would also need further expansion as to whether this related to the layout of the blocks or the residential units inline with it being an outline application. It was suggested that the loss of LSIS and the scale of the scheme to the north-eastern corner of the site would be more robust grounds for refusal. In response to this, Cllr Bevan agreed to amend the wording of his motion to remove the reference to layout but otherwise the motion remained unchanged. The revised motion fell at a vote.

The Chair moved the substantive recommendation of the report and it was

RESOLVED

- That planning application HGY/2016/0828 be approved subject to conditions and subject to a s106 Legal Agreement and that the Head of Development Management be delegated the authority to issue the planning permission and impose conditions and informatives subject to any direction from The Mayor of London and the signing of a section 106 Legal Agreement. The section 106 Legal Agreement referred to in resolution above is to be completed no later than 12 December 2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow. Following completion of the agreement within the time period provided for above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions all conditions imposed on application ref: HGY/2016/0828. Delegated authority is granted to the Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions

1. All applications for the approval of Reserved Matters within the OUTLINE permission hereby approved, as depicted on the approved plans shall be made

to the Local Planning Authority no later than the expiration of 3 years from the date of this permission, and the development hereby authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:

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

or

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

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

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

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

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

B1) the materials to be used on all external surfaces

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

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

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

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

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

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

90 – 101 Rev PL-1 - Site Location Plan

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

90 – 103 Rev PL-2 - Building Plot Plan

90 – 104 Rev PL-1 - Public Realm Plan

90 – 105 Rev PL-2 - Building Use Plan

90 – 106 Rev PL-1 - Site Access Plan

Development Specification and Framework – June 2016
Design Codes – June 2016

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

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

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

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

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

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

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

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

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

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

Plan and Construction Logistics Plan) has been submitted to and approved in writing by the Local Planning Authority.

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

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

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

10. No development (save for demolition above ground level) shall take place until such time as:
- a) A desktop study has been carried out, details of which shall include the identification of previous uses, potential contaminants that might be expected given those uses, and other relevant information. A diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to, and approved in writing, by the Local Planning Authority. Only if the desktop study and Conceptual Model indicate no risk of harm may the development commence, upon the receipt of written approval from the Local Planning Authority;
 - b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out. The investigation must be comprehensive enough to enable:
 - a risk assessment to be undertaken;
 - refinement of the Conceptual Model; and

- the development of a Method Statement detailing the remediation requirements.

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

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

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

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

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

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

Reason: The proposed works will be in close proximity to underground sewerage utility and water infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

13. Prior to the submission of the Reserved Matters application, details of the proposed detailed energy strategy should be submitted to and approved in

writing by the Local Planning Authority. This strategy should comply with the London Plan energy hierarchy and the London Plan carbon reduction target.

Reason: to ensure compliance with London Plan policy 5.2.

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

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

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

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

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

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

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

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

19. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA with reference to the GLA's SPG Control of Dust and Emissions during Construction and Demolition. All demolition and construction contractors and Companies working on the site must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Informatives

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

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

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

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

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

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

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

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

23. RAILWAY APPROACH HAMPDEN ROAD N8 0HG

The Committee considered a report on the application to grant planning permission for the demolition of the existing buildings and redevelopment of the site to provide two buildings of between 4 and 14 storeys in height comprising 174 residential units (Use Class C3) and 294 sqm flexible B1 floorspace, including the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development. The report set out details of the proposal, the site and surroundings, planning history, relevant planning policy, consultation and responses, analysis, equalities and human rights implications and recommended to grant permission subject to a s106 Legal Agreement and subject to conditions.

The planning officer gave a short presentation highlighting the key aspects of the report. The attention of the Committee was drawn to a tabled addendum setting out the proposed conversion of a number of conditions to informatives.

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

- The scheme was welcomed in terms of the provision of new housing, in particular affordable units.
- The primary objections were to the 14 storey height proposed which would be out of proportion and dominating in terms of size and scale over the predominantly 2 and 3 storey housing in the vicinity. The design ignored local character and would be a blot on the landscape.
- Traffic levels would increase on Hampden Road as the main entranceway to the site. There were also safety issues as the junction was already challenging for HGV vehicles to negotiate due to the location of the mosque on the corner.
- There was already considerable pressure in the area on public services such as school places and which would be exacerbated by the cumulative demand associated with scheme plus other development schemes recently approved in the immediate area.
- It was questioned why a retrograde approach seemed to be taken towards the acceptability of high tower block developments and which prioritised the developer's profits at the expense of local residents.
- The level of local opposition to the scheme was considerable.
- There was no justification within Council policy for such a tall tower in the location as it was not one of the four sites identified as suitable for such buildings within the

site allocations SPD. Additionally, the design was not of the exceptional design quality demanded for such tall buildings.

- The proximity of Hornsey station and Haringey Heartlands should not be used as a justification for a building of 14 storeys. Tall buildings permitted in Heartlands would be up a maximum 10 storeys high.
- The position taken that the scheme would enhance views to and from heritage assets such as Alexandra Palace was refuted.
- 80% of the site was in the path of the Locally Significant View from the top of Cranley Gardens, a fact which had not been referenced by the applicant.
- The scheme included no social housing provision and little public space.
- The scheme would set a dangerous precedent for future planning decisions.

Cllrs Brabazon and Ibrahim addressed the Committee as local ward councillors and raised the following issues:

- The site was not identified as a location for tall buildings inline with DM6 and as such would set a dangerous precedent.
- The proportion of affordable housing should be set at 40% to justify the 14 storeys sought. None of the units in the scheme would be affordable for families in housing need in the borough and it was questioned whether the Council would have nomination rights for the affordable units from the housing register.
- The Council's housing service had identified that the scheme was not policy compliant in terms of tenure mix and dwelling mix.
- The 37.6% affordable housing units masked the high number of one bed units set at 80/85% affordable rent. It also included only 17 three bedroom family units, with only 10 of these set at affordable rent, rendering only 5% units genuinely affordable for local people at 50% market rent. There were concerns even the affordable rent units would be unaffordable for local people.

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

- Significant engagement had been undertaken with local residents including the mosque and ward councillors
- The onsite affordable housing provision at nearly 40% was at a high level rarely achieved for a private development on private land.
- The Council's draft Housing Strategy set out maximum affordable rent levels according to bedroom size, and with which the scheme broadly complied. There would be nomination rights from the housing register as was standard.
- The developer had provided an increase in employment space onsite at the request of the Council.
- The height was appropriate due to proximity to the station and the impact softened by using a stepped down design to make it suitable and appropriate for the area.

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

- Concern was expressed that the affordable units would not be pepperpotted across the scheme. In response, the applicant advised that the separation of affordable and open market units was the preferred management system for housing associations.
- In response to a request, officers agreed to add a condition restricting the erection of satellite dishes.

- Arrangements for the allocation of parking spaces onsite was questioned. Officers advised that this would be set out in the Parking Management Plan on a needs basis, with priority given for the disabled access and family sized units.
- Clarification was sought on the proposed housing mix being non policy compliant. Officers responded that the proposed mix was compliant with the emerging draft Housing Strategy and London Plan and aimed to maximise the number of three bed affordable units.
- Concerns were raised over the visual impact of the scheme on listed buildings in the area and whether there was any potential to reduce the number of storeys as a result. Officers emphasised that the Committee had to determine the application before them and as such there was no scope to reduce the number of storeys. The Conservation Officer advised that only one element of the scheme was 14 storeys in height. This would have a visual impact on the setting of heritage assets in the surrounding area including Hornsey High Street but due to the overall separation distances and landscaping plans, the visual impact would be limited. The statutory assessment of harm was thereby considered to be less than substantial and was exceeded by the benefits of the scheme. Efforts had been made to articulate the height of the scheme and the additional mass. The increase in height of the tallest element from 12 to 14 storeys had been a proposal from the QRP to improve the design.

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

- The scheme would provide much needed high quality new homes including affordable units, over 290sqm of high quality employment space and an active frontage.
- The impact of the height was minimised as far as possible through a slender tower and stepped design approach, increasing in height from the suburban side on Wightman Road to the highest element adjacent to the station.
- Overlooking to neighbours had been assessed as acceptable due to good design and the separation distances.
- Wide consultation had been undertaken with local residents and officers and changes made as a result of feedback received.
- Contributions would be made to highways improvements including to Wightman Road, travel plan monitoring, access to car clubs etc.
- The site was a sustainable, opportunity location near the station.

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

- Further explanation was sought on the relationship between the height of the scheme and the proximity of the station. Officers advised that the site was separated from the Ladder area surrounded as it was by railway line to two sides and a rail depot. The design stepped down to nearby residential areas with the pinnacle point closest to the station. The scheme was highly accessible and would help to mark the point of the station as a landmark.
- In response to concerns raised by the local ward councillors, clarification was sought on whether affordable housing rent levels and arrangements could be firmed up. The applicant explained that discussions were at early stage with registered housing providers but that it was anticipated that one bed affordable units would be set at 80/85% market rent level, two beds 70% and three beds

50%. It was also emphasised that housing associations would not be willing to take on the management of the affordable units if they were pepperpotted across the site.

- Concerns were raised that the level of parking proposed onsite was inadequate inline with average car ownership in the area and in consideration that excess capacity could not be absorbed in surrounding roads with CPZs in place. The transport officer emphasised the Council's policy position of reducing car ownership and encouraging sustainable transport. The scheme was policy compliant in terms of parking and included provision in excess of the minimum requirement due to the high PTAL of solely disabled parking. It was confirmed that future residents would be unable to obtain CPZ permits.
- In response to concerns raised about the potential for different management standards to be implemented for the affordable and open sale housing units, officers proposed that a condition be added setting out a defined management specification for the whole site.
- The Committee questioned whether future access to the New River could be secured. Officers agreed that this could be added as an informative. The applicant agreed that this would be acceptable although the land was under separate ownership.

The Chair moved the recommendation of the report including additional conditions restricting the erection of satellite dishes and adoption of a defined specification for future management of the site and an informative covering future access to the New River and it was

RESOLVED

- That planning application HGY/2016/1573 be approved subject to a s106 Legal Agreement and subject to conditions.
- 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 obligation set out in the Heads of Terms.
- That the section 106 legal agreement referred to above be completed no later than 31/10/2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow and that following completion of the agreement(s) referred to above within the time period provided for above, planning permission be granted in accordance with the Planning Application subject to the attachment of conditions.
- That delegated authority be granted to the Assistant Director/Director or the Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions

Applicant's drawing No.(s) 6538-D1000, 6538-D1100, 6538-D1101, 6538-D1102, 6538-D1700, 6538-D1701, 6538-D1702, 6538-D9200, 6538-D9201, 6538-D9202, 6538-D9203, 6538-D9204, 6538-D9205, 6538-D9206, 6538-D9207, 6538-D9208,

6538-D9209, 6538-D9210, 6538-D9211, 6538-D9212, 6538-D9213, 6538-D9214, 6538-D9214, 6538-D9800, 6538-D9801, 6538-D9802, 6538-D9803, 6538-D9707, 6538-D9708, 6538-D9720, 6538-D9500, 6538-D9501, 6538-D9502.

- Air Quality Assessment prepared by MLM Environmental dated April 2016
 - Arboricultural Method Statement prepared by Ian Keen Limited
 - Archeological Desk-Based Assessment prepared by CgMs Consulting
 - Geoenvironmental interpretative report prepared by CGL Providing Ground Solutions
 - Cover letter prepared by Fairview New Homes Ltd dated April 2016
 - Crime Impact Statement prepared by Formation Architects dated April 2016
 - Daylight and Sunlight Report prepared by CHP Surveyors Ltd dated April 2016
 - Design and Access Statement prepared by Formation Architects dated April 2016
 - Addendum to the Design and Access Statement dated August 2016
 - Surface Water/SUDs Strategy prepared by Infrastructure Design Limited
 - Ecology Assessment prepared by Ecology Solutions dated April 2016
 - Employment Land report prepared by JLL dated April 2016
 - Energy Statement prepared by Low Energy Consultancy Ltd dated May 2016
 - Foul Sewerage and Utilities Assessment dated April 2016
 - Heritage, Townscape and Visual Impact Appraisal prepared by NLP dated April 2016
 - Noise Impact Assessment prepared by Grant Acoustics dated May 2016
 - Planning Statement prepared by JLL dated April 2016
 - Statement of Community Involvement prepared by Curtain & Co dated April 2016
 - Sustainable Design and Construction Statement prepared by Low Energy C Ltd dated May 2016
 - Transport Assessment prepared by AECOM consultancy dated April 2016
 - Residential Travel Plan prepared by AECOM dated April 2016
 - Arboricultural Report prepared by Ian Keen Ltd
 - Waste Management Statement dated April 2016
1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.
Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.
 2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:
6538-D1000, 6538-D1100. 6538-D1101, 6538-D1102 6538-D1700, 6538-D1701, 6538-D1702, 6538-D9200, 6538-D9201, 6538-D9202, 6538-D9203, 6538-D9204, 6538-D9205, 6538-D9206, 6538-D9207, 6538-D9208, 6538-D9209, 6538-D9210, 6538-D9211, 6538-D9212, 6538-D9213, 6538-D9214, 6538-D9214, 6538-D9800, 6538-D9801, 6538-D9802, 6538-D9803, 6538-D9707, 6538-D9708, 6538-D9720, 6538-D9500, 6538-D9501, 6538-D9502.

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

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

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

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

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

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

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

6. No development (excluding demolition) shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme]. The soft landscaping scheme shall include detailed drawings of:

Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development, excluding demolition. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

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

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

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

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

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

- That the scheme has signed up to the Considerate Constructors Scheme and will demonstrate how best practice standards with a score of above 26 (as per the Sustainability Statement);
- That the development will incorporate bat boxes into the trees and other suitable locations along the river edge (as per the Ecological Assessment / Sustainability Assessment)
- That the buildings will integrate bird boxes on the northern flank on the buildings within the building structure (not wooden but integrated bricks) (as per the Ecological Assessment / Sustainability Assessment)
- That the buildings will integrate insect boxes (insect hotels) on the northern flank on the buildings within the building structure (not wooden but integrated bricks) (as per the Ecological Assessment / Sustainability Assessment)

- That an area of approx 350 m² of the total roof area is covered with PV panels (as per the Energy Strategy);
- That an area of approx of 700 m² of the roof space will be a living roof spread out over multiple roofs (as per the floor plan maps);

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

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

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

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

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

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

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

10. Prior to commencement on site details of the living roofs shall submitted to the local authority for approval. This will include the following:
- A roof(s) plan identifying where the living roofs will be located and total area covered;
 - Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s);
 - Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;
 - Details on the diversity of substrate types and sizes;
 - Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates;

- Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. That the living roofs will not rely on one species of plant life such as Sedum (which are not native);
- Details of the location of log piles / flat stones for invertebrates;

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

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

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

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

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

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

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

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

13. Before development commences other than for investigative work:
 - a) Using information obtained from the report CGL report dated May, 2016 (ref CG/18644) additional site investigation, sampling and analysis shall be undertaken.

The investigation must be comprehensive enough to enable:-

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

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

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

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

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

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

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

Reason: To Comply with Policy 7.14 of the London Plan

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

Reason: To Comply with Policy 7.14 of the London Plan

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

registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

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

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

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

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

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

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

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

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

Reason: In order to safeguard the tree in the interest of visual amenity of the area consistent with Policy 7.21 of the London Plan 2011, Policy SP11 of the

Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

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

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

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

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

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

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

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

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

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

- implemented in accordance with the approved detailed design prior to the use of the building commencing.
Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.
26. No building or use hereby permitted shall be occupied or the use commenced until the sustainable drainage scheme for this site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.
Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and maintained thereafter
27. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.
Reason: To protect groundwater. No site investigation fully characterises a site.
28. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.
Reason: To protect groundwater
29. No drainage systems for the infiltration of surface water drainage into the ground at this site is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.
Reason
To protect groundwater. Infiltrations SUDs/ soakaways through contaminated soils are unacceptable as contaminants can remobilise and cause groundwater pollution
30. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been

demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
Reason; To protect groundwater

31. The Environment Agency recommends the removal of all underground storage tanks (USTs) that are unlikely to be reused. Once the tanks and associated pipelines have been removed, samples of soil and groundwater should be taken to check for subsurface contamination. If soil or groundwater contamination is found, additional investigations (possibly including a risk assessment) should be carried out to determine the need for remediation
Reason; To protect groundwater
32. The proposed development is located within Source Protection Zone 1 of a groundwater abstraction source. These zones are used for potable water sources for public supply for which Thames Water has a statutory duty to protect. Consequently, development shall not commence until details have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, of how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction.
Reason: To ensure that the water resource is not detrimentally affected by the development.
33. Thames Water requests that further information on foundation design be submitted for detailed consideration. This will include - a. the methods to be used b. the depths of the various structures involved c. the density of piling if used d.details of materials to be removed or imported to site. More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603.
Reason – to better assess the risk to water resources from the construction of the foundations
34. Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.
Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.
35. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

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

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

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

Reason: To reduce congestion on the highways network

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

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

39. All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any

development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.

Reason: To safeguard rail infrastructure

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

Reason: To safeguard rail infrastructure

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

Reason: To safeguard rail infrastructure

42. Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

Reason: To safeguard rail infrastructure

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

Reason: To safeguard rail infrastructure

- 44 Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting

and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.

Reason: To safeguard rail infrastructure

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

Reason: To safeguard rail infrastructure

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

Reason: To ensure an adequate playspace facility

47. The proposed development shall have a central dish/aerial system for receiving all broadcasts for all the residential units created, details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property and the approved scheme shall be implemented and permanently retained thereafter.

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

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

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

Informatives:

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

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £357,368.62 (8,308 sqm x £35 x 1.166) and the Haringey CIL charge will be £1,444.844.28 (8,308 sqm x £165). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

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

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

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

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

INFORMATIVE :

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

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

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

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

INFORMATIVE: Fail Safe Use of Crane and Plant: All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

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

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

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

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

INFORMATIVE: Scaffolding: Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at

no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

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

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

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

INFORMATIVE: Trees/Shrubs/Landscaping: Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists

of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Acceptable:

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

Not Acceptable:

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

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

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

24. 11 CONWAY ROAD, SOUTH TOTTENHAM, LONDON, N15 3BB

The Committee considered a report on an application to approve the confirmation of a Tree Preservation Order (TPO) for a tree in the rear garden of No 11 Conway Road. 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 confirm the TPO.

The planning officer gave a short presentation highlighting the key aspects of the report. The report also sought authorisation to delegate all powers regarding TPOs (and the ability to further sub-delegate these powers) going forward to the Director/Assistant Director Planning save for TPOs that had objections to them where authorisation was sought to delegate all powers relating to these (and the ability to further sub-delegate these powers) to the Director/Assistant Director Planning subject to agreement with the Chair or Vice-Chair.

The home owner of 11 Conway Road addressed the Committee to outline her objections to the TPO as follows:

- She had no intention of felling the tree but wanted to retain responsibility for its maintenance, particularly as it was in close proximity to neighbouring properties and had suffered from storm damage in the past.

- Confusion was expressed over why the TPO was necessary and how the site survey had been undertaken with no request received to inspect the tree from the garden of 11 Conway Road.
- The visibility of the tree from the street was limited.
- An insurance company had recommended the felling of the tree in the past as a preventative measure following the completion of a subsidence survey but the owner had decided not to proceed with this action as she wanted to retain the tree as a wildlife habitat.

The Committee sought clarification from officers on where the future maintenance responsibilities for the tree would lie. In response, it was advised that this responsibility would remain with the owner but that any substantial works would require consent to be obtained from the Council due to the TPO status.

An explanation was sought as to why the TPO was considered necessary for this particular tree. Officers advised that a number of similar trees in the vicinity had been felled and so the Council's arboriculturist had surveyed the area and was proposing a TPO as a safeguarding action to protect the tree in perpetuity from felling.

In response to concerns that the householder hadn't been more involved in the decision to impose a TPO, officers advised that the correct process had been followed including allowing the owner to make representations, a right she had exercised. A survey was not required in to make a TPO although the arboriculturist had visited a neighbouring garden to assess the condition of the tree.

The Chair moved the recommendation of the report and it was

RESOLVED

- To approve the confirmation of the TPO and authorise the Assistant Director Planning to take all the necessary steps required in connection with the confirmation of the TPO (and to further sub-delegate this power).
- To authorise the delegation of all powers regarding tree preservation orders (and the ability to further sub-delegate these powers) to the Director/Assistant Director Planning save for tree preservation orders that have objections to them for which all powers relating to these (and the ability to further sub-delegate these powers) are delegated to the Director/Assistant Director Planning subject to agreement with the Chair or Vice-Chair.

25. PRE-APPLICATION BRIEFING

The following item was a pre-application presentation to the Planning Sub-Committee and discussion of proposals related thereto.

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

26. KESTON CENTRE, KESTON ROAD, TOTTENHAM N17 6PW

[Cllr Mallett stood down from the Committee for the duration of this item].

Representatives for the applicant and the planning officer gave a short presentation on early plans for the scheme. The applicant’s representative identified that the scheme would be 80% affordable housing, 100% sale, only to residents of the borough, with at least 20% discount to the open market. Buyers could only sell the flats onto other eligible buyers and the units would remain affordable in perpetuity.

Cllr Mallett addressed the Committee in her capacity as a local ward councillor and made the following comments:

- Early discussions on proposals had been undertaken with local residents. Concerns had been raised over the proposed height and overbearing nature of the building, the potential of the nature of the park to be changed as a result and the adequacy of parking and affordable housing provision.
- The pocket living concept in particular gave rise to concerns over the density of the development and a potential lack of amenity space for residents.
- The proposed land swap was objected to for the impact on an award winning park which was already potentially under threat from Crossrail 2

The Committee raised the following issues:

- Clarification was sought on controls to secure the retention in perpetuity of the affordable housing provision with successive sales. The applicant advised that this would be secured under the s106 Legal Agreement which would set out the method of sale for the duration of the lease including criteria for buyer eligibility.
- Further details were sought of the proposed Metropolitan Open Land land swap. The applicant advised this would constitute exchanging a 15m2 strip of land for a 65m2 replacement area in order to allow access to the site to be widened to the correct standard.
- In response to questions, it was confirmed that the accommodation would comply with London Plan minimum size standards.
- The Committee requested that consultation continue with the nursery and Goan Community Centre in the development of the full application, particularly with regards to parking.

RESOLVED

- That the briefing be noted.

27. DATE OF NEXT MEETING

10 October.

CHAIR: Councillor Natan Doron

Signed by Chair

Date

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Planning Sub Committee 3 November 2016

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/1807

Ward: Harringay

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

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

Applicant: Green Lanes Property Developments

Ownership: Private

Case Officer Contact: Adam Flynn

Date received: 09/06/2016

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

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

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

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

2.0 RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.

2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 03/12/2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and

2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions

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

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans and documents
- 3) Materials submitted for approval
- 4) Landscaping
- 5) Landscape management

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

Informatives

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

Section 106 Heads of Terms:

- 1) Requirement for provision of NHS facility subject to the confirmation of need by the end of 2017
- 2) Provision of affordable housing 12% (16 shared ownership units) on the basis of an NHS facility being provided, or 17.3% (26 units) if another use is implemented
- 3) A review mechanism to capture additional affordable if the facility receives NHS capital funding

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

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

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

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

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

(i) There has not been any material change in circumstances in the relevant planning considerations, and

(ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and

(iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 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 3A: Quality Review Panel Notes – 18 June 2016

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

Appendix 4: DM Forum Notes

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

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

3.2 Site and Surroundings

- 3.2.1 The property is located on the eastern side of Green Lanes, at the Junction with Colina Road. The site comprises a number of poor quality retail and light industrial buildings. The site lies on the northern edge of the Green Lanes Town Centre.
- 3.2.2 The site is bordered by streets on three sides, with Green Lanes to the front (west), Colina Road to the South and Colina Mews to the east. To the north of the site is the Langham Club with a garage site to the rear (this garage site has a permission for a 3-storey flatted block). The predominant character of the surrounding area is terraced residential properties, with a shopping parade opposite, and along Green Lanes to the south.

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

3.3 Relevant Planning and Enforcement history

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

4.0 CONSULTATION RESPONSE

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

4.2 The scheme has been presented to the **Haringey Quality Review Panel** on 20 January 2016 and again on 18 June 2016.

4.3 The minutes of the meeting are set out in Appendixes 3A and 3B. The issues raised and how they have been addressed by the application are set out in the Design section (6.2) of this report, and the report from the second meeting is summarised as follows:

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

4.4 The central building was further reduced in height following this meeting.

4.5 A **Development Management Forum** was held on 16 June 2016.

4.6 The notes of the forum are contained in Appendix 4, and the issues raised are summarised as follows:

- Overlooking/privacy
- Traffic

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

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

Internal:

1) Transportation

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

2) Design

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

3) Pollution

No objections, subject to conditions and informatives.

4) Waste Management

No objections, subject to conditions.

5) Carbon Management

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

External:

6) Transport for London

No objections following receipt of additional and revised information.

7) London Underground

No objections, subject to conditions.

8) Thames Water

No objections, subject to conditions and informatives.

9) Environment Agency
No comments to make on this application.

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

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

898 Neighbouring properties
3 Residents Association
4 site notices were erected close to the site

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

No of individual responses: 22
Objecting: 21
Supporting: 1

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

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

- 5.4 The following issues raised are not material planning considerations:
- Loss of views

6.0 MATERIAL PLANNING CONSIDERATIONS

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

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

6.1 Principle of the development

- 6.1.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.
- 6.1.2 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The proposal is for the creation of 133 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, albeit all other material planning considerations are to be met.
- 6.1.3 The site forms part of Site SA26 in the emerging Site Allocations DPD proposed submission document 2015. The DPD states the following for the site:

The current use of the site for retail warehousing can be replaced with more intensive use to match the high levels of public transport access on Green Lanes. Following consultation with NHS property services, there is an emerging need for a new GP practice in this area, and the edge-of town centre location means this

is a suitable location for a mixed use development comprising of a new health centre and residential.

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

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

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

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

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

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

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

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

the S106 agreement, provided the NHS confirms the need for the facility within 6 months of the developer signing the demolition contract for the site.

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

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

6.2 Design and appearance

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6.3 Impact on neighbouring amenity

- 6.3.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no material adverse impacts on the amenity of surrounding residents or other surrounding uses in terms of loss of daylight or sunlight, loss of privacy, overlooking or enclosure. Similarly London Plan Policy 7.6 requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. This is reflected in Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016.
- 6.3.2 The applicants have provided a Daylight Sunlight and Overshadowing Report, prepared in accordance with council policy following the methods explained in

the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011). The report shows that the effect of the proposed development on daylight and sunlight to windows to habitable rooms in neighbouring buildings and sunlight to neighbouring amenity space would be acceptable. In particular, all neighbours' windows would receive the same or an unnoticeable drop in daylight. A small number of neighbouring windows to no. 600 Green Lanes (the Langham Club), both to rooms in the social club and to habitable rooms in the flats above, in houses in Harringay Road east of the site and in the unbuilt development that has received planning consent at 4-10 Colina Mews, would receive a noticeable loss in daylight, but the assessment shows that the reduction would not be to levels considered unacceptable.

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

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

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

6.4 Residential mix and quality of accommodation

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

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

6.5 Density

6.5.1 Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range the density levels in the Density Matrix of the London Plan.

6.5.2 The red line site area is 0.11 hectares, the surrounding area is considered to be urban and has a PTAL of 4-6. The density proposed is 246 units per hectare and 760 habitable rooms per hectare, which falls within the guidelines of 70-260 u/ha and marginally over the 200-700 hr/ha set out in the London Plan.

6.5.3 It should be noted that density is only one consideration of the acceptability of a proposal. Given the provision of a healthcare facility adds to the higher density, it is considered the wider community benefit of this facility outweighs the marginal impacts of this higher density, which, it should be noted, is only on a habitable room basis. In addition, the proposal provides good quality units with a good quality living environment. As such, at the density proposed the proposal therefore can be considered acceptable if it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

6.6 Affordable housing

6.6.1 Policy 3.12 of the London Plan seeks to maximise affordable housing provision and ensure an average of at least 13,200 more affordable homes per year in London over the 20-25 year term of the London Plan. Saved Policy HSG 4 requires developments to provide a proportion of affordable housing to meet an overall borough target of 40%. This target is reiterated in Policy SP2 of the Local Plan.

6.2.2 The viability assessment submitted with the application sets out that no affordable housing can viably be provided. The independent viability assessment that was commissioned by the Council did not agree with this position and subsequently the provision of 12%, equating to 16 shared ownership units with the NHS facility, or 17.3% equating to 26 shared ownership units if a commercial unit is proposed has been proposed. This is confirmed to be the maximum reasonable amount of affordable housing.

6.2.3 Given that nature and location of the scheme Shared Ownership units are considered to be acceptable in this location. The applicant is in negotiation with a Housing Association and the mix of the affordable units is proposed as:

1 Beds – 6 (37.5%)
2 Beds – 8 (50%)
3 Beds – 2 (12.5%)
Total – 16 units

6.2.4 Should the health facility receive funding from the NHS then the level of affordable housing will be reviewed and an increased level negotiated. This review mechanism will be secured in the section 106 agreement.

6.2.5 A further review mechanism will be included in the section 106 agreement and which require a further review if the scheme has not been implemented within 12 months of the date of planning consent.

6.7 Transportation

6.7.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies Policy 6.3 'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', 6.13 'Parking' and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'.

6.7.2 The development site is located on the eastern side of Green Lanes and is enclosed by Colina Mews to the east, Colina Road to the south, and Green Lanes to the west, with Park Road to the north. The application site has a high public Transport Accessibility Level (PTAL) of 5 and is within 750 metres of Turnpike Lane Underground station. The site is also within walking distance of the Green Lanes and Alfoxton Avenue bus corridors which when combined provide access to 7 bus routes. The site is located in the Wood Green Outer controlled parking zone (CPZ), which operates Monday to Saturday between 8:00am – 6:30pm, to the west of Green Lanes there is also the presence of the Green Lanes A Control Parking Zone, which operates Monday to Saturday between 8:00am – 6:30pm, we have therefore considered that the CPZs will provide a high degree of parking constraints during the operational hours of the CPZs (8:00am-6:30pm).

6.7.3 In relation to the residential aspect of the development the applicant has proposed 14 wheel chair accessible car parking spaces to support the 10% wheel chair accessible units proposed, the remainder of the development will be dedicated as a car-free development. The Council's Transportation officer considers that as the development is located in an area with a high public transport accessibility level, with excellent connectivity and a controlled parking

zone to restrict on street parking, the development is suitable to be dedicated as a 'car free' development which is in line with Saved UDP Policy M10 'Parking for Residential Developments', Saved UDP Policy M9 'Car Free Development', Local Plan Policy SP7 and the Council's Development Management DPD Policy DM 32, all which support car free developments.

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

months after the development has been occupied. The applicant modal split target has a 8% cycle mode share which is much higher than the Haringey's average, we will therefore require a revised draft Travel Plan which includes a cycle strategy to achieve the 8% target mode share.

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

6.8 Sustainability

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

6.9 Land contamination

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

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

6.10 Waste

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

6.11 Accessibility

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

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

6.12 Air Quality

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

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

6.13 Drainage

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

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

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

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

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

6.14 Planning obligations

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

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

6.15 Conclusion

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

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

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

6.16 CIL

6.16.1 Based on the information given on the plans, the Mayoral CIL charge will be £316,117.24 (7349sqm x £35 as uprated for inflation) and the Haringey CIL charge will be £1,278,064.59 (7349sqm x £165 as uprated for inflation). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line

with the construction costs index. An informative will be attached advising the applicant of this charge.

7.0 RECOMMENDATIONS

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

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

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of s91 TCPA 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

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

2703-004; Design and Access Statement (June 2016); Design and Access Statement Appearance and Materials Addendum (July 2016); Air Quality Assessment (May 2016); Preliminary Bat Roost Assessment Report (February 2016); BREEAM Pre-Assessment Summary Report (2 June 2016); HQM Pre-Assessment Summary Report (8 June 2016); Energy and Sustainability Report (8 June 2016); External Building Fabric Assessment (7 June 2016); Fire Safety Planning Short Statement (Jun 2016); Flood Risk Assessment (7 June 2016); Landscape Design (June 2016); Phase 1 Desk Study Report (Rev. 1; June 2016); Planning Statement (June 2016); Statement of Community Involvement (June 2016); Transport Statement (June 2016); Framework Travel Plan (June 2016); Tree Survey Report (February 2016); Vibration Assessment (7 June 2016); Potable Water Capacity Flow & Pressure Investigation (24/06/2016); Daylight and Sunlight Report (Version V2, June 2016)

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

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

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

4. No development above ground shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.).

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme.

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

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

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

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

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

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

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

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

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

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

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

9. The development shall not be occupied until a minimum of 228 cycle parking spaces for users of the development, have been installed in accordance with the

details hereby approved. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport.

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

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

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

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

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

Should this not be delivered to the correct level, the applicant will be required to undertake remedial works on site to ensure this. The CHP will thereafter be required to be maintained in accordance with the approved details.

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

13. The A1/A2/A3/B1/D1 or D2 unit hereby approved shall not be occupied until a post construction certificate or evidence issued by an independent certification body confirming that BREEAM (or any such equivalent national measure of

sustainable building which replaces that scheme) rating 'Very Good' has been achieved for this development has been submitted to, and approved in writing by the Local Planning Authority,

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

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

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

15. No development shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust has been submitted to and approved in writing by the Local Planning Authority (the plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment), and that the site contractor company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on site. The scheme shall be carried out in accordance with the approved plans.

Reasons: To safeguard the amenities of the area.

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

a) Using information obtained from the Phase1 Desk Study Report (CGL June 2016 Revision 1) additional site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable:

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

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

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

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

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

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

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

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

Reason: To protect local air quality.

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

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

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

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

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

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

22. The development, with the exception of demolition, hereby permitted shall not be commenced until detailed design and method statements for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority in consultation with London Underground. The details shall:
- provide details on all structures
 - accommodate the location of the existing London Underground structures and tunnels
 - accommodate ground movement arising from the construction
 - mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels

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

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

23. 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: To ensure that any piling has no impact on local underground sewerage utility infrastructure.

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

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

25. Prior to any above ground works commencing on site, a detailed sustainable drainage scheme shall be submitted to the local planning authority for consideration and determination and thereafter, any approved scheme shall be

implemented wholly in accordance with the approval and before any above ground works commence.

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

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

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

Informatives:

INFORMATIVE 1: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE 2: CIL

Based on the information given on the plans, the Mayoral CIL charge will be £316,117.24 (7349sqm x £35 as uprated for inflation) and the Haringey CIL charge will be £1,278,064.59 (7349sqm x £165 as uprated for inflation). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE 3: Hours of Construction Work:

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

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

INFORMATIVE 4: Party Wall Act:

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

near a neighbouring building.

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

INFORMATIVE 6: The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

INFORMATIVE 7: With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE 8: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

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

INFORMATIVE 10: A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent.

INFORMATIVE 11: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE 12: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

Appendix 1: Consultation Responses

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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	<p>single core. This is much better than the Mayors Housing SPG maximum of eight. The one core that exceeds this is the bloc containing the potential health centre; this is of a different, more high street “mansion block” character and where video entry phones and/or 24hour concierges will be required.</p> <p><u>Residential Design Standards & Internal Layout(s)</u></p> <p>25. All flat layouts meet Mayors Housing SPG space and layout standards. It is particularly notable that care has been taken to provide some of the larger flats with two separate living rooms; a Dining-Kitchen separate from the Living Room in most cases, and beyond the base requirement. I have also already mentioned above that there are no single aspect north or south facing units; nor are there any single aspect ground floor units facing a street or other unsociable space.</p> <p>26. Almost all flats and maisonettes have private amenity space in the form of either a balcony or private garden facing the private communal courtyard garden. The only two exceptions are ground floor flats, suitable for the disabled, on the corners of Colina Road with Colina Mews and the mews courtyard; these have a much larger length of front garden. I would not normally regard front landscaped space as suitable for private amenity except in providing defensible space, separation, privacy and “green softening” to the street, but in this situation, given the large amount available, I consider this acceptable. Except for those above the health centre, all flats and maisonettes also have access to</p>	

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	<p>the large private communal garden.</p> <p><u>Daylight, Sunlight and Overshadowing</u></p> <p>27. The applicants provided a Daylight Sunlight and Overshadowing Report, prepared in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2011).</p> <p>28. The report shows that the effect of the proposed development on daylight and sunlight to windows to habitable rooms in neighbouring buildings and sunlight to neighbouring amenity space would be acceptable. In particular, all neighbours’ windows would receive the same or a not noticeable drop in daylight. A small number of neighbouring windows to no. 600 Green Lanes (the Langham Club), both to rooms in the social club and to habitable rooms in the flats above, in houses in Haringey Road east of the site and in the unbuilt development that has received planning consent at 4-10 Colina Mews, would receive a noticeable loss in daylight, but the applicants consultants have been able to show that the reduction would not be to levels considered acceptable or in the case of the consented scheme, would not be to levels lower than a hypothetical mirrored scheme on the site.</p> <p>29. Two of the back gardens to neighbouring properties in Haringey Road would lose a noticeable amount of sunlight, taking them below the level defined by the BRE guide as required to make the space sunny; specifically they would no longer receive sufficient</p>	

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

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

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

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

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

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

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

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	<p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>2. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Air Quality: An annotated drawing showing the 'current proposal sixth floor' shows access to the terrace from flats on the sixth floor with a door immediately to the side of the flue. Another drawing 'Alternative proposal sixth floor' shows 'privacy' screens acting as barriers to the terrace on the north elevation, and no door access on the side of the flue.</p> <p>Drawing 'CHP and Boiler Flue Chimney Detailed Plans and Section 028_SK_058' shows the height of the</p>	

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

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

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

Stakeholder	Question/Comment	Response
<p>Management</p>	<p>The applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a “Very Good” standard.</p> <p>This demonstrates policy compliance. We recommend the following condition is used on this site:</p> <p>Condition: You must deliver the sustainability assessment BREEAM New Construction (2014) as set out in “590-598 Green Lanes Shell BREEAM Pre-Assessment Summary Report” dated 6th June 2016 by Southfacing Services Ltd.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of BREEAM New Construction (2014) “Very Good” and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local</p>	<p>recommended will be attached to any grant of permission.</p>

Stakeholder	Question/Comment	Response
	<p>authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reason: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2, 5.3 and 5.9, and policy SP04 of the Local Plan.</p> <p><u>Energy Strategy – Overall</u> The applicant has submitted a policy compliant Energy Strategy which delivers a 33% carbon reduction beyond building regulations (2013) and offers an offsetting contribution of £29,450.00.</p> <p>As such these aspects of the application should be conditioned to be delivered on this scheme.</p> <p>Condition: You must deliver the Energy measures as set out in the submitted “Energy and Sustainability” Report, dated 8th June 2016, by BOCCA Consulting.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and set out in Appendix and shall achieve the agreed carbon reduction of 33% reduction beyond BR 2013. Design aspects includes:</p> <ul style="list-style-type: none"> - Delivering the energy efficiency standards of: <ul style="list-style-type: none"> ○ U-values of 0.3 W/m2K on all walls; ○ U-values of 2.0 W/m2K on all windows; 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> ○ U-values of 0.20 W/m2K on the ceiling/ roofs; - A CHP engine which delivers electrical output, 90 kW and a thermal output of 161 kW <p>All of this equipment and materials shall be maintained as such thereafter. Confirmation that these have been installed must be submitted to the local authority upon completion on site for approval and the applicant must allow for site access if required to verify delivery.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2 and local plan policy SP04.</p> <p><u>Energy Strategy – CHP</u> There are delivering a new community heating network (powered by a combined heating and power unit - CHP). To ensure that this is designed and run efficiently we would want to see the following condition added.</p> <p>Condition: Upon completion you must demonstrate that the CHP network and its operational design has been delivered in line with the GLA’s District Heat Manual for London and the ADE/CIBSE Heat Networks Code of Practice for the</p>	

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

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

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

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

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

Stakeholder	Question/Comment	Response
	<p>to local watercourses.</p> <p>A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent.</p> <p>Applications should be made at http://www.thameswater.co.uk/business/9993.htm or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.</p> <p>A piling condition is recommended:</p> <p>Condition: No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by</p>	

Stakeholder	Question/Comment	Response
	<p>the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:</p> <p>Informative: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's</p>	

Stakeholder	Question/Comment	Response
	<p>Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.</p> <p>Sewage - Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p><u>Water Comments</u> On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommend the following informative be attached to this planning permission:</p> <p>Informative: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
Environment Agency	No comments to make on this occasion.	Noted.
Designing Out Crime	<p>I have viewed the online documents submitted with this application and have the following comments:</p> <p>The proposed development appears to be a good use of the site. I am especially keen on the improvements to</p>	Noted. A Secured by Design condition is recommended for inclusion on any grant of planning permission.

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

Stakeholder	Question/Comment	Response
	<p>With proper consultation, particularly on the specification of doors, glazing and access control, a Secured by Design Award could be achieved at this scheme and we can obviously give further advice on the standards as required.</p>	
NEIGHBOURING PROPERTIES	<i>21 letters of objection and 1 letter of support:</i>	
Objections	<p>The plans on the whole look good, and it is worth remarking that the design of the development (with variable building heights) do mean that the nearby stretch of Green Lanes will not be massively overshadowed. However, it is utterly unacceptable that the developer is using the threat of an NHS facility to wriggle out of the need to build affordable housing. Haringey is not an overly affluent borough, and the stretch surrounding this development, particularly given its proximity to South Tottenham and West Green, is very close to some particularly deprived areas. To not even offer a single afford housing unit is abysmal and not in line with the demands of the area. Such a large development, with such a large number of new housing units promised, is a prime opportunity for the inclusion of affordable homes and this proposal must not be supported until this glaring omission is rectified.</p>	
	<p>The redevelopment work has affected our ability to park, we are not able to park on the existing business parking bays which are situated off Colina Mews, where the work is taking place. The next business parking bay areas are quite far from our shop and do affect our business from loading/unloading heavy catering equipment. I hope Haringey council will consider moving or creating business parking bays near to Colina Mews.</p>	
	<p>I am writing to express my concern and objection to this development in its current format. At seven stories the buildings would be completely out of scale to surrounding structures, dwarfing buildings and cutting out light and obstructing the views of the houses behind. Whilst I would welcome development of the existing site improving its appearance and use, I feel that this needs to be approached with sensitivity and restraint. The regeneration of the area is at a fragile stage and anything new needs to nurture this.</p>	

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

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

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

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

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

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

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

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

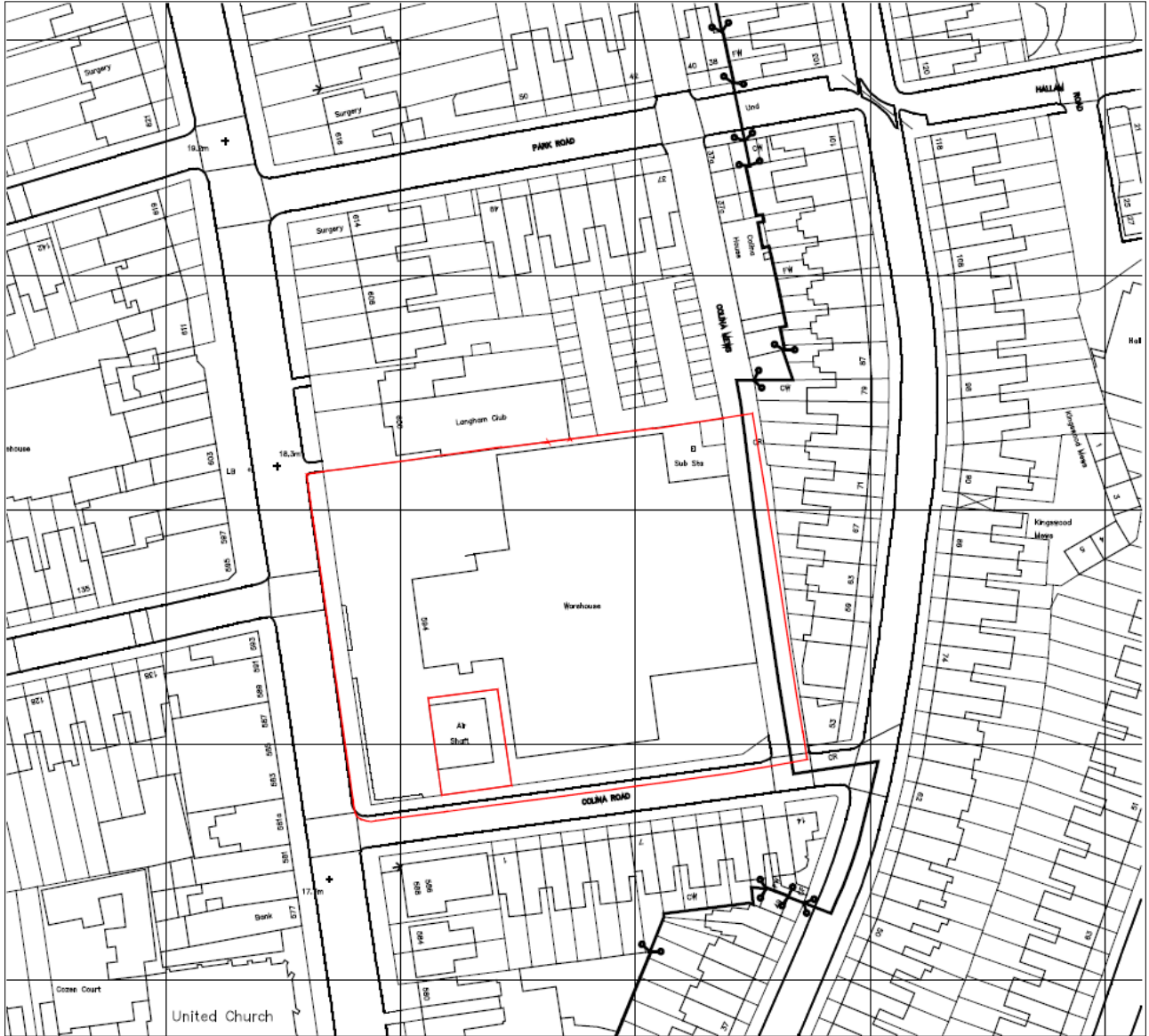
Stakeholder	Question/Comment	Response
	fascinating part of London by encouraging the building of more horrible tall buildings from other developers.	
	Objection on the grounds of mass, height, lack of affordable homes, loss of employment use, and the adverse impact on schools and other services.	
	My objection is based on the fact that the development is completely out of keeping with the surrounding local area which primarily comprises 2 and 3 storey Victorian terraced houses. Not only does this go against Haringey's Local Plan, SP1 and SP11, it also infringes the London Plan, and the CABE Guidance on tall buildings (see specific references below). Furthermore, in a decision in 2014 regarding an appeal on the adjacent site (rear 600 Green Lanes), the Planning Inspectorate concluded that a relatively much smaller (and lower – 3 storey) development “ <i>would be to introduce an unduly dominant and intrusive feature.</i> ” This new proposal with more than double the number of floors and of a massive bulk would be completely out of all proportion to the surrounding area. Given the planning policy infringements and the significant number of objections raised by the majority of the directly affected neighbouring properties, I therefore urge the Council to reject this proposal and to encourage a more sensitive development for the site.	
	<p>There is a proposed 5 storey block rather than what looks like a 3 storey block on the consultation booklets which were issued in early summer - which I believe was the last consultation round pre to the application being submitted? Seeing this 'possible misrepresentation' I started to look at the implications of this on the daylight sunlight analysis report of Point 2 surveyors and have a number of comments to make on this, the planning consultants report, and finally your planning report.</p> <p>Firstly, I could not find a key on Point 2 surveyors report or which was published on the planning portal to the windows, so which windows are we referring to? If I have missed its publication as part of the planning consultation package when this scheme was open for consultation, please advise where it was placed?</p> <p>On reading the report, the information and deductions are misrepresented:</p> <p>There seems to be a confusion between Colina Road and Colina Mews - I have a feeling that Colina</p>	

Stakeholder	Question/Comment	Response
	<p>Mews is stated as Colina Road and vice a versa. Please advise? The percentages are inaccurate so NSL says reductions ranging from 20-50% when in actual fact some are 55%. ADF is cited as being good levels retained when we know that this is not as relevant a measure of the impact as VSC and NSL are.</p> <p>With regards to VSC and NSL, most of the existing terrace of Colina Road will suffer 'major adverse' implications due to the reduction of these and they are not reported as such in your report for consideration. Paragraph 6.3.2 of your report is not representative of the result and it has not /will not make the planning committee members aware of the adverse implications on the existing residents and entire street of Colina road.</p> <p>Due to the errors in the daylight /sunlight and in your report, the lack of a key and the actual data findings from the surveys, my belief is that the consultation material has misrepresented the information and impact of the development and therefore the consultation exercise is/was flawed. It should be reissued and consultation comments requested on the actual situation. I cannot see how you would be able to proceed as proposed to the planning committee on the 4th November with these errors.</p> <p>I am surprised that Haringey have allowed the proposal of a 5 storey block in this location on Colina Road to proceed to the planning committee. The massing on this elevation is overbearing as well as unsympathetic with it's immediate neighbouring homes. Your comment on it being bold is correct - but as residents we do not view this comment as being a positive or sympathetic but as in striking, arrogant bold. Your report notes the QRP 'need to reduce the height of the block fronting Colina road. At 5 storeys, are you saying that the intended block was higher? As an experienced planning officer I'm sure you are aware that this is a developers tactic to go high and reduce to what they want. I cannot see how a 5 storey block here fits in with its surrounds and have difficulty in working out from your commentary what the original intention was and how it has been reduced? As again the publicity material in the first round of consultation as well as the second shows a 3 storey block on the corner of Colina Mews and Colina road. Is the suggestion following the consultation the height has been risen or is the publicity newsletters consistently misrepresenting the height?</p> <p>Again, the panel note on 6.2.4 would encourage adjustments to the massing of blocks on Colina Road to help increase daylight and sunlight into the courtyard and achieve a sympathetic relationship with</p>	

Stakeholder	Question/Comment	Response
	<p>existing properties opposite. They do not mention the relationship /reduction of the daylight /sunlight to the existing dwellings in Colina Road, but I can see that as being the case as they possible would not of known of the detrimental affects of this due to the wording of Point 2's report? Item 6.2.2 does mention Colina road and its amenities, asking for a reduction in height to respect these, however, the figures show that their right to amenity has not been respected and that the proposal impacts them adversely.</p> <p>So, following on this logic, I would like to be assured that the QRP are made aware of this omission of information and see a copy of their reassessment comments.</p> <p>Also, I didn't find anything in the planning statement which highlights the detrimental effects on the VSI and NSL. If I have missed this, please advise.</p> <p>I do work in the development field and have sought advice from both my daylight and sunlight colleagues - who would be happy to write a report for me on this misrepresentation of the findings and I've also sought advice from my planning colleagues - who likewise have confirmed the misrepresentation and the need to re consult on accurate data or risk any planning decision being challenged. I will also be speaking to the Harringay local ward councillors.</p> <p>There are many other points with regards to the amount of affordable housing, the viability of the project, is it the local residents fault if the developer paid to much for the site - should we have to pay for it with a loss to our amenities.</p> <p>Finally, we have no objection to providing new homes and much needed housing in a sympathetic development.</p>	
Support	<p>Planning permission must be conditional upon the provision of the health centre and any failure to provide this facility should lead to a review of the provision of affordable rented homes on the site. I also welcome the proposal that the car parking facility on the south east corner of the site should be available for 'pop up' and community uses and believe that adequate measures to enable and require this and properly manage and market this facility should be a condition of the permission and no homes should be occupied until these measures are in place.</p>	

Appendix 2: Plans and Images

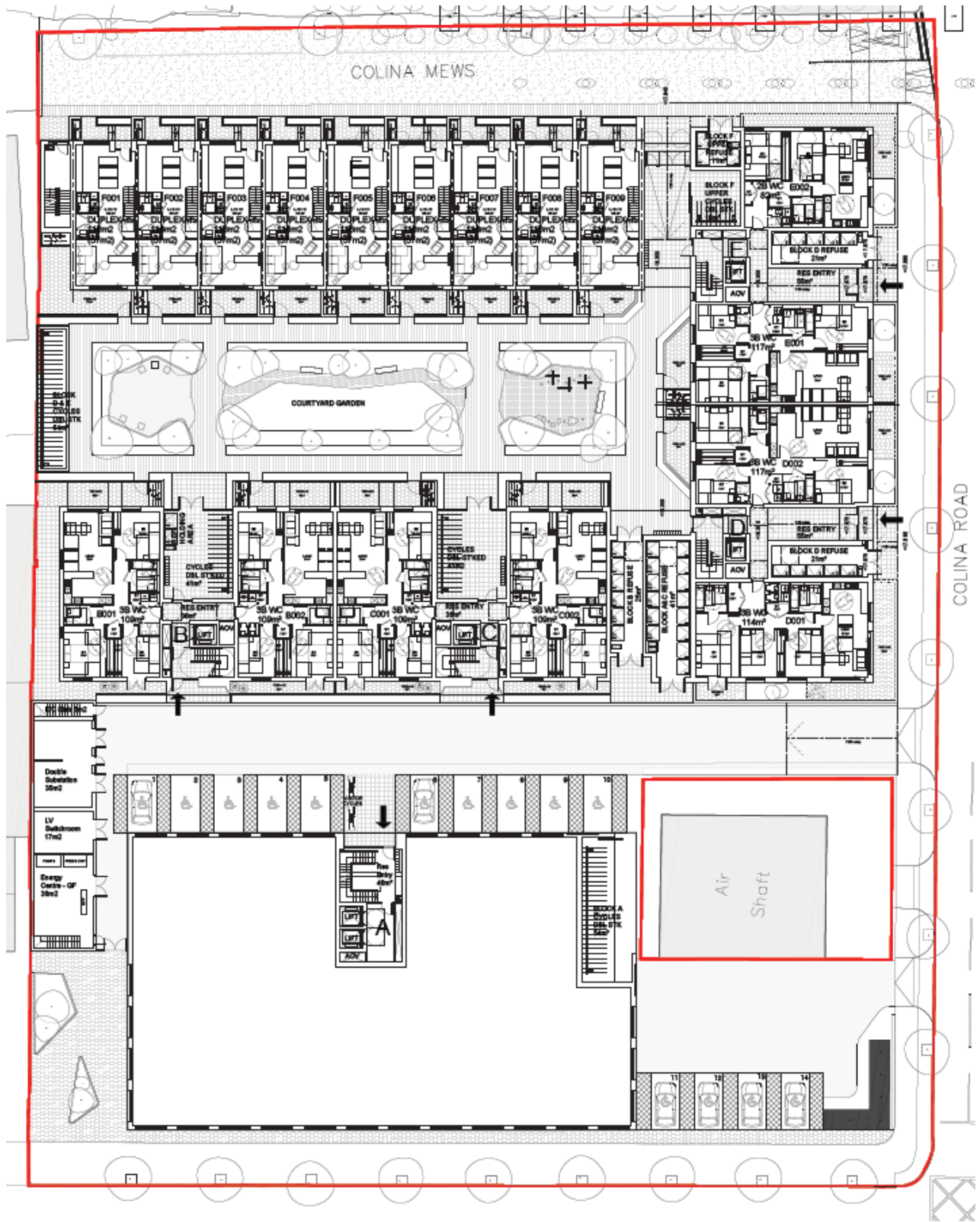
Location Plan



Proposed Site Layout



Proposed Ground Floor



Indicative Green Lanes Visual



Indicative Colina Mews Visual



Appendix 3A: QRP Note – Wednesday 18 May 2016

London Borough of Haringey Quality Review Panel

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

Panel

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

Attendees

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

Apologies / report copied to

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

Confidentiality

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

Revisions

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

1. Project name and site address

Hawes and Curtis, 590 Green Lanes, N8 0RA

2. Presenting team

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

3. Planning authority's views

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

4. Quality Review Panel's views

Summary

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

Massing and development density

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

Place-making, character and landscaping

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

Relationship to surroundings: access and integration

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

Scheme layout

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

Architectural expression

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

Inclusive and sustainable design

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

Next Steps

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

Appendix 3B: QRP Note – Wednesday 20 January 2016

London Borough of Haringey Quality Review Panel

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

Panel

Peter Studdert (chair)
Robert Aspland
Stephen Davy
Ann Sawyer

Attendees

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

Apologies / report copied to

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

Confidentiality

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1. Project name and site address

Hawes and Curtis, 590 Green Lanes, N8 0RA

2. Presenting team

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

3. Planning authority's views

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

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

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

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

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

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

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

4. Quality Review Panel's views

Summary

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

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

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

Massing and development density

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

Place-making, character and quality

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

Scheme layout

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

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

Architecture

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

Healthcare facilities and affordable housing

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

Inclusive and sustainable design

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

Next Steps

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

Appendix 4: DM Forum Note

A Development Management Forum was held on 16 June 2016.

Five local residents were in attendance.

The issues and questions raised were as follows:

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

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Planning Sub Committee 3 November 2016

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Nos:

- 1) HGY/2016/1212
- 2) HGY/2016/1213

Ward: Tottenham Green

Addresses:

- 1) 45-63 Lawrence Road N15 4EN (HGY/2016/1213)
- 2) 67 Lawrence Road N15 4EY (HGY/2016/1212)

Proposals:

HGY/2016/1213

- 1) Demolition of the existing buildings and redevelopment of the site to provide a building ranging from 4 to 7 storeys in height which includes a recessed top floor comprising 80 residential units (use class C3) and 566sqm of commercial floor space (Use class B1/A2) on ground and first floor level, including 8 disabled parking spaces, 1 car club space including associated works.

HGY/2016/1212

- 2) Demolition of the existing buildings and redevelopment of the site to provide a 7 storey building fronting Lawrence Road which includes a recessed top floor and four storey mews block to the rear, comprising 69 residential units (use class C3) and seven live work units on ground and first floor level, including 7 disabled parking spaces and associated works.

Applicants: C/O Savills

Ownership: Private

Case Officer Contact: Valerie Okeiyi

Date received: 25/04/2016

Last amended date: 12/09/2016

Drawing numbers of plans:

1) HGY/2016/1213 –

1297_E_001, 1297_E_002, 1297_P_100, 1297_P_210 Rev C, 1297_P_211, 1297_P_212, 1297_P_213, 1297_P_214, 1297_P_215, 1297_P_216, 1297_P_300, 1297_P_301, 1297_P_302, 1297_P_303, 1297_P_304, 1297_P_305, 1297_P_306, 1297_P_500 Rev A, 1297_P_501 Rev A, 1297_P_502

- Design and Access Statement prepared by Forge Architects
- Transport Statement and Travel Plan prepared by Royal Haskoning DHV
- Heritage Statement prepared by Alsop Verrill
- Sustainability and Energy Strategy prepared by Green Gauge
- Overheating Analysis prepared by Green Gauge
- Daylight and Sunlight Assessment prepared by Green Gauge
- BREEAM and HQM Assessment prepared by SRE Limited
- Statement of Community Involvement prepared by Quatro
- Phase 1 Environmental Report prepared by Go Contamination Solutions
- Flood Risk Assessment prepared by RAB Consulting RAB Consultants
- Noise Assessment and Plant Noise Assessment prepared by Anderson Acoustics
- Arboricultural Report and Landscape Plan prepared by Tim Moya Associates

2) HGY/2016/1212 -

PL_0100B, PL_0101, PL_0200, PL_0300, PL_1000E, PL_1001E, PL_1002A, PL_1003B, PL_1004, PL_1005, PL_1006, PL_1007, PL_1008B, PL_1009, PL_1100C, PL_1101A, PL_1102A, PL_1103A, PL_1104A, PL_1105A, PL_1106A

Design and Access Statement prepared by KCA Architects
Transport Statement and Travel Plan prepared by Royal Haskoning DHV
Heritage Statement prepared by Alsop Verrill
Sustainability and Energy Strategy prepared by Eight Associates
Overheating Analysis prepared by Eight Associates
Daylight and Sunlight Assessment prepared by Eight Associates
Statement of Community Involvement prepared by Quatro
Phase 1 Environmental Report prepared by Go Contamination Solutions
Outline Drainage Strategy prepared by JBA Consulting
Arboricultural Report and Landscape Plan prepared by Tim Moya Associates

1.1 Both applications HGY/2016/1213 & HGY/2016/1212 are being reported to Planning Committee as both planning applications are major planning applications and are required to be reported to committee under the constitution.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

1.3 The proposals are for two separate schemes on two separate but adjoining sites. The schemes have been devised in order that the two developments can be built out 'as one' on both sites but also can be implemented independently of one another. It is considered that the proposed developments would be visually 'successful' if built out 'as one' or independently as both sites seek to optimise the potential of the site(s), by providing high quality mixed use development(s) taking account of the built form of the surrounding area whilst contributing towards the Boroughs housing stock and providing increased job opportunities and significant regeneration benefits generally.

1.4 Although there is a net loss of employment floorspace, good quality employment floorspace in the form of live work units and B1 office uses with ancillary A2 office uses are proposed. The commercial floorspace proposed would also provide an uplift in the number of job opportunities. The proposed schemes would also add to the vitality and vibrancy of this section of Lawrence Road and contribute to the urban regeneration of the locality and Borough generally.

1.5 Good quality residential accommodation, with affordable housing provision that would contribute to the Borough's housing targets and much needed housing stock is also provided.

1.6 The design of the proposed scheme would result in high quality designed developments both visually and in terms of future living environment which would justify a marginally higher density development as set out in the London Plan preferred density matrix.

1.7 The sites are located adjacent to the Clyde Circus Conservation area and officers consider that the proposed four storey mews blocks at the rear of the site would have an impact on the setting of this conservation area. This is considered to cause 'less than substantial harm' to the conservation area, however there are evident public benefits as a result of the proposed development namely being a key contributor to the regeneration of Lawtrence Road, provision of affordable housing, employment opportunities and enhanced pulic and private open space on both sites. This public benefit is considered to outweigh the harm to the conservation area.

1.8 The schemes have been independently assessed and its findings are that the schemes can viably deliver 20% of affordable housing units on 45-63 Lawrence

Road and 17.4%affordable housing units on 67 Lawrence Road. Whilst this does not achieve the policy requirement (40%), it does allow for the maximum reasonable amount of affordable housing to be delivered. If the scheme is not implemented within 18 months the viability of the scheme will be reviewed.

- 1.9 The proposed mix of residential units is considered appropriate with a significant number of family sized units, which is welcomed.
- 1.10 The proposed residential accommodation would be high quality and meet all the required London Plan Standards. The proposals would meet the requirement for private and communal amenity space provision and a contribution towards the local off-site open spaces has also been secured. A contribution has also been secured towards a feasibility report for wider public realm improvements within Lawrence Road and the surrounding area.
- 1.11 10% of the residential units will be fully wheelchair accessible.
- 1.12 In terms of impact on the residential amenity of neighbouring properties the proposal, would not cause unacceptable levels of overlooking, loss of privacy or an increased sense of enclosure or affect daylight/ sunlight.
- 1.13 Following discussions with the applicant, the proposed developments will now be 'car free', (although disabled parking provision is still proposed) in order to ensure that there is an appropriate amount of open space within the site whilst also establishing a feeling of 'openness and space' generally within the courtyard area of the site(s).
- 1.14 The schemes, subject to appropriate mitigation measures, would not have a material adverse impact on the surrounding highway network or on car parking conditions in the area.
- 1.15 The level of carbon reduction proposed is considered acceptable in this instance and carbon offsetting is required through the S106 agreement to reach the London Plan target. The building has been designed such that demand for cooling will be minimised. The proposal will provide sustainable drainage and will not increase flood risk and is considered to be a sustainable design.
- 1.16 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

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 30/11/2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That delegated authority be granted to the Assistant Director to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions – 45-63 Lawrence Road (HGY/2016/1213)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Precise details of materials
- 4) Boundary treatment
- 5) Details of levels
- 6) CHP
- 7) Site Investigation
- 8) Remediation requirement
- 9) Air Quality Dust Management Plan
- 10) Considerate Constructors Scheme
- 11) Plant and Machinery
- 12) Inventory of all Non Road Mobile Machinery
- 13) Energy Measures
- 14) Details of the CHP facility and associated infrastructure
- 15) Overheating Strategy
- 16) Sustainability Assessment BREEAM rating 'Very Good'
- 17) Home Quality Mark Assessment
- 18) Living roof/green roof
- 19) Landscape details and implementation
- 20) Construction Management Plan and Construction Logistics Plan
- 21) Service and Delivery Plan
- 22) A pre-commencement site meeting;

- 23) Robust protective fencing / ground protection;
- 24) Tree protective measures to be inspected or approved;
- 25) Tree protective measures to be periodically checked;
- 26) Root protection areas
- 27) Drainage
- 28) Details of the cycle parking stands method of security and access to cycle parking facility
- 29) Secured by design
- 30) Communal aerial
- 31) Flank elevation should the link building not be built/adjacent site not be developed
- 32) Restriction on hours of operation of the proposed commercial use
- 33) Restriction on B1/A2 use

Informatives - 45-63 Lawrence Road (HGY/2016/1213)

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Asbestos survey
- 8) Bulk waste store
- 9) Groundwater risk management permit
- 10) Water pressure
- 11) Petrol / oil interceptor
- 12) Ground Conditions
- 13) New shopfront and signs

Conditions – 67 Lawrence Road (HGY/2016/1212)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Precise details of materials
- 4) Boundary treatment
- 5) Details of levels
- 6) Landscape details and implementation
- 7) Combustion and Energy Plant
- 8) Site Investigation
- 9) Remediation of Contamination
- 10) Air Quality Dust Management Plan
- 11) Considerate Constructors Scheme

- 12) Plant and Machinery
- 13) Inventory of all Non Road Mobile Machinery
- 14) Energy Measures
- 15) Boiler facility and associated infrastructure
- 16) Overheating Analysis
- 17) Sustainability Assessment
- 18) Living roof/green roof
- 19) Construction Management Plan and Construction Logistics Plan
- 20) Service and Delivery Plan
- 21) A pre-commencement site meeting;
- 22) Robust protective fencing / ground protection;
- 23) Tree protective measures to be inspected or approved;
- 24) Tree protective measures to be periodically checked;
- 25) Root protection areas
- 26) Drainage
- 27) Details of the cycle parking stands method of security and access to cycle parking facility
- 28) Secured by design
- 29) Communal aerial
- 30) Privacy Screen
- 31) Obscure glazing
- 32) Flank elevation should the link building not be built/adjacent site not be developed
- 33) Restriction on Live/work units
- 34) Details of an acoustic barrier

Informatives – 67 Lawrence Road (HGY/2016/1212)

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Asbestos survey
- 8) Bulk waste store
- 9) Water pressure
- 10) Ground Conditions

Section 106 Heads of Terms:

- 1) Affordable Housing – 45-63 Lawrence Road 20%(all shared ownership), which would equate to 16 units
- 2) Affordable Housing – 67 Lawrence Road 17.4%(all shared ownership), which would equate to 12 units
- 3) S278 works related to the removal and re-creation of the existing vehicular access point, construction of new loading bays, implementation of two raised tables and resurfacing of the footways sites along the frontage £25,884;
- 4) Amendment of the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development;
- 5) £30,000 towards investigations for the feasibility of a new controlled parking zone;
- 6) Monitoring per travel plan contribution of £3000 ;
- 7) A residential and commercial travel plan;
- 8) Car Club membership (two years membership and £50 credit);
- 9) Carbon off set contribution if required;
- 10) Contribution of £56,322 towards enhancing the existing open space in the locality by upgrading the playground and redesigning the street furniture in the park and a contribution to fund a feasibility study to look at wider public realm improvements within Lawrence Road and the surrounding area;
- 11) Clause to secure commitment from the applicant for submission of a S73 application (minor material amendment) in the event that the adjoining planning application is not implemented. This S73 application will seek to amend the approved application by the removal of the adjoining 'bridge-link' element of the scheme and the reduction in the number of residential units hereby approved. The applicant/developer hereby covenants with the Council to submit such S73 application prior to the commencement of development.
- 12) Live/work units
- 13) Local labour and training during construction
- 14) Review Mechanism should the proposal not be implemented within 18 months
- 15) Proposed new pathway facing Elizabeth Place Park

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

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

1. The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing would have a detrimental impact on the provision of much required affordable housing stock within the Borough and

would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to policy SP2 'Housing' of the Council's Local Plan March 2013 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.

2. The proposed development in the absence of a legal agreement securing a financial contribution to and participation in the Council's 'Haringey Employment Delivery Partnership' would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal would be contrary to Local Plan Policies SP8 and SP9.
 3. The proposed development in the absence of planning obligations to amend the Traffic Management Order (TMO), secure a residential and commercial travel plan, financial contribution towards highways works, investigations for the feasibility of a new controlled parking zone, travel plan monitoring and car club funding, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.
 4. The proposed development, in the absence of a legal agreement to ensure that each development does not prejudice the future development of the other site, in addition to ensure visual amenity. As such, the proposal would be contrary to Local Plan Policy SP11 and Saved UDP Policy UD3.
 5. The proposed development in the absence of a financial contribution towards enhancing the existing open space in the locality and greening Lawrence Road. The proposal would be contrary to Local Plan Policy SP13 and Saved UDP Policy UD3.
 6. The proposed development in the absence of the provision of a financial contribution towards carbon offsetting the proposal would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to London Plan Policy 5.2. and Local Plan Policy SP4.
 7. The proposed development in the absence of an agreement securing the live/work unit, the proposal would result in an unacceptable loss of employment space. As such, the proposal would be contrary to Local Plan Policy EMP7
- 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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APPENDICES:

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1 The proposals consist of two planning applications on adjoining sites, which seek planning permission for the redevelopment of 45-63 Lawrence Road – HGY/2016/1213 & 67 Lawrence Road – HGY/2016/1212. Although it would be the two applicants intentions to build out the two schemes ‘as one’ should planning permission be granted, the proposals have also been designed in order that each site could still be developed independently of one another without prejudicing the development potential of the each respective site. A unified masterplan has been submitted for both schemes. The proposed development for each site comprises the following:

HGY/2016/1213 – 45-63 Lawrence Road

3.1.2 Permission is sought for the demolition of the existing buildings at 45-63 Lawrence Road and redevelopment of the site to provide one intercomected new building ranging from four to seven storeys in height which includes a recessed top floor comprising 80 residential units (use class C3) and 566sqm of commercial floor space (Use class B1/A2) on ground and first floor level, including 8 disabled parking spaces, 1 car club space including associated works.

3.1.3 The mansion style block fronting Lawrence Road would be seven storeys in height and includes a recessed top floor which turns round the corner and fronts the existing play area and open space of Elizabeth Place Park to the north. The interconnected building fronting Elizabeth Place Park has a stepping form from east to west towards the short row of terraces on Bedford Road and steps down and connects to the four storey mews block to the rear of the main street facing building. The mansion style block fronting Lawrence Road has a grander base distinct from upper floors at ground and first floor level with the recessed top floor treated differently. The ground floor is to have a predominantly glazed commercial shopfront appearance (facilitating the B1 and ancillary A2 uses) and the first floor would have large windows. This different grander base treatment carries through the building as it turns round the corner. The recessed top floor continues to be treated differently facing the park. A walkway deck access is proposed as the building steps down facing Elizabeth Place Park. The interconnected four storey mews block to the rear would be separated by a recessed stair/lift tower that would also be treated differently. The primary material proposed throughout the development is brick using two different shades, where the recessed top floor, stair/lift tower, windows and doors is to be treated using dark grey powder coated metal cladding. Recessed balconies are proposed using opaque glazed balustrades and horizontal timber weatherboarding to line the inside.

3.1.4 The proposal also includes the water storage tank, CHP, centralised heating system and sub-station at basement level. At ground and first floor level 566 sqm of commercial floorspace comprising of B1 and ancillary A2 use is proposed which is accessed from Lawrence Road. Separate refuse stores for the commercial and residential units including a double height bike store fronts onto the rear courtyard. The residential accommodation at ground floor facing Elizabeth Place Park accessed from a new pedestrian path which connects to the park. All ground floor flats would have their own separate entrance with private amenity space to the rear. Three residential cores are proposed to serve the upper floor flats. Core 1 that serves the most flats fronts Lawrence Road with access out to the courtyard area. Core 2 is accessed off the pedestrian access to the Elizabeth Place Park and core 3 provides access to the flats in the interconnected mews block to the rear. The proposal would also include soft and hard landscaping within the courtyard area which includes small pocket park areas. Eight disabled parking spaces and one car club space is proposed . To the rear of the interconnected mews block is 458 sqm of communal green space which is easily accessed from the courtyard. There is a shared pedestrian/vehicular access from the undercroft fronting Lawrence Road, as well as other associated works.

HGY/2016/1212 – 67 Lawrence Road

3.1.5 Permission is sought for the demolition of the existing buildings and redevelopment of the site to provide a 7 storey mansion style block fronting Lawrence Road which includes a recessed top floor and four storey mews block to the rear, comprising 69 residential units (use class C3) and seven live work units on ground and first floor level, including 7 disabled parking spaces and associated works.

3.1.6 The mansion style block fronting Lawrence Road is seven storeys in height and includes a recessed top floor. The building has a grander base distinct from the upper floors at ground and first floor level with the recessed top floor treated differently. The rear mews block to the rear is four storeys in height and includes a base at either ground or ground and first floor level. To the rear of the mews block is a walkway deck access at second and third floor levels. Recessed balconies are proposed using opaque glazed balustrades. The primary material proposed throughout the development is brick using two different shades, where the recessed top floor, windows and doors is to be treated using aluminum cladding.

3.1.7 At ground and first floor level of the mansion style block fronting Lawrence Road 7 live work units are proposed. Each unit is to have their own separate entrance off Lawrence Road. The main entrance to the flats leads to the core that serves the most flats at ground and upper floor level with access out to the courtyard area. The 2nd core is accessed from the rear courtyard. The ground floor flats of the rear mews block have their own separate entrance with private rear gardens.

Soft and hard landscaping is also proposed within the courtyard area which includes two play areas to the south. Seven disabled parking spaces are proposed. There is a shared pedestrian/vehicular access from the undercroft fronting Lawrence Road, as well as other associated works.

Bridge link

- 3.1.8 Both schemes (HGY/2016/1212 & HGY/20161213) on each site would 'adjoin' with a deeply recessed bridge link with a two storey high archway access point. (an illustration of this design concept is contained within the appendices). This would essentially be the last phase of construction as a lightweight element supported vertically by the flank walls of the two schemes. If one of the two schemes would not be implemented the bridge / link element would be omitted. The flank walls of the development (which ever scheme was built out first) would have windows inserted in order to provide an acceptable elevation in design and appearance terms. This treatment would be as such to allow the bridge link to be incorporated at a later stage at the point the second development is constructed.

Open Space

- 3.1.9 With regards to 45-63 Lawrence Road, the 458 sqm of existing open space to the west of the proposed development would be enhanced as communal amenity space and a child friendly woodland park where access for residents as well as for maintenance has been improved. Further soft landscaped areas are proposed to the north and west of the courtyard. With regards to No. 67 Lawrence Road, 116 sqm of communal child play space for 0-5 year olds at the southern end of the courtyard is proposed. This play space is designed to encourage role play and interaction with the surroundings. Further landscaped areas to the south of this area is proposed featuring a permeable space that people can easily move through and spend time in.
- 3.1.10 A financial contribution has also been secured by a S106 agreement to enhance the existing play area and open space of Elizabeth Place Park. In addition, a financial contribution has also been secured to fund a feasibility report that will look into measures towards the public realm improvements which may result in the landscape enhancements within Lawrence Road.

Parking

- 3.1.11 The scheme would be car free for both sites (45-63 & 67 Lawrence Road) but would still incorporate disabled parking bays only with 1 car club space provision at no. 45-63 Lawrence Road.

Amendments

3.1.12 Both planning applications (HGY/2016/1212 & HGY/20161213) have been amended since initial submission and includes the following changes:

- Improved access to western communal garden
- Layout tested and refined at detail level
- Revised waste management layout
- Revised landscaping arrangement increasing areas of open space on site
- Revised parking arrangement so that the developments are 'car free' but would still incorporate disable parking bays only and 1 car club space proposed for no. 45-63 Lawrence Road

3.2 Site and Surroundings

3.2.1 The sites falls within a designated 'site specific proposal' (SSP27) on the Haringey proposals map (Unitary Development Plan 2006) and are also identified in the Lawrence Road Planning Brief 2007. The site is also a designated site in the Council's emerging Tottenham Hale Area Action Plan (AAP) pre-submission version 2016 as SS2, which carries significant weight given its advanced stage through the public consultation process particularly given there have been no objections to the designation. The emerging Tottenham AAP identifies Tottenham as an area that can accommodate 10,000 new homes and 5000 new jobs, in which these sites would play an integral role in contributing towards this vision. The sites are located in the east of the borough, to the south is West Green Road which it is a town centre and to the north is Philip Lane which is a local shopping centre. Seven Sisters underground and rail station is within easy walking distance and it is close to three bus corridors. The sites have a Public Transport Accessibility Level (PTAL) rating of 4.

3.2.2 Lawrence Road has a distinct dense urban character with wide pavements, a wide road and an attractive avenue of trees on both sides of the road. The buildings at Lawrence Road were developed mainly between the years 1968 to 1970 and constructed of industrialised, pre-cast multi-storey slab blocks. They 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. A number of the existing industrialised blocks to the south have now been demolished and construction is being completed on a major residential led regeneration scheme for Lawrence Square, by Bellways that was approved in 2013 under planning reference HGY/2012/1983 for the demolition of existing buildings and erection of seven buildings extending up to seven storeys to provide 264 new residential dwellings, 500 sqm of flexible commercial/retail floorspace (A1/A2/A3/D2 uses) with associated car parking, landscaping and infrastructure works.

3.2.3 The two sites, the subject of these planning applications are located at the northern end of Lawrence Road on the west side of the street. The north

boundary of no. 45 – 63 which is furthest north adjoins the existing play area and open space of Elizabeth Place which falls within a designated Significant Local Open Land (SLOL) and its south boundary adjoins no. 67 Lawrence Road. The west boundary adjoins residential properties on Bedford Road. To the east is no. 28 Lawrence Road, which is the most significant building, in architectural and design terms.

- 3.2.4 The site at no. 45 – 63 is currently occupied by a number of redundant commercial buildings in a range of single and two storey buildings, with the remainder being used as a car park. No. 67 Lawrence road is occupied by a four storey flat roofed building which adjoins no. 69 Lawrence Road.
- 3.2.5 The sites adjoin, but are not within the Clyde Circus Conservation Area to the east which also includes the rear gardens of the properties on Bedford Road. The surrounding area is mixed residential and commercial, characterised by Victorian terraced houses, blocks of flats and commercial buildings on Lawrence Road, alongside the recent 'Bellways' development at the southern end of the road.

3.3 Relevant Planning and Enforcement history

- 3.3.1 Planning permission was GRANTED under planning reference HGY/2000/186 on 04 July 2000 for change of use and conversion of property into a community/worship centre. Creation of new access from Lawrence Road– 45 Lawrence Road.
- 3.3.2 Planning permission was REFUSED under planning reference HGY/1993/0152 on 10 May 1993 for extension to existing car park – 47-49 Lawrence Road.
- 3.3.3 Planning permission was WITHDRAWN under planning reference HGY/1996/0744 on 07 March 1997 for HGY/49788 seeking the removal of the personal permission. Variation to Condition 2 attached to planning permission– 63 Lawrence Road.
- 3.3.4 Planning permission was GRANTED under planning reference HGY/1995/0749 on 19 September 1995 for Change of use of first floor from B1 (offices) to A3 (restaurant and take-away) – 63 Lawrence Road.
- 3.3.5 Planning permission was REFUSED under planning reference HGY/1994/1149 on 18 October 1994 for change of use of first floor to a night club, and conference centre during the day– 63 Lawrence Road.
- 3.3.6 Planning permission was GRANTED under planning reference HGY/1992/0351 on 14 April 1992 for alterations to front elevation to provide new doors to workshop area and new shopfront to reception area. Erection of circular steel flue to rear elevation– 63 Lawrence Road.

- 3.3.7 Planning permission was GRANTED under planning reference HGY/1991/1248 on 26 November 1991 for variation to conditions Nos.2 & 3 attached to planning permission Ref No.HGY/43504 granted 12th August 1991– 63 Lawrence Road.
- 3.3.8 Planning permission was GRANTED under planning reference HGY/1991/0442 on 12 August 1991 for change of use from storage and offices to garage repair workshops and offices – 63 Lawrence Road.
- 3.3.9 This application is subject to a Planning Performance Agreement (PPA) and a number of pre-application meetings have been held.

4. CONSULTATION RESPONSE

4.1 **Haringey Quality Review Panel** has considered the proposals on 16th December 2015 and 18 May 2016.

4.1.1 The minutes of the meeting dated 16th December 2015 are set out in appendix 3 and summarised as follows:

- *The Quality Review panel recognises the merits in both sites coming forward for development under a coordinated overall design, and finds much to admire in the proposals. Whilst the panel feels that the proposed building height/massing fronting onto Lawrence Road is at the limit of what would be acceptable, they think building heights to the north of the site should step down sooner, away from Lawrence Road. This would achieve a more sympathetic relationship with the small scale of the existing homes to the north and west. The panel identified structural and daylighting issues that require further technical input, in tandem with very careful consideration of how the two sites would function independently in the event that one site fails to proceed, The panel would encourage further consideration of the design of the central courtyard space, and the relationship of the existing games court to the northern section of the development. The palette of materials and approach to architectural design across the two sites needs to be more coordinated. The design of the commercial facades and the public realm adjacent also requires further consideration.*

4.1.2 The minutes of the meeting dated 18 May 2016 are set out in appendix 3 and summarised as follows:

- *The Quality Review Panel feels that the scheme for the linked sites on Lawrence Road has significantly improved since the last review on 16 December 2015. They welcome the articulation and setting back of the upper level to the north of the site, and broadly support the way that the architectural expression has developed. They identify a number of key areas for further consideration, in order*

to ensure that the delivery of a high quality development. There is also scope to improve the generosity of circulation areas and entrances to the residential blocks. The panel would welcome further clarity on the nature and design of the landscaped areas, in order to maximise quality and amenity for the residents and commercial occupants. Access to the landscaped communal garden to the west of the site also requires further thought, to optimise access for all residents as well as for maintenance.

4.2 Planning Committee Pre-application: the proposals were presented to the 28 January 2016 pre-application briefing meeting of the planning committee. The following issues were discussed;

- The design was too rectilinear in form
- No uniformity in design between the schemes or the nearby Lawrence Road Bellway scheme
- Mix of materials and finishes proposed uncoordinated.
- Affordable housing
- Land ownership

4.3 1st Haringey Development Management Forum was held on 15 March 2016 the comments raised were as follows;

- Active edges welcomed
- Frontages a concern
- Quality of detailing and boundaries important as Bellway scheme does not reflect this
- Does each ground floor unit have their access off the street
- Future of 69 Lawrence Road
- Query on height and whether it matched the height of no. 28 and the Bellway's development closest to West Green Road
- Land ownership query
- Query on access with cars going in and our
- Solar panels, DHS
- Undercroft
- Timber and maintenance
- Open walkway
- On site management
- How one qualifies for parking
- Scale, massing and height right but quality of elevation and detailing important. 1:20 scale plans would be useful

- Query on commercial element
- Live work unit space and demand
- Loss of employment
- Financial contribution for community
- Unit mix
- Impact on infrastructure
- Deficiency of open space
- Parking/Traffic calming, pedestrian crossing/Buses

4.4 2nd **Haringey Development Management Forum** was held on 04 July 2016 the comments raised were as follows;

- Creating a coherent neighbourhood is important
- Green roof, solar panels good but connection between amenity space and play ground needs to be considered
- Hale Village mini allotments should be looked at
- Concerns with height and impact on Bedford Road
- Access routes into courtyard
- Right to light
- The scheme is not sympathetic to adjacent CA
- What policies are the Council looking at
- The proposal breaches the 2007 Lawrence Road brief
- Concerns the adopted brief is being superseded by the draft Tottenham AAP
- Impact on infrastructure
- Contributions towards infrastructure
- Where did the Bellways S106 money go
- Child play space should be provided
- Overdevelopment
- Grim looking design
- Profit maximising
- The scheme degrades the area
- Density too high
- The scheme doesn't suit the urban grain
- QRP comments does not help the scheme
- Bellways scheme is better
- Too many single aspect flats
- The existing public open space will be degraded by the scheme
- Concerns with the piece of land which has been sold to the developer as this land has ecological value

- Biodiversity impact study should be submitted
- Public Consultation has not been carried out properly
- To use 28 Lawrence Road as a reference point regarding height is an issue
- Density concern
- Parking spaces not sufficient
- Too many parking spaces proposed
- Affordable housing concern
- Who will have access to site B (communal amenity space)
- This space should not be used for child playspace
- Lawrence Road is deficient in amenity space as per the 2007 brief
- The existing MUGA and playground will permanently be in shade if the development was approved
- Overlooking
- No separation between public amenity space and residence rights
- What hours of daylight did the existing MUGA and playground have before and after the development
- Impact on residential block at Elizabeth Place in terms of the distance between buildings
- Concerns if one scheme is built out independently of the other
- The scheme is not coherent
- Single purpose vehicles
- Concerns that the development would not be gated
- Secure by Design concerns
- Design needs to be improved
- Massing concern
- Application should be withdrawn
- The proposed building is too close to the existing MUGA and playground

4.5 The following were consulted regarding both applications:

Internal

- 1) LBH Head Of Carbon Management
- 2) LBH Tottenham Regeneration
- 3) LBH Design Officer
- 4) LBH Planning Enforcement
- 5) LBH Housing Design & Major Projects
- 6) LBH Housing Renewal Service
- 7) LBH Arboricultural Officer
- 8) LBH EHS - Noise
- 9) LBH Flood and Surface Water

- 10)LBH Economic Regeneration
- 11)LBH Cleansing
- 12)LBH Parks
- 13)LBH Conservation Officer
- 14)LBH Homes For Haringey
- 15)LBH Emergency Planning and Business Continuity
- 16)LBH Building Control
- 17)LBH EHS - Pollution Air Quality Contaminated Land
- 18)LBH Transportation Team

External

- 19)London Fire Brigade
- 20)Designing Out Crime Officer
- 21)Transport for London
- 22)Environment Agency
- 23)Thames Water Utilities

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

Internal:

HGY/2016/1213 – 45-63 Lawrence Road

- 1) Pollution: Officers raise no objection and recommends the following conditions/informative;
 - Chimneys
 - CHP
 - Site Investigation
 - Remediation requirement
 - Air Quality Dust Management Plan
 - Considerate Constructors Scheme
 - Plant and Machinery
 - Inventory of all Non Road Mobile Machinery
 - Informative regarding asbestos

HGY/2016/1212 – 67 Lawrence Road

- 2) Pollution: Officers raise no objection and recommends the following conditions/informative;
 - Combustion and Energy Plant
 - Site Investigation
 - Remediation of contamination

- Air Quality Dust Management Plan
- Considerate Constructors Scheme
- Plant and Machinery
- Inventory of all Non Road Mobile Machinery
- Informative regarding asbestos

HGY/2016/1212 – 67 Lawrence Road

3) The Carbon Management Team would not object to this application subject to the following comments and imposition of the following conditions;

- Parking - 20% of all parking bays provided on site should be Electric Vehicle Recharging ready.
- Car Club - Any contribution towards a local car club should include a cost to make the Car Club bay able to delivered and enable the recharging Electric Vehicles. (funding a new recharging point for the Car Club Bay
- Condition - Energy Measures
- Condition - Boiler facility and associated infrastructure
- Condition - Overheating Analysis
- Condition – Sustainability Assessment
- Condition - Living roof/green roof

HGY/2016/1213 – 45-63 Lawrence Road

4) The Carbon Management Team would not object to this application subject to the following comments and imposition of the following conditions;

- Condition - Energy Measures
- Condition - Details of the CHP facility and associated infrastructure
- Condition - Overheating strategy and design solutions
- Condition - Sustainability Assessment
- Condition – BREEAM rating ‘Very Good’
- Condition - Home Quality Mark Assessment
- Condition - Living roof/green roof

5) Waste Management Team: The waste management team has made the following comments;

- HGY/2016/1213 - 45 – 63 Lawrence Road - it is unclear if there is storage provision for food waste and bulky items.

- HGY/2016/1212 - 67 Lawrence Road - it looks like provision has only been made for 14 x 1100L bins where there should be 21 x in total for Refuse x 13 and recycling x 8 (this would be reduced to 12 and 7 respectively if the live/work units have separate provision) plus food waste and bulky item storage.

HGY/2016/1213 – 45-63 Lawrence Road & HGY/2016/1212 – 67 Lawrence Road

- 6) Transportation; Officers raise no objection to the revised 'car free' parking arrangements for both schemes subject to the imposition of the following;

- S278 agreement towards works related to the removal and re-creation of the existing vehicular access point, construction of new loading bays, implementation of two raised tables and resurfacing of the footways sites along the frontage;
- S106 towards amendment to the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development, investigations for the feasibility of a new controlled parking zone, residential and commercial travel plan, operation of car club scheme and Travel Plan monitoring;
- Planning conditions for details of a construction Management and Logistics plan, Service and Delivery Plan (SDP) and Details of the cycle parking stands method of security and access to cycle parking facility;
- Informative requiring naming.

- 7) Design Officer: The Officer raises no objection and has made the following comments;

- The schemes at 45-63 & 67 Lawrence Road are complimentary and closely intertwined proposals which have enabled a much better quality development, that avoids leaving awkward corners and unnecessary traffic dominated spaces alongside Lawrence Road, but produces a development that strengthens and reinforces a strong, street facing pedestrian priority, lively, mixed use, mixed tenure, mixed community development. Furthermore, the gradation from the mansion block form along Lawrence Road, through the courtyard and around the corner into the park, to the lower development to the west and the retained trees along the western boundary, ensures that it would make a good and genuine moderation down to the lower-rise-, lower-density, lower-scale context to the west;
- The necessary design quality has been achieved to permit the exceptional height and visibility in this sensitive location.
- The quality of residential accommodation will be high, and that the relationship of the proposed development to the street and context will be positive

- 8) Flood and Surface Water: Agreed in principle to the concept proposed and required conditions for further details
- 9) The Tree Officer raises no objection to planning application HGY/2016/1213 & HGY/2016/1212 subject to the following conditions;
- A pre-commencement site meeting;
 - Robust protective fencing / ground protection;
 - Tree protective measures to be inspected or approved;
 - Tree protective measures to be periodically checked;
 - Root protection areas
- 10) Tottenham Regeneration team raise the following comments;

HGY/2016/1212 – 67 Lawrence Road

- In principle support the re-development of the 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;
- Concerns regarding loss of employment;
- Concerns regarding employment re-provision;
- Concerns with the live/work units proposed;
- Concerns regarding affordable housing;
- Concerns regarding the design;
- The quality of open space is limited ;
- The reduction of parking in the courtyard is welcomed to increase the landscaped open space;
- A financial contribution towards Elizabeth Gardens to the north of the development should be secured to contribute to upgrading this public open space and facilities, so it can be better used and enjoyed by the new and existing residents;
- Upgrading and opening up the green space to the west of the site to the public would be supported

HGY/2016/1213 – 45-63 Lawrence Road

- In principle support the re-development of the 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;
- Concerns regarding loss of employment;
- Concerns regarding employment re-provision and concerns regarding what is planned for the proposed B1(a) use;

- Concerns regarding A2 use;
- Concerns regarding affordable housing;
- Concerns regarding the design;
- The quality of open space is limited;
- The reduction of parking in the courtyard is welcomed to increase the landscaped open space;
- A financial contribution towards Elizabeth Gardens to the north of the development should be secured to contribute to upgrading this public open space and facilities, so it can be better used and enjoyed by the new and existing residents;
- Upgrading and opening up the green space to the west of the site to the public would be supported.

11) Conservation Officer: The Officer raises no objection to planning application HGY/2016/1213 & HGY/2016/1212 and has made the following comments;

- The existing buildings do not contribute to the setting of the conservation area and as such there would be no objection to their demolition;
- This new four storey element of the proposals will have the most impact on the setting of the conservation area as these would be clearly visible from the rear gardens of properties along Bedford Road and introduce a scale that is alien to the conservation area's character. However, these would be a long distance from the rear elevations and the overall impact would be considered less than substantial;
- The seven storey development along Lawrence Road itself would not be considered to have an impact on the setting of the conservation area albeit the new blocks would be visible from the various parts of the conservation area. However, the impact would be similar to the impact of the existing buildings as such this would be considered as 'no harm';
- Whilst there are no imminent heritage benefits of the development that would outweigh the less than substantial harm, there are evident public benefits such as regeneration and housing that should be assessed by the planning officer accordingly

12) Housing Enabling Team: The Officer raises no objection and has made the following comments;

- 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 sites does not maximise the provision of affordable to meet the borough wide target of 40%, however, the housing enabling team supports this development principally on the grounds that it promotes the area's regeneration for Lawrence Road.
- The combined offer for both sites equates to 28 units, or 18.8% affordable housing provision.

External:

HGY/2016/1213 – 45-63 Lawrence Road

13)Thames Water: - No objection and has made the following comments;

- 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;
- No foul water concerns for this development site;
- Unable to assess the impact on the surface water sewer system;
- Thames Water would not object to this application subject to the imposition of the following condition/informative;
- Drainage strategy detailing any on and/or off site drainage work;
- Informative regarding groundwater risk management permit;
- Informative regarding minimum pressure in the design of the proposed development;
- Informative regarding petrol / oil interceptor.

HGY/2016/1212 – 67 Lawrence Road

14)Thames Water: - No objection and has made the following comments;

- With regards to surface water drainage where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required;
- With regards to sewerage infrastructure and water infrastructure capacity Thames Water has no objection;
- Informative regarding minimum pressure in the design of the proposed development

15)Environment Agency – No objection to both planning applications

- HGY/2016/1213 & HGY/2016/1212 subject to the imposition of the following informative;

- Ground conditions

HGY/2016/1213 – 45-63 Lawrence Road

16) Designing Out Crime Officer – No objection subject to the following condition

- Community Safety – Secured by Design

17) Transport for London - No objection to both planning applications

HGY/2016/1213 & HGY/2016/1212 and has made the following comments;

- In line with the London Plan housing SPG 6 blue badge spaces should be provided
- Electric Vehicle charge Points should be provided at London Plan standards
- The site has a public transport accessibility level rating of 4, where 6 is the highest. Given this TfL welcome the restrained approach to car parking
- Cycle parking should be provided at London Plan standards with the design and access of cycle storage designed in accordance with TfL's best practice the London Cycle Design Standards
- TfL would expect a full Transport Statement to support the application
- TfL would not object to this application subject to the imposition of the following condition
- Condition regarding car parking management plan
- Condition regarding delivery & servicing and construction logistics plans

HGY/2016/1212 – 67 Lawrence Road

18) London Fire Brigade: The brigade is satisfied with the proposal for fire fighting

5. LOCAL REPRESENTATIONS

HGY/2016/1213 – 45-63 Lawrence Road

5.1 The following were consulted by letter informing the occupants of the proposals:

878 Neighbouring properties

1 Residents Association

5 site notices were erected close to the site

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

No of individual responses: 53

Objecting:50

Supporting:3

Others: 0

5.3 The following local groups/societies made representations:

- Bedford Road Residents Association
- Tottenham CAAC

HGY/2016/1212 – 67 Lawrence Road

5.4 The following were consulted by letter informing the occupants of the proposals:

878 Neighbouring properties

1 Residents Association

5 site notices were erected close to the site

5.5 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: 57

Objecting:54

Supporting:3

Others: 0

5.6 The following local groups/societies made representations:

- Bedford Road Residents Association
- Tottenham CAAC

5.7 The issues raised in representations that are material to the determination of planning applications references HGY/2016/1212 & HGY/2016/1213 are set out in Appendix 1 and summarised as follows:

- ***Objections to the design and appearance***
- Impact on the surrounding area
- Detract from Bedford Road, Clyde Circus and the park
- Overshadow no. 28

- Excessive Height and Mass of the street facing building and mews block
- The development should not exceed the current tallest 6 storey buildings on the road
- Incoherent and poorly articulated elevation treatment
- Create precedence for future developments
- Both schemes designed to support each other and there is little in common with the surrounding area
- Very busy communal area
- Inappropriate materials proposed
- Too many materials proposed
- The bridge would be too enclosed
- Two separate designs using two architects is a concern
- The design is out of keeping with the Bellways scheme
- The planning applications are 50% more dense than the Bellways scheme
- The buildings would significantly alter the skyline
- Overdevelopment
- Oppressive
- The proposed building would introduce a discordant feature detracting from the visual appearance of the area as a whole
- Detrimental to the visual amenity
- The modern building will look out of character with surrounding tradition buildings
- Lack of uniformity
- The design of the planning application at Mono House (50-56 Lawrence Road) is more sympathetic to neighbouring houses and gardens

- ***Concerns with the quality of the development***
- Poor standard of living conditions for potential occupiers
- *Amenity space provision for the residents is insufficient*
- ***Impact on neighbours and the surrounding area***
- Loss of light to properties on Bedford Road
- Loss of privacy/overlooking from proposed balconies/windows/walkways to Bedford Road residents
- Noise pollution to Bedford Road residence
- Visual intrusion
- Light pollution from the proposed walkways to Bedford Road properties
- The development is too imposing on Bedford Road
- The development is in close proximity to Bedford Road gardens
- The position, proximity and orientation of proposed balconies/terraces and windows of no. 67 would prejudice development at no. 69
- Communal areas sited adjacent to private family gardens on Bedford Road

- **Transport**
- Inadequate off street parking and cycle parking provision
- Inadequate car parking provision.
- Further inclusion of car club arrangement should be considered
- On-street parking permits should not be allowed
- **Employment**
- Inadequate employment space provision.
- Concerns with live/work units as the units at the Bellways scheme has been vacant for months
- The commercial space proposed should be re-considered
- It seems unrealistic to expect so much office space in the proposed development to be filled when so many existing commercial units on Lawrence Road are empty
- Concerns the proposed A2 and B1 use would change to A1 use after the development has been constructed.
- **Open space**
- Lawrence road is situated in an area identified as being deficient of public open spaces.
- Lack of on-site play space/green space.
- Inadequate public open space provision.
- Open space should be enhanced
- Adverse Impact on trees.
- Removal of mature trees
- It would take decades for any replanted trees to reach the same size
- Overshadowing to the park
- Loss of existing trees and habitat
- Ecological Impact
- No ecological impact assessment submitted with the application
- Concerns the vital green corridor which abuts the rear of 25-31 Bedford Rd will be developed. The residents were assured by the Council that this woodland would be preserved as is and protected from development
- Elizabeth Place play area is not an adequate size to accommodate additional families
- Consideration should be given to greening Lawrence Road
- Excessive natural surveillance to the park
- Green space provision following the amendments is inadequate
- No consideration has been given to the potential of more public 'open space' which this project could easily and affordably have contributed to (and been required to do so) given the profits at hand.
- Lack of investment into public amenity space

- **Adjoining Conservation Area**
- Heritage Impact
- Impact on the adjoining conservation area
- The proposals are out of scale with the grain and character of the conservation area
- Not enough consideration has been given the conservation area
- A scheme more like Bellway's would achieve a much better balance between conservation and housing concerns
- The amendments do not ameliorate the significantly adverse impact that the development would have on the Clyde Circus Conservation Area
- Following the amendments, the landscaping changes are minor and the scale and mass of the proposal will continue to have an impact on the conservation area of Bedford Road
- The Clyde Circus Conservation Area should be preserved and enhanced

Submission of two separate applications

- The development should be considered as a whole and also reviewed by the GLA office,
- Concerns with the co-ordination of both schemes
- What safeguards would be put in place to ensure that one scheme does not happen without the other
- The development should not be considered in isolation as it is being created in tandem with the property at 45-63 Lawrence Road

Policy

- The proposal breaches the adopted Lawrence Road Planning Brief (2007) which should carry more weight than the Tottenham Area Action Plan
- Retail units are proposed which breaches the Lawrence Road SPD (2007)
- Conflicts between development plan policies adopted, approved or published at the same time must be considered in the light of all material considerations, including

Others

- Security concerns
- The scheme does not fulfil the regeneration vision of the area
- Fly tipping of rubbish
- impact on crime and antisocial behaviour
- Availability of nursery places/schools should be considered due to the high percentage of family units proposed
- Inadequate on site affordable housing
- Poor sustainable design
- Density excessive
- Impact on local infrastructure and services
- Little focus on building a community

- The revised plans have not taken on board the objections made by local residents
- Such a large number of residents into a very small area will lead to social problems in the future
- The negative impact created by these projects would be far greater than the Bellway's development

Support

- Support for more development on Lawrence Road
- Support for the redevelopment of the site to provide a residential-led development
- The development will help further regenerate Seven Sisters
- Hopefully the development will discourage dumping and littering and loitering in the area
- Support for the demolition of the existing buildings
- The area needs investment
- Support the development would improve the condition on Lawrence Road
- The development would improve natural surveillance and safety in the historically notorious area

5.8 The following issues raised are not material planning considerations:

- Noise and disturbance during construction (Officer Comment: This is addressed by environmental health legislation and is not a material planning consideration)
- Asbestos concerns (Officer comment: As above)
- The application is difficult to access (Officer Comment: all plans have been uploaded on to the Councils website)
- Conditions should be imposed to address the party wall on the boundary of the site and during construction phase. (Officer Comment: This is a private/civil matter between the respective parties and therefore not a material planning consideration)
- Demolition of no. 67 will cause damage no 69 (Officer Comment: This is a private / civil matter between respective parties and therefore not a material planning consideration)
- Inaccurate plans (Officer Comment: officers have assessed the submitted plans and these are considered accurate)
- Community engagement and consultation has been poor (Officer comment: Consultation has been rigorous consisting of 2 Development Management Forums, the developers held their own public consultation event prior to submission, consultation letters were sent out and further letters were sent out following the amendments made)

- Clarity of the applications is poor (Officer Comment: The objector did not state 'why' they observed the clarity being poor – however, officers are satisfied that the proposals and applications have been submitted and formulated so to be clear as to what is proposed and on which site)
- Money cannot be the only driving force in such developments (Officer Comment: This is not a material planning consideration)
- Concerns are that these properties were sold at a very low cost (Officer Comment: This is a private matter and not a material planning consideration)
- The developer has not addressed the concerns raised at the *DMF* (Officer Comment: The developer addresses the concerns regarding the Lawrence Road Brief (2007) in the form of a letter dated 26 August 2016 following the Development Management Forum)
- There was no signage displayed in the affected areas about the planned proposals (Officer Comment: 5 sites notices were displayed close to the site for each planning application)
- Planning advice is so inconsistent across these developments (Officer Comment: Every application is considered on its own merits)

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Policy Context
2. Regeneration and Economic Benefits
3. Principle of demolition
4. Principle of the development
5. Density
6. Design
7. Inclusive Access
8. Impact on the Character and Appearance of the adjoining Conservation Area
9. Affordable Housing, Mix, Quality, layout
10. Amenity Space
11. Child Play space
12. Daylight, Sunlight/Impact on neighbouring amenity
13. Transport

14. Daylight, Sunlight/Impact on neighbouring amenity
15. Trees /Impact on adjacent Significant Local Open Land (SLOL)
16. Flooding and drainage
17. Energy/Sustainability
18. Waste storage
19. Contaminated land
20. Archaeology
21. Air Quality
22. Section 106 Contribution
23. Conclusion

Policy Context

6.1 National planning policy is set by the National Planning Policy Framework (NPPF), Within the framework there is a presumption in favour of sustainable development “which should be seen as a golden thread running through plan-making and decision-making” (NPPF para. 14).

6.2 The NPPF places great emphasis on the need for the planning system to support sustainable economic growth. This includes the need to identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.

6.3 The sites (45-63 & 67 Lawrence Road) fall within a designated ‘Site Specific Proposal’ (SSP27) on the Haringey proposals map. The SSP encompasses all of Lawrence Road and seeks a mixed use development of residential and employment on this site to replace the existing office and industrial development.

- 6.4 Local Plan Policy SP1 'Managing Growth' aims to manage growth by focusing it in the most suitable locations and manage it to make sure that the Council delivers the opportunities and benefits and achieve strong, healthy and sustainable communities for the whole of the borough.
- 6.5 In 2007 a planning brief for Lawrence Road was adopted as a Supplementary Planning Document and as such it is material consideration for applications relating to Lawrence Road. The SPD seeks mixed use development consisting of residential (including affordable homes) and employment generating uses.
- 6.6 In September 2016 the emerging Tottenham AAP pre-submission version 2016 went through EiP and is starting to gain significant material weight. This document identifies Lawrence Road as a site for mixed use development with re-provision of commercial / employment at ground floor level and residential above.
- 6.7 The principle of the proposed development is considered to be consistent with regeneration policy as it seeks to deliver a well designed mixed use scheme comprising residential (with some affordable), commercial space and live/work units.

Regeneration and Economic Benefits

- 6.8 The proposed scheme will result in the comprehensive redevelopment of both sites providing a number of physical and economic regeneration benefits for the area.
- 6.9 The development will result in the physical regeneration of the site through the provision of high quality housing, live/work units and employment uses and will replace the existing dilapidated buildings to provide a more appealing urban environment. The character of Lawrence Road will be improved with more street level activity, which will significantly increase passive surveillance of the public realm. This development will help to bring forward proposals for the northern end of Lawrence Road so that the policy objectives for the area can be met.
- 6.10 In recent years a number of regeneration schemes have been approved in the east of the Borough. These include the Tottenham Hotspur stadium redevelopment, Tottenham Town Hall, Hale Village at Tottenham Hale and Seven Sisters (Wards Corner). These developments indicate there is a general trend of regeneration in the

east of the Borough to which the Lawrence Road scheme will play a fundamental complementary role.

- 6.11 The applicant for 45-63 Lawrence Road has estimated that 49 jobs could be provided on site. The applicant for 67 Lawrence Road has estimated that between 7 and 17 jobs could be provided on site. Both estimates are based on employment density figures provided by the 2015 Home and Communities Agency Employment Agency Density Guide.. Construction of the development will also provide job opportunities and the applicant for both schemes proposes a financial contribution towards local labour and training during construction as part of the s106 agreement.
- 6.12 The proposed developments would provide a total of 149 residential units which will make an important contribution towards the housing target of 10,000 within Tottenham and the overall housing target of 19,800 for the Borough as a whole.
- 6.13 The securing of planning obligations would ensure that existing open space at the playground of Elizabeth Place Park is improved and enhanced in order to benefit future residents of the developments subject to these two planning applications, the existing community and the physical appearance of the area generally.

Principle of demolition

- 6.14 The scheme proposes the redevelopment of the site, including the demolition of the existing buildings. The existing buildings that occupy both sites (HGY/2016/1212 & HGY/2016/1213) have no architectural merit and detract from the appearance of the area. The principle of demolition is also supported by the Lawrence Road SPD (2007) and SS2 of the Council's emerging Tottenham Hale Area Action Plan pre-submission version 2016 where no building at nos. 45-63 & 67 Lawrence Road is sought to be retained.
- 6.15 As such the principle of demolition of existing buildings on the sites are considered to be acceptable subject to appropriate replacement scheme

Principle of the development

Co-joined scheme – 45 – 63 Lawrence Road HGY/2016/1213 & 67 Lawrence Road HGY/2016/1212

- 6.17 The schemes have been devised in order that the development can be built out 'as one' across both sites. The schemes have also been designed so that each

development on the two sites can also be implemented independently of one another. The schemes have been considered 'as one' but also as separate developments with regard all planning issues as set out in this report. As such, the principle of assessing a co-joined scheme and independent schemes is considered acceptable.

Mixed use development – Employment and residential uses

- 6.18 The principle of a mixed use development across both sites comprising a predominantly residential led scheme, with employment generating uses in land use terms accords with the land use designations of the UDP (SSP27), the Lawrence Road SPD (2007) together with the site specific designation in the Local Plan and the emerging Tottenham Area AAP pre-submission version 2016 – designated site (SS2). Furthermore, the site is near the Seven Sisters and High Road corridor, which is a priority area for change and has a strategic role to play in the growth of Haringey. Local Plan Policy SP8 seeks to encourage and support employment generating uses together with the emerging Tottenham AAP, which identifies Tottenham for regeneration, with the opportunity to enable the provision of 10,000 new homes and 5,000 new jobs. The Council's aspiration for this site is for a comprehensive residential led mixed use development with ground floor employment generating commercial provision, which will significantly contribute to the regeneration of the area.

Residential use

- 6.19 The scheme at 45-63 Lawrence Road (HGY/2016/1213) provides 80 residential units and the scheme at 67 Lawrence Road (HGY/2016/1212) provides 69 residential units. The principle of housing is supported by the National Planning Policy Framework (NPPF) 2012 chapter 6 Delivering a wide choice of quality homes, London Plan 2015 Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Saved policy HSG2 of the Unitary Development Plan and Haringey Local Plan Policy SP2 'Housing'. The Haringey Local Plan 2013 sets out a target for the Borough to deliver 8,200 dwellings between 2011 and 2021 (820 per year). Under the new draft plan figure alterations to the London plan (FALP), the target has been increased to 15,019 dwellings (1,502 dwellings per year). The site is also identified in the Council's emerging Tottenham Hale Area Action Plan pre-submission version 2016 as SS2 which specifically encourages residential development as part of mix use schemes - in addition the site is surrounded by existing residential uses within a broader residential context.
- 6.20 The proposed number of residential units, together with affordable shared ownership housing on both sites would therefore contribute to providing much needed housing to assist in meeting the boroughs housing target and the overall regeneration of Lawrence Road and the Tottenham area generally.

Employment Use on both sites (45-63 & 67 Lawrence Road)

- 6.21 The proposed schemes both seek to provide employment uses on the sites which in essence is actually seeking to retain existing employment generating uses currently on the sites, as part of a mix use scheme.
- 6.22 The Lawrence Road SPD (2007) seeks to provide a proportion of employment generating floorspace on these sites on Lawrence Road. The site is identified as SS2 within the emerging Tottenham Area Action Plan (AAP) pre-submission version 2016, which states that any scheme for these sites should seek to re-provide employment floorspace at ground floor level along Lawrence Road, with residential development above as part of any redevelopment. This document has significant weight given its advanced stage within the consultation and adoption process and will supersede the Lawrence Road SPD (2007). Both sites seek to provide employment generating uses as part of these proposed mix use schemes which is acceptable. However, it is evident that each proposed scheme would result in a net loss of existing employment generating uses, which are assessed individually below.

Net Loss of existing light Industrial (B1) and Storage (B8) use at 45-63 Lawrence Road

- 6.23 The site measures approximately 3,328 sqm and is occupied by four existing buildings. One of the buildings is in disrepair and is no longer in use and the other buildings are a combination of storage and light industrial use.
- 6.24 The existing buildings on the site equate to approximately 1,263.35 sqm in area and are within B1 and B8 storage and warehouse industrial use, which is understood to support 11 jobs. The existing commercial floorspace will be replaced by 566sqm of B1 and ancillary A2 commercial floorspace all of which becomes the applicant's head office with the A2 part being the ancillary A2 estate agency. Whilst there would be a net loss of employment floorspace, the scheme would support a significant increase in employment opportunities. The existing site currently represents an inefficient use of land and very low employment density. The commercial element of the proposal would provide a denser employment use and therefore increases the number of jobs anticipated to be 49, whilst allowing the site area to be used for much needed regeneration benefits. The proposed floorspace would be modern and fit for purpose, designed specifically for office use and in a suitable location within the site. This would provide long term and sustainable and high quality employment floorspace that will increase long-term employment provision on the site.
- 6.25 The proposal would provide significant regeneration and employment benefits and is supported by the NPPF, London Plan Policy 4.1, Policies SP1 and SP8 of the Local Plan, the Lawrence Road SPD (2007), site designations SSP27 of the UDP and SS2 of the emerging Tottenham Area Action Plan (AAP).

- 6.26 Therefore, in consideration of the above, the net loss of the existing employment floorspace is considered acceptable in this instance as part of a regeneration scheme. Policy SP9 of the local plan empowers the council to seek a financial contribution for the loss of the existing employment floorspace on the site. However, in this instance, it is considered, given the significant up lift in job opportunities and the applicant's willingness to participate in local labour and training initiatives, which is secured by legal agreement that this is not appropriate. A condition is recommended to be imposed on any grant of planning permission to ensure that the A2 use remains strictly ancillary to the B1 use and shall not be self contained in order to protect the employment use on the site.

Net Loss of existing office and industrial use at 67 Lawrence Road

- 6.27 The site measures approximately 2,636 sqm and is occupied by two existing buildings which consists of approximately 768.5 sqm of office floorspace and 1303.8 sqm of industrial floorspace. It is understood the site and buildings are currently vacant. The current commercial floor space would be replaced with live work units that would equate to the retention of 321 sqm of employment generating floorspace, which is clearly a net loss of employment space. It is not known what number of jobs the site once supported given the fact that it has been vacant for some time, which illustrates that the market demand for the current use is very low.
- 6.28 An estimate of the employment that would potentially be supported by the proposed live/work units has been undertaken, using the assumptions for job density as those used in the employment densities from the 2015 Home and Communities Agency Employment Density Guide, which equates to providing 7to17 job opportunities, which is welcomed.
- 6.29 The same policy analysis as for 45-63 Lawrence Road also applies for the site and proposal at 67 Lawrence Road and therefore will not be repeated. However, there is further policy analysis required given that this site proposes live work units which are not strictly defined as User Class 'B's' employment uses.
- 6.30 Saved UDP Policy EMP7 states that proposals for live/work units in the Borough will only be permitted provided that:
- a) they are outside the Industrial Location DEAs as identified in Schedule 3 and the Proposals Map;
 - b) the residential element complies with the Council's standards on dwelling and room sizes and other residential amenity standards
 - c) at least a minimum of 25% of the floor area is allocated for workspace; and
 - d) where appropriate, the proposals complies with policy EMP 5.
- 6.31 Although the site is specified within Schedule 1 of saved policy SSP 27 of the UDP - designated for residential and employment use, the site itself is not a

designated Defined Employment Area, therefore the principle of live work units is acceptable on this site. With regards to Saved UDP Policy EMP7, the scheme would comply with London Plan standards in terms of dwelling sizes and amenity space and in excess of 25% of floor area of the live work units is devoted to workspace. With regards to saved policy EMP5 of the UDP, which promotes employment uses within and outside Defined Employment Areas, the proposal is acceptable as any vehicular trips generated by the proposal is catered for by the most sustainable and appropriate – measures which are considered within the transport section of this report. It is also important to note that the Lawrence Road SPD (2007) supports live/work units, as the principle of live/work units has already been established at No. 28 Lawrence Road.

- 6.32 Also relevant to the consideration of live work units on this site are the concerns which have been raised by local residents and the Council's regeneration team who are concerned that the live/work units at the Bellway scheme (HGY/2012/1983) have been vacant for a long period and are concerned that this may repeat itself should consent be granted for live work units on this site.. In this instance, the applicant has provided an accompanying supporting letter from Christo & Co dated May 2016 which confirms that the freeholder of the site, (Interfine Properties Limited) intend to retain the ownership of the seven proposed live/work units and they will be let and managed by Christo & Co based in north London. Christo & Co have a great deal of experience in letting and managing commercial and residential properties in the Borough and have a team of professional agents and surveyors who specialise in letting and the ongoing management of this type of property. Christo & Co have confirmed that the 7 live/work units will be marketed within the borough and also London wide in order to attract entrepreneurs, artists and small business owners who wish to take advantage of living and working in the same place. Leases for the live/work units will be granted that define and identify the commercial area within the units at ground floor and the residential above. The lease will restrict occupants from using the units for other purposes. Christo & Co have also confirmed that their management team will be responsible for on-going monitoring and enforcement of the terms of lease. The Bellway scheme does not manage the live work units in this manner. Given these circumstances and assurances, it is considered, on balance, that the live work units are acceptable as the replacement employment generating uses for this site.

Summary 45-63 & 67 Lawrence Road

- 6.33 Overall the principle of the proposed uses on these sites, in light of the specified planning polices, documents and officer assessment, are considered to be in line with existing and emerging policy and is acceptable.

Density

- 6.34 The density of the proposed scheme at 45-63 Lawrence Road is 828 habitable rooms per hectare which exceeds the 200–700 hr/ha set out in the London Plan.

The density of the scheme for 67 Lawrence Road is 860 habitable rooms per hectare which again exceeds the 200–700 hr/ha set out in the London Plan. Although the density of both schemes (45-63 Lawrence Road - HGY/2016/1213 & 67 Lawrence Road - HGY/2016/1212) exceeds the guidance in the London Plan density matrix, this does not mean that the developments are automatically inappropriate or an overdevelopment of the site. In this regard the Mayor's Housing SPG states that exceptionally, higher densities on individual developments may be acceptable where these can be clearly and robustly justified by local circumstances. They must be tested rigorously, taking account of different aspects of 'liveability' related to proposed dwelling mix, design and quality, physical access to services, long term management of communal areas, and the wider context of the proposal including its contribution to local 'place shaping' as well as concerns over 'place shielding'. It is particularly important to take account of its impact in terms of massing, scale and character in relation to nearby uses, and design should be exemplary.

- 6.35 In this instance the sites are located in a highly accessible location (PTAL 4-5), close to public transport, the proposed developments would provide a high percentage of 3 bed dwellings, a good level of private and communal amenity space and the residential units proposed would provide a good internal living environment for future occupiers. Furthermore, the schemes would result in a high quality designed development together with a much improved public realm, which will benefit future residents and the visual amenity of Lawrence Road and the locality generally. It is important to note that within the emerging Tottenham Area Action Plan (AAP), the Council expects the highest density development to be located adjacent to public transport nodes, and in Growth areas and Areas of Change. Therefore, it is considered that the schemes would not constitute an overdevelopment on either of the sites and the quantum of units proposed, together with the proposed employment generating floorspace is considered acceptable in its local setting, subject to all other material planning considerations being met.

Design

Use, Form and Development Pattern

- 6.36 Policy 3.5 of the London Plan seeks to enhance the quality of local places taking into account local character and density. Local Plan policy SP11 and saved UDP policy UD3 include similar requirements. Policies 7.4 and 7.6 of the London Plan also require that design takes into account context. Local Plan policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. To achieve these aims, proposed developments are required to respect its local context and character and historic significance and to contribute to the creation and enhancement of Haringey's sense of place and identity. Policy DM1 of the Councils Development Management DPD Pre-submission Version 2016 'Delivering High Quality Design'

continues this approach and requires development proposals to relate positively to their locality.

- 6.37 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 that development at the northern edge of the site should face the existing linear park as well as Lawrence Road, and should step down in height to respect the existing terraced housing to the west.
- 6.38 The proposals for these two sites at 45-63 Lawrence Road & 67 Lawrence Road) are carefully coordinated and tie together and also conform to the masterplan envisaged for the whole redevelopment of Lawrence Road; from its junction with West Green Road to the Clyde Road / Elizabeth Gardens crossing as specified in the Tottenham Area Action Plan and the planning brief. This envisages residential led mixed use redevelopment with active frontage and employment uses on the ground floor facing Lawrence Road, with residential above and behind, up to the height of the retained Live/Work building at 28 Lawrence Road, with lower residential blocks behind, in courtyard or mews layouts, dropping down towards the heights of existing housing to either side.
- 6.39 The proposals for both sites have non residential uses on the whole of their ground floor frontage facing Lawrence Road, also extending into the 1st floor; which officers consider a significantly better interpretation of the masterplan than the Bellway development which has discontinuous non-residential frontage. The southern site at no. 67 Lawrence Road has Live-Work units on the ground and first floor, whilst the northern site at 45-63 Lawrence Road has B1 office uses on both floors, part with an active frontage; this turns the corner before switching to residential facing the park.
- 6.40 Both developments have large “mansion” style blocks facing the street, set back from the pavement with an active, hard landscaped frontage and consistent 2 storey architecturally treated base which would contain the proposed employment generating uses. Residential flats would be located above with a ‘set back’ top (7th floor). In addition to non-residential active frontage, each block has a communal entrance leading to lift and stair cores to access upper floor flats. The two blocks on each respective site would be separated by a route through to their rear for vehicles and pedestrians. This access point would in essence be two (2) storeys in height providing active frontage and passive surveillance from windows above the access to the ground and 1st floor office and live-work units. The building’s layout and siting with flats above the commercial frontage would ensure continuity of the “street-wall” along Lawrence Road.
- 6.41 The mansion style street facing block at 45-63 Lawrence Road then turns the corner to face Elizabeth Place Park , with the ground floor in residential use;

here there would be ground floor flats with their own front doors off the new path created along the southern edge of the park as part of this development; the developers have expressed a willingness to donate a piece of land to the park to create the proposed path for this and for additional park landscaping, ensuring that the northern edge of the development aligns with the existing terraced houses to the west on Bedford Road and opens up this side of the park, improving its accessibility and layout and providing active frontage and passive surveillance to the park, as well as facilitating a pedestrian 'archway' access into the proposed development.

- 6.42 Behind the proposed mansion style blocks fronting Lawrence Road, and enclosed by the mews block facing the communal amenity space to the west (45-63 & 67 Lawrence Road) would be a large courtyard space; this is typical of a mews style development, but would be of a larger scale and more generously landscaped. This part of the proposed development would be similar to that on the east side of the Bellway blocks on the east side of their stretch of Lawrence Road, but that space is somewhat 'under-scaled' with 2 and 3 storey houses on its east side; here the proposal is for an enclosed courtyard, with minimal car parking provision and generous amounts of soft landscaping. Officers are confident it will have the feeling of being a true public space, albeit quieter and of a purely residential character. The proposed development on 45-63 & 67 x Lawrence Road has been designed in order to not prejudice redevelopment of no. 69 Lawrence Road.

Height, Bulk & Massing

- 6.43 The site as identified as (SS2) within the emerging Tottenham Area Action Plan (AAP) pre-submission version 2016 states that Lawrence Road is suitable for taller buildings facing both sides of Lawrence Road with mews-type streets behind containing family housing. Proposals responding to the scale of the terraced housing prevailing in the Clyde Circus Conservation Area to the east and west will be supported, in line with the extant planning permission on the southern section of the site.
- 6.44 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, in architectural and design terms. Paragraph 7.2.2 of the SPD also states that there may be scope for an additional floor, 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.
- 6.45 The proposed mansion block form of the Lawrence Road frontages on both sites maintain consistent height as a 6 storey "street-wall" of a clearly distinguished 2 storey base and 4 storey middle, with a setback 7th storey. This is appropriate for the width and scale of Lawrence Road, will match the parapet height of no. 28

Lawrence Road opposite, as well as the higher mansion blocks of the Bellway development.

- 6.46 The four storey new development to the rear of the mansion style blocks fronting Lawrence Road on both sites (45-63 & 67) would be 4 storeys in height with ground and first floor maisonettes and a few flats above. As this part of the proposed development would be set back from the western boundary the buildings would not be highly visible at street level but nevertheless are of an acceptable design standard regarding height, scale and bulk.
- 6.47 There is a large courtyard space set behind the proposed mansion style block fronting Lawrence Road and before the proposed lower four storey mews development to the rear (45-63 & 67 Lawrence Road). The heights of the proposed development around this central courtyard space due to its overall dimensions are considered appropriate in this instance. The height of the proposed four storey mews development to the west of this space is also considered appropriate as they would both be set well back from the western boundary of the two sites and given a large number of large mature trees will be retained, it is unlikely the four storey mews development would be visible from the neighbouring street to the west.
- 6.48 In terms of proposed massing, of the development fronting 45-63 Lawrence Road the proposed mansion style block of 7 storeys becomes a gradually-‘stepping-down’ terrace facing Elizabeth Place Park to the north, and mediating in height between the proposed 6/7 storeys on Lawrence Road and 2/3 storeys of the existing surroundings, whilst still being prominent enough to be commensurate with the scale of the park space it looks onto. It is considered that this is an ideal design response between the building proposed on this part of the site and the existing built form of the adjacent terrace housing on Bedford Road.

Elevational Treatment & Fenestration

- 6.49 Officers consider that the proposed elevational treatment and fenestration would reinforce the composition of the Lawrence Road frontage, as a series of bold, linear blocks of a mansion-block style, with a vertical emphasis and a clear distinction between base, middle and top. Entrances are also clearly indicated as open or glazed slots. Balconies would be recessed, to help emphasise the vertical and solid emphasis.
- 6.51 The most special case is the ‘link block’; this would be designed to link between these two proposed separate developments on each respective site, by two separate developers and architects, and potentially not going to be completed until after the completion of both proposed developments. Indeed, both developments on each site are designed so they can be linked in the future (or development could be built out before the development on the adjacent site). In order to provide confidence that one development on one of the sites could be

built out before the development on the adjacent site, each proposed development has been designed in order that:

- a) Each one of the sites could stand alone for ever, without the neighbouring development and therefore without (any of) the link block and with a permanent flank elevation of contrasting brick infill and permanent windows where the door to the flat in the link would have been;
- b) alone for a short period if the other site starts later than the first site is completed, in which case there would be a temporary flank elevational treatment and window; and
- c) have the link completed by either developer, with both developers contributing and benefiting equally in providing structural support, weather proofing and having a flat each on each floor.

6.52 The link would be designed as a more lightweight element than the proposed mansion blocks on either sides, with just glazing and balustrades to the facades, as is appropriate for a construction bridging over the alleyway through to the courtyard.

6.53 In the case of the site at (45-63 Lawrence Road), the proposed development, as mentioned earlier would have an appropriate transition between the height, massing and gradation of the proposed Lawrence Road blocks and the western, courtyard blocks the proposed development would also step down in a series of coherent, distinguished steps to become a 3 storey building, with a setback 4th storey, where it adjoins the existing terraced houses at the north western corner of the site on Bedford Road.

Materials & Details

6.54 Paragraph 7.7.3 of the Lawrence Road SPD (2007) seeks materials that are robust and of a high quality. In response to this, the materials palette would be predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. A limited palette of just 3 different bricks has been skilfully handled to provide sufficient variety, a red and “neutral” (grey) brick to the southern development, more similar to the palette used in the Bellway development, and the same “neutral” brick with a more buff brick to the northern development; similar to the existing housing north of the linear park and west on Bedford Road. Officers are satisfied that this proposal is acceptable.

6.55 Other materials that would be used include lightweight powder coated grey aluminium cladding to set-back top floors which would reinforce their “recessive” appearance as an element analogous to a pitched roof on a more traditional building. Windows and other joinery / metalwork would be in matching powder coated metals (aluminium or steel). Balustrades are all proposed to be in frosted

glass, which will allow reasonable light transmission, whilst providing privacy to residents' outdoor amenity space and reducing the appearance of clutter.

- 6.56 Conditions are recommended to be imposed on any grant of planning permission in order to secure quality materials and that their detailing is robust, particularly of choice of brick, cladding, balustrades, rainwater goods and other materials, and detailing of parapets, window reveals and around recessed balconies, including their soffits.
- 6.57 Objections have been received on the issue of design, scale, siting, context, height and the proposals being out of keeping with the character of the area. In this instance for the reasons set out above, the proposed development is considered acceptable where 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 developments would comply with the Lawrence Road planning brief 2007 and the Tottenham AAP pre-submission version 2016.

Quality Review Panel (QRP)

- 6.58 Haringey's Quality Review Panel (QRP) considered the development proposals on 16th December 2015 and 18th May 2016. The panel's comments are reproduced in full in appendix 3; the panel's comments are nevertheless also set out and addressed below:

QRP Comments	Response
<p>The Quality Review panel recognises the merits in both sites coming forward for development under a coordinated overall design, and finds much to admire in the proposals</p> <p>Massing and development density</p> <p>At the first review the panel felt that the proposed building height/massing fronting onto Lawrence Road is at the limit of what would be acceptable, they think building heights to the north of the site should step down sooner, away from Lawrence Road. This would achieve a more sympathetic</p>	<p>Following QRP comments both planning application were submitted so that one site could still be developed without prejudicing the development potential of the each respective site.</p> <p>Following QRP comments, the top floor of the external walkway has been reduced so that the building steps down more quickly facing the park and the northern entrance has been widened to avoid a pinch point (45-63 Lawrence Road). At the second review, the QRP welcomed the articulation</p>

relationship with the small scale of the existing homes to the north and west. (45-63 Lawrence Road – HGY/2916/1213)

Structural/daylight issues

At the first review, the panel identified structural and daylighting issues that require further technical input, in tandem with very careful consideration of how the two sites would function independently in the event that one site fails to proceed.

Central courtyard space

At the first review, the panel would encourage further consideration of the design of the central courtyard space, and the relationship of the existing games court to the northern section of the development

Layout

At the second review, the panel felt that there is scope to improve the generosity of circulation areas and entrances to the residential blocks. The panel would welcome further clarity on the nature and design of the landscaped areas, in order to maximise quality and amenity for the residents and commercial occupants

Architectural expression

At the first review, the panel felt that the palette of materials and approach to architectural design across the two sites needs to be more coordinated. The design

and setting back of the upper level to the north of the site

Following QRP's comments, the scheme has been analysed for daylight impact, sunlight, overheating and energy which are discussed later on in the report

Following QRP's comments, the layout of the courtyard has been redesigned to break up the parking more and move more amenity space towards the centre of the courtyard, and creating a green focus point when entering under bridge. Further revisions have been made by significantly reducing the number of car parking within the central courtyard and increasing the amount of open space on both sites.

Following QRP's comments the layout has been tested and refined at a detailed level.

Following these comments, the materials have been coordinated so between the two sites there are now only four main

<p>of the commercial facades and the public realm adjacent also requires further consideration.</p>	<p>materials; two types of brick per scheme with a grey multi brick shared, a dark grey metal cladding and white opaque glass balustrades. Also, the public realm along Lawrence Road has been redesigned to create a defined private space to the front of the live/work units that still is open and has character of a commercial unit (67 Lawrence Road). At the second review, the QRP welcomed the how the architectural expression has developed</p>
<p>Bridge linking both developments</p> <p>At the first review, the panel questioned the nature of the bridging accommodation (above the main entrance on Lawrence Road) that links the two sites.</p>	<p>Following QRPs comments, the approach to the bridge in terms of progression of the two developments, construction and technically has been set out in the Combined Masterplan. The bridge / link is to be the last phase of construction as a light weight element supported vertically by the flank walls of the two schemes. If one scheme is not to go ahead the bridge / link element can be omitted and any openings through the flank walls can become windows instead. The applicant has submitted a plan to show the elevation treatment of the flank for both 45-63 & 67 Lawrence Road</p>
<p>Sustainability/Energy</p> <p>At the first review, the panel recommended the consideration of green roofs, photovoltaic panels and a shared heating system.</p> <p>Landscaped areas</p> <p>At the second review, the panel would welcomed further clarity on the nature and design of the landscaped areas, in order to</p>	<p>Following QRPs comments, as part of sustainability and SUDS concerns green roofs has been included all main roofs, PVs are to be installed on the green roofs and the scheme will have a communal heating system which has potential to connect to district heating in the future.</p> <p>Following QRPs comments, further clarity has been provided on the nature and</p>

<p>maximise quality and amenity for the residents and commercial occupants</p> <p>At the second review, the panel pointed out that access to the landscaped communal garden to the west of the site also requires further thought optimise access for all residents as well as for maintenance</p> <p>Open Space to the north of the site</p> <p>At the second review, the panel pointed out that careful consideration of future management strategies to mitigate nuisance from the MUGA is therefore recommended.</p>	<p>design of the landscaped areas.</p> <p>Following QRP's comments, the applicants have improved access to western communal garden</p> <p>These comments were noted.</p>

6.59 Overall the proposed developments at (45-63 & 67 Lawrence Road) are considered acceptable due to its coordinated overall design which is of a high quality where the bulk, scale and massing of the proposal has reached a point where it is considered acceptable and officers are satisfied with the height which responds well to the street and context. The improved layout and public open space is also considered positive.

Inclusive Access

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

45-63 Lawrence Road – HGY/2016/121

6.61 The proposals provide 10% of the units as wheelchair units as required in planning policy and the typical layout is considered acceptable. The wheelchair accessible units would be provided at all floor levels except for the 6th floor. The wheelchair units apply to the 1 and 2 bed flats however all the units would be easily adaptable for wheelchair use.

67 Lawrence Road – HGY/2016/1212

6.62 The proposals provide 10% of the units as wheelchair units as required in planning policy and the typical layout is considered acceptable. The wheelchair

accessible units would be provided at all floor levels except for the 6th floor. The wheelchair units apply to the 2 and 3 bed flats however all the units would be easily adaptable for wheelchair use.

Character and appearance of the conservation area

- 6.63 The Legal Position on impacts on heritage assets is as follows, and Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, are of relevance.
- 6.64 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.65 The Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not 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.
- 6.66 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.

- 6.67 Policy 7.8 of the London Plan (LP) (2015) requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Haringey Local Plan (HLP) (2013) requires the conservation of the historic significance of Haringey's heritage assets. Saved policy CSV5 of the Haringey Unitary Development Plan (UDP) (2006) requires that alterations or extensions preserve or enhance the character of the Conservation Area. Policy DM9 of the Councils Development Management DPD pre-submission version 2016 continues this approach.
- 6.68 The policy tests above concerns development within a conservation area but also covers development that affects the setting of a conservation area, including significant views into or out of the area.
- 6.69 The site lies just outside the Clyde Circus Conservation Area and given its size would potential have an impact on the Conservation Area. The existing buildings do not contribute to the setting of the conservation area and as such there would be no objection to their demolition. The seven storey mansion style block fronting Lawrence Road (45-63 & 67 Lawrence Road) would not be considered to have an impact on the setting of the conservation area albeit the new blocks would be visible from the various parts of the conservation area. However, the impact would be similar to the impact of the existing buildings and as such this would be considered as 'no harm'. However, the height of the proposed four storey mews block to the rear (45-63 & 67 Lawrence Road) would be clearly visible from the rear gardens of properties along Bedford Road and would introduce a scale that is alien to the conservation areas character. However, these would be a long distance from the rear elevations and the overall impact would be considered '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 such as regeneration, affordable housing, employment and open space on both sites.
- 6.70 Objections have been received on the issue of both developments (45-63 & 67 Lawrence Road) having an impact on the adjoining conservation area, Officers however as set out above the less than substantial harm caused by some elements of the development is outweighed by the regeneration benefits of the scheme.

Affordable housing, mix, quality, layout

Affordable Housing

- 6.71 The London Plan through Policy 3.11 seeks to maximise affordable housing provision across London and seeks to provide an average of 17,000 more affordable homes per year up to 2031 and requires 60% of affordable housing to be for social and affordable rent and 40% for intermediate rent or sale.
- 6.72 London Plan Policy 3.12 notes that in negotiating affordable housing on individual private housing and mixed use schemes Local Planning Authorities “should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of schemes prior to implementation (‘contingent obligations’), and other scheme requirements”.
- 6.73 Haringey Council’s affordable housing policy is contained in Policy SP2 of the adopted strategic policies DPD (2013). This requires that the subject to viability schemes meet the 50% affordable housing borough wide target. The alterations to the Strategic Polices DPD, considered by Full Council in November, propose reducing this requirement to 40%, based upon evidence of development viability. The NPPF re-affirms the government’s commitment to ensure that obligations imposed by the planning process do not threaten the deliverability of sustainable development proposals.

45-63 Lawrence Road

- 6.74 The proposal provides for 16 affordable units consisting of a mix of 1 bed 2 person, 2 bed 3 person and 2 bed 4 person flats and all the flats will be shared ownership. The affordable housing mix is as follows;

No. of bedrooms	Shared ownership
1 bed units	11
2 bed units	5
TOTAL	16 units

- 6.75 The number of affordable units provided equates to 20% based on habitable rooms.

67 Lawrence Road

- 6.76 The proposal provides for 12 affordable units consisting of a mix of 1 bed 1 person, 1 bed 2 person and 2 bed 3 person flats and all the flats will be shared ownership. The affordable housing mix is as follows;

No. of bedrooms	Shared ownership
1 bed units	7
2 bed units	5

TOTAL	12 units
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- 6.77 The number of affordable units provided equates to 17.4% based on habitable rooms.

Justification regarding viability of affordable housing provision for both schemes 45-63 & 67 Lawrence Road

- 6.78 The combined affordable housing provision for both sites would equate to 28 units, or 18.8% affordable housing provision. Concerns have been raised that the proportion of affordable housing is too low, Officers consider that although this is below the adopted Local Plan and London Plan target borough wide target of 50% and below the 40% target within draft Policy SP2 contained in the proposed Alterations to the Strategic Polices Local Plan that this is the maximum amount of affordable housing. The applicant has accordingly submitted an economic viability assessment to justify the level of on-site affordable units offered. The Council has appointed Cartas Jonas to provide expert, independent advice on development viability for each site in this case. They have provided a report to the Council which confirms that the proposed development at 45-63 & 67 Lawrence Road provides the maximum level of affordable housing that both sites can viably support when measured against the benchmark land value. This will be subject to a review mechanism, for re-appraisal to maximum cap of the policy requirement (40%) should the proposal not be implemented within 18 months.
- 6.79 The shared ownership units of the proposed scheme at 45-63 Lawrence Road are located on the ground, first and second floor of the mansion style block fronting Lawrence Road, the interconnected block facing Elizabeth Place Park to the north and interconnected mews block to the rear (Flat numbers: 2, 3, 4, 6, 7, 12, 14, 20, 21, 48, 49, 51, 52, 53, 54 & 56). The shared ownership units of the scheme at 67 Lawrence Road are located on the ground floor, first floor and second floor of the mansion style block fronting Lawrence Road (Flat numbers: G.01, G.02, 1.03,1.04.1.05, 2.04, 2.06, 2.07, 2.08, 2.09, 2.10 & 2.11)
- 6.80 In this instance, although all the affordable units are shared ownership and there is no affordable rent provision, Officers consider this to be satisfactory as there are currently high levels of social rented housing within the Tottenham constituency wards. In order to rebalance the levels and promote the area's regeneration, current Local plan policies promote higher proportions of market sale homes and intermediate housing in this part of the borough. This is supported by Policy DM13 of the Council's Development Management DPD Pre-Submission Version 2016 which states that the Council may seek to alter the tenure and/or mix of affordable provision to be secured on a case-by-case basis to avoid affordable housing of a certain tenure or size being over or under represented in an area. This is also supported by Local Plan Policy SP1

'Managing Growth', SP2 'Housing' and London Plan Policy 3.9 'Mixed and Balanced Communities'. The emerging Tottenham AAP reinforces this.

- 6.81 Officers consider that the level of affordable housing for both scheme at 45-63 & 67 Lawrence Road and the overall affordable housing mix and tenure is the maximum reasonable amount and this has been independently verified.

Housing Mix

- 6.82 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 Councils Development Management DPD Pre-submission Version 2016 'Housing Mix' and emerging Housing Strategy (2016) continues this approach.

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

45-63 Lawrence Road

- 6.84 The proposal is for **80** residential units. The general housing mix is as follows:

No. of bedrooms	No. of units	% of units
1 bed units	28	35
2 bed units	28	35
3 bed units	19	24
4 bed units	5	6
TOTAL	80	100

67 Lawrence Road

- 6.85 The proposal is for **69** residential units. The general housing mix is as follows:

No. of bedrooms	No. of units	% of units
1 bed units	27	39
2 bed units	21	30
3 bed units	18	26
4 bed units	3	4

TOTAL	69	99
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Summary of housing mix for both 45-63 Lawrence Road & 67 Lawrence Road

- 6.86 The proposed dwelling mix is mostly of 1 and 2 bedroom units, but with a significant number of family sized 3 and 4 bedroom units. It is welcomed that these are mostly ground and first floor maisonettes, located on the quieter western side of the two sites, and with their own private front and back gardens. The proposed housing mix is therefore considered acceptable as it would deliver a range of unit sizes which include a high level of 1 and 2 bedroom units, as it is recognised that developments in highly public transport accessible locations and close to facilities are more suitable for smaller units where car ownership and use is lower. In addition a good level of family sized units is also proposed to meet local housing requirements, as such in accordance with the above policies.

Layout and standard of accommodation

- 6.87 London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality and Policy DM12 of the Council Development Management DPD pre-submission version 2016 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.
- 6.88 All flat layouts meet Mayors Housing SPG space and layout standards. It is particularly notable that larger flats are provided with two separate living rooms; a dining-kitchen separate from the living room in most cases, and beyond the base requirement. 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 narrower, lower parallel blocks on the west side of the courtyard, the proposals for the two sites both completely avoid north or south facing single aspect flats and effectively avoid ground floor single aspect flats. 67 Lawrence Road would have two single aspect flats at the southern end of the ground floor of the mansion style block, but these are at the quiet "end" of the courtyard, facing the children's playground, and have generous front gardens for additional privacy and therefore in this instance are considered acceptable.

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

- 6.89 The proposals would distinguish between Lawrence Road, treated as a working street with active frontage of employment use, and the quieter, more residential frontage of no. 45-63 Lawrence Road which faces onto Elizabeth Place Park to the north and the courtyard space at the heart of these two developments. The Lawrence Road frontage of the proposed development would therefore be dominated by a commercial frontage; but this, for both the live-work units and B1 units, would be designed to be flexible between active shopfronts, with goods on

display, brass-plaque style or glass-and-sofas style office receptions, more blank office windows and more heavy-business like delivery and workshop type doors of light industrial, crafts or creative workshops. Flexible signage zones and (for the live-work units), separation of residential entrances and uses would also be designed in to the proposed schemes.

- 6.90 The main entrances to the two street facing mansion blocks would have their own generous entrance lobbies off the street. The entrance would be controlled by concierge's desk and video entry phones. There would also be separate entrances to the courtyard on the west side of the blocks, where residents can access their refuse stores, cycle stores and private communal amenity space. All but 1 core of the proposals for 45-63 and 67 Lawrence Road meet all the Standards in the Mayors Housing SPG s; the one exception being the largest block of no. 67, the "mansion block" facing the Lawrence Road frontage. Although part of No. 67 does not meet standard 12 of the Mayor's Housing SPG, which is stated as to be *generally* required, as long as video entry phones are supplied, it meets Standard 13. It can also be justified as being of exceptional design quality.
- 6.91 Almost all the proposed ground floor flats and maisonettes on both sites (45-63 & 67 Lawrence Road) would have their own front doors which would line as much of the courtyard and park frontage as can be reasonably expected and would significantly animate these spaces, giving them the feel as public realm, with passive surveillance, and providing a level, safe and visible route to the front doors. The remaining flats would share smaller cores but all have logical and clearly laid out entrances
- 6.92 The proposed flats and maisonettes would have their own front doors and would line as much of the courtyard and park frontage as can be reasonably expected and would significantly animate these spaces, giving them the feel as public realm, with passive surveillance, and providing a level, safe and visible route to the front doors.

Daylight/sunlight of the proposed residential flats

45-63 Lawrence Road

- 6.93 A detailed analysis has been undertaken to examine the amount of daylight enjoyed by the habitable rooms of the proposed residential units. 50 test rooms have been generated across the site. Rooms with challenging aspects have been targeted in particular and known shading to assess the impact of this and the surrounding buildings on the daylight factors achieved
- 6.94 The Daylight factors required are listed below:
- Bedrooms : 1%
 - Living rooms 1.5%

- Kitchens 2%

- 6.95 The applicants consultants tested a large sample of likely worst case habitable rooms in the design and found that most rooms have adequate daylight but in two instances (96%) found habitable rooms that would fail to have sufficient natural daylight. The two rooms concerned are both bedrooms, the second bedroom of a two bedroom ground floor flat and the fourth bedroom of a four bedroom second floor flat. Officers are satisfied that the two flats have adequate daylight overall with much better daylight in other rooms in those dual aspect flats.

67 Lawrence Road

- 6.96 A detailed analysis has been undertaken to examine the amount of daylight enjoyed by the habitable rooms of the proposed residential units. Recommended by the BRE, the daylight factor of the kitchen, living room, dining room and bedroom were analysed for 20 residential units that are considered to be the worst daylight and 1 live/work unit. The analysis shows that all analysed spaces at 67 Lawrence Road development receive adequate daylight levels according to the BRE guidance for average Daylight factors. All dwellings have an average daylight factor of more than 2% at kitchens, more than 1.5% in living rooms and more than 1% in bedrooms.
- 6.97 The amenity spaces in the courtyard of the 67 Lawrence Road are unlikely to be significantly affected as more than 50% of the areas receive more than 2 hours of sunlight on 21st of March.

Daylight/sunlight summary of the proposed residential flats for the scheme at 45-63 & 67 Lawrence Road

- 6.98 Overall the daylight analysis shows that all the analysed spaces at 67 Lawrence Road development receive adequate daylight levels according to the BRE guidance for average daylight factors and the test daylight factors completed indicate an excellent pass rate meeting the BRE209 target requirement in 96% of the situations. The daylight/sunlight analysis of the neighbouring existing properties is discussed further on in the report.

Amenity Space

- 6.99 The scheme includes a range of public, communal and private amenity spaces across both sites. Communal amenity space is provided on both sites within the courtyard area and west of the rear mews blocks in the form of landscaped areas, informal play and child playspace. Private amenity space consists of front/rear gardens and balconies of both schemes. The private amenity space has been designed to meet the standards in the Mayor's Housing Design Guide

and the communal amenity space has been designed to accord with the Lawrence Road SPD (2007) and emerging Tottenham AAP.

6.100 The breakdown of amenity spaces is as follows;
45-63 Lawrence Road

Amenity Space	Scheme provision	Average per dwelling
Private Amenity space	932 sqm	11.65 sqm
<ul style="list-style-type: none"> • Balconies • Gardens 	643 sqm 289 sqm	9.5 sqm 2.4 sqm
Communal Amenity Space	771 sqm	9.6 sqm
Informal play	478 sqm	6 sqm
Landscaped Areas	161 sqm	2 sqm
Child Play Space	132 sqm	1.65
Total	3,406 sqm	42.8sqm

67 Lawrence Road

Amenity Space	Scheme provision	Average per dwelling
Private Amenity space	1027	13.5
<ul style="list-style-type: none"> • Balconies • Gardens 	579 545	9.1 41.9
Communal Amenity Space	443	5.8
Informal play	274	3.6
Landscaped Areas	45	0.6
Child Play Space	124	1.6
Total	3,037	76.1

6.101 The scheme for both sites meets the private amenity space standards set out in the Mayor's Housing Design Guide.

6.102 The scheme for both sites meets the communal amenity space provision set out in the Lawrence Road SPD (2007) and the emerging Tottenham AAP the prevailing document, as new communal spaces/landscaped areas are proposed within the central courtyard of both schemes, and includes child play space for 0-5 year olds at the southern end of no. 67 Lawrence Road. Further landscaped areas are proposed to the south of this area (67 Lawrence Road). This is also repeated north of the site (45-63 Lawrence Road). In addition the existing space to the west of the mews development across both sites would be significantly improved with access improvements.

6.103 Local objections have been raised that the proposed development would result in an impact on the ecology of the sites, in particular the existing open space which backs onto the residential properties at No 25-31 Bedford Road, which forms part of this proposal, where assurances had been given in the past that this amenity space would be retained in the future. In this instance the site does not have a specific open space designation unlike Elizabeth Place Park to the north which has SLOL designation, however both schemes would be designed and laid out in order to respond to the site's context and makes a contribution to the support and maintenance of wildlife and ecological habitats; through enhancing existing woodland, the creation of new green spaces, the maintenance of existing trees and the planting of new trees.

Child Play Space

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

6.105 The Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG sets a benchmark of 10 sq.m. of useable children's playspace to be provided per child, with particular emphasis on playspace for children under five years old to be provided on-site.

45-63 Lawrence Road

6.106 Based on the proposed tenure mix, a child yield of approximately 27.8 children could be expected from this development, of which 21 would be under five.

67 Lawrence Road

6.107 Based on the proposed tenure mix, a child yield of approximately 23.8 children could be expected from this development, of which 17 would be under five.

6.108 Based on the housing and tenure mix, the provision of play space would meet the London Plan requirements for children's informal and formal playspace in the form of the child play space for 0-5 year olds at the southern end of no. 67 Lawrence Road, the enhanced space to the west of the mews development across both sites and landscaped areas within the central courtyard.

6.109 Playspace for Children over 5 cannot be specifically provided on-site and as such the applicant has agreed to provide a financial contribution towards upkeep and enhancements of existing open space within the locality namely to the upgrade of the playground and redesign the street furniture in the park.

Daylight, Sunlight/Impact on the amenity of adjoining occupiers

6.110 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 impact on neighbouring properties

6.111 Significant concerns have been raised during the consultation from neighbouring properties in respect of the impact of the proposed development at no. 45-63 & 67 Lawrence Road on surrounding daylight and sunlight, in particular the neighbours on Bedford Road to the west of the site. The applicant has submitted Daylight, Sunlight Study in line with Building Research Establishment (BRE) 2011 guidelines, British Standard BS 8206:2008 Lightings for buildings and Planning Practice Guidance (2014) – Design. Daylight is measured by Vertical Sky Component (VSC) whereas the acceptable level of sunlight is calculated by Annual Probable Sunlight Hours (APSH), The BRE Report suggest a VSC of 27% or more should be achieved if a room is to be adequately day lit. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March. Only the existing habitable rooms of the neighbouring buildings are considered for the purpose of the BRE calculation.

45-63 Lawrence Road

6.112 With regards to impact on daylight and sunlight of the development at 45-63 Lawrence Road to the neighbouring buildings, the applicant ran a 3D model of the site and surrounding buildings to review the impact of the development on surrounding buildings. The model was then run in 3 modes. An initial site model was run first which identified the number of Annual Solar hours available in the location with no buildings etc. impacting on this. The second model then ran the existing buildings with the existing development on the site. Analysis of these results against the reference enabled the applicant to establish whether the existing buildings are well lit. The results indicates in all cases that the available sunlight hours are greater than 25% or 5% respectively and therefore the existing buildings are classified as well day lit. Therefore the risk of adversely impacting on the daylighting is likely to be low. The third model then assesses the impact of the development and calculation results 2 and 3 identify the level of the impact. The results indicate that in all cases the windows receive at least 0.8 of their former sunlight hours, the ground floor flat of the properties at 37-39 Elizabeth

Clyde Close and the ground floor flat of the 6 storey block at Elizabeth Clyde Close has a minor reduction in sunlight over the whole year of more than 4% but this is limited in number and only marginally fails the target. The analysis indicates that the daylight impact on the existing façade windows is minor and is within the limits indicated in the above requirements.

67 Lawrence Road

6.113 With regards to impact on daylight and sunlight of the development at 67 Lawrence Road to the neighbouring buildings, the neighbouring buildings that could possibly experience impacts to their daylight and sunlight levels are:

- 69 Lawrence Road
- 52 Lawrence Road
- 30-48 Lawrence Road
- 28 Lawrence Road
- 19, 21, 23 and 25 Bedford Road.

6.114 Based on the results of this analysis and according to the recommendations provided in the BRE guidance “Site layout planning for daylight and sunlight – A guide to good practice” (second edition), the study concludes that:

- The daylighting level of the existing neighbouring amenities at 21 to 25 Bedford Road and 30-48 Lawrence Road are not affected by the proposed development because of the distance between the buildings.
- The windows on 52 and 28 Lawrence road and on the rear façade of 69 Lawrence Road receive enough light from the sky, and the daylighting would not be significantly affected.

6.115 According to the BRE guidance the VSC does not include the light reflected by the ground and neighbouring buildings. Therefore in reality, the reduction of the light would be less and the neighbouring developments would receive more daylight and sunlight than numerically stated in this report.

Summary of impact of daylight/sunlight on neighbouring properties 45-63 & 67 Lawrence Road

6.116 In conclusion despite the concerns raised by the neighbours, taking account of the room arrangements to these properties existing levels of light to the windows in question it can be demonstrated that no part of the proposed development of both 45-63 and 67 Lawrence Road would have a significant, noticeable effect on existing neighbouring dwellings and it can be demonstrated that the development does not cause any breaches of BRE guidelines Most significantly, where the houses on Bedford Road to the west face the development, they are so far away and the height of the proposal to its western side no more than a modest 4

storeys, that ground floor windows in the neighbouring houses would not have the proposed development intersecting their 25° line that is the 1st, screening test to tell if there might be a daylighting concern.

Privacy and overlooking

- 6.117 Concerns have been raised that the proposed development would result in loss of privacy/overlooking issues in particularly to the properties to the west of the site on Bedford Road. Officers consider however that given the 33m-38m distance between the rear wall of the properties at 21–31 Bedford Road and that of the proposed rear mews block of no. 45-63 & 67 Lawrence Road, the distance of the mews block to the rear boundary of both sites and the existing new trees along the boundary there would not be any material levels of overlooking and / or a loss of privacy to the occupiers of the existing dwellings at 21 – 31 Lawrence Road.
- 6.118 Similarly the 17-24m distance between the two blocks (mews block to the rear and mansion style block fronting Lawrence Road) on each site (no. 45-63 & 67 Lawrence Road) would ensure that there is no material loss of privacy or overlooking.
- 6.119 Concerns have also been raised that the proposed position, proximity and orientation of proposed balconies/terraces and windows of the seventh storey set back of no. 67 Lawrence Road would prejudice development at no. 69 Lawrence Road in terms of overlooking and loss of privacy. To address this issue concerning the proposed balconies/terraces on the 7th floor, a condition is recommended to be imposed on any grant of planning permission to ensure that a 1.8m high privacy screen is installed on the side facing no. 69 Lawrence Road in order to mitigate any material levels of overlooking and loss of privacy issues. A condition is also recommended to be imposed on any grant of planning permission to ensure that all side facing window on the 7th floor facing no. 69 Lawrence Road are obscurely glazed although it is important to note that these windows are secondary windows.

Loss of outlook

- 6.120 The proposed developments at no 45-63 and 67 Lawrence Road would undoubtedly change the relationship between the buildings on the site and existing surrounding properties. The scale and height of the mews block to the rear of the mansion style block fronting Lawrence Road would have an impact upon outlook from these surrounding homes, in particular when viewed from the rear gardens/windows of the properties on Bedford Road and will be an obvious change from the existing building on the site. Surrounding residents would accordingly experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account the urban setting of the site, given the distances between neighbouring properties and its current

condition the proposal is not considered to result in an unacceptable impact on local amenity and as such is considered to satisfy planning policy.

Noise and disturbance

- 6.121 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. Noise and disturbance has been cited as a concern from neighbours on Bedford Road. Officers consider that noise during construction can be managed with the submission of a construction management plan, which would seek to minimise disturbance to the current residents although hours of construction and noise arising from such work is covered under relevant health and safety legislation. The potential noise emanating from the amenity space and windows/balconies of the proposed schemes would not create a level of noise and disturbance over and above that of a typical dwelling/flat in an urban location; i.e. that created from using a typical domestic garden.
- 6.123 In terms of noise and disturbance, the proposed commercial use of the proposed B1 (office) and A2 (ancillary estate agent) of the scheme at no. 45-63 Lawrence Road and the proposed live work units of the scheme at no. 67 Lawrence Road would not have an adverse affect on the amenity of the neighbouring properties. The proposed B1 use within the proposed offices is not generally noise sensitive compared to the existing which comprises of industrial/light industrial floorspace at no. 45-63 & 67 Lawrence Road – The applicant has stated that this office will be the headquarters of their business together with the Ancillary A2 unit. The proposed live work units on 67 Lawrence Road would not give rise to any excessive noise levels as the nature of the business that generally occupy such uses are artist / photography and office based business and studios etc. A condition restricted the B1 and live/work units of the proposed schemes will be imposed. A condition limiting the hours of operation of the proposed B1/A2 use (45-63 Lawrence Road) will also be imposed to ensure that nearby residents living conditions are not unduly harmed.
- 6.124 A Plant Noise Assessment has also been prepared by Anderson Acoustics which accompanies the proposed development at 45-63 Lawrence Road. Roof level plant units would serve the commercial elements of the scheme and the scheme would contain a basement plant. The assessment concludes the following;
- Site observations indicated that the noise climate was generally low level with occasional vehicle movements on the local roads.
 - A background noise survey has been undertaken and an assessment of plant noise emissions carried out to establish the likely noise level at the nearest noise sensitive properties.

- To meet the requirement, the proposed plant at roof level will need an acoustic barrier to be installed, blocking the line of site from plant to the nearest noise sensitive window. This can be dealt with through the use of a condition.
- An assessment of noise emissions from windows of a basement level plant room was also undertaken. Basement level plant room noise emissions from openings or other forms of ventilation have been found to meet the requirement and have no adverse effect on residents or the surrounding outdoor area

6.125 Overall in terms of noise and disturbance the proposed development at 45-63 & 67 Lawrence Road is in accordance with the above policies.

Overshadowing Elizabeth Place Park

6.126 Objections have been received from local residents that the proposed development at no.45-63 Lawrence Road would overshadow the park due to its overall scale. The BRE Guidelines suggest that the Spring Equinox (March 21st) is a suitable date for the assessment. Using specialist software, the path of the sun is tracked to determine where the sun would reach the ground and where it would not. This assessment reviews the total percentage of an area that receives at least two hours of direct sunlight on the March 21st.

6.127 The BRE guidelines recommend that at least half of a garden or amenity area should receive at least 2 hours of sunlight on March 21st or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. no more than a 20% reduction).

6.128 The results indicate the existing layout provides Elizabeth Place Park with a high proportion of sunlight over the site. The initial impact review of the all soft and hard landscaped play areas indicates that there is an impact on shading from the development; however 50% of the site will receive sunlight for two hours or more. The impact is greater during the early hours. There will be areas of soft landscaping (particularly directly north of the site) which remain in shadow for the whole day. However given half of the site would maintain at least 2 hours sunshine on the March equinox, it would therefore satisfy the BRE guidance.

Parking and highway safety

6.129 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 Policies DM31 and DM32 of the Councils Development Management DPD pre-submission version 2016.

45-63 Lawrence Road

6.130 The proposed revised parking arrangement has resulted in a 'car free' development but would include 8 disabled parking spaces for the residential properties and 1 car club space. 584 square meters of B1 and ancillary A2 commercial floor space is also proposed as part of the planning application. The Council's Transportation Team has assessed the proposal and is satisfied that the proposed car parking provision as illustrated on the proposed landscaping plan drawing No: 1297-SK-25 Rev-B, is in line with the Council's maximum parking standards set out within the Council's saved Unitary Development Plan (UDP) Policy M10. The 158 cycle parking spaces proposed comprises of 134 long stay cycle parking spaces, and 5 short stay spaces, 4 long stay and 15 short stay for the 564sqm of commercial space which is in line with the 2015 London Plan. A condition will be applied to secure the type of cycle parking stands method of security and access to cycle parking facility.

67 Lawrence Road

6.131 The proposed revised parking arrangement, which would provide a 'car free' development includes 7 disabled parking spaces for the residential units. The proposed development also would 7 live/work units. The Council's Transportation Team has assessed the proposal and is satisfied that the proposed car parking provision as illustrated on the proposed landscaping plan drawing No: 1297-SK-25 Rev-B, is in line with the Council's maximum parking standards set out within the Council's saved Unitary Development Plan (UDP) Policy M10. The 120 cycle parking spaces proposed is in line with the 2015 London Plan. A condition will be applied to secure the type of cycle parking stands method of security and access to cycle parking facility.

Summary – 45-63 Lawrence Road & 67 Lawrence Road

6.132 Notwithstanding the above provision, it is considered that the proposed development at no. 45-63 and 67 Lawrence Road would not generate a significant increase in traffic or parking demand which will have a significant impact on the highway and transportation network subject to the imposition of the following conditions, S.278 /S.106 obligations:

- Details of a Construction Management and Logistics Plan and details of a Delivery Service Plan would be conditioned consistent with policy;
- The developer has agreed to secure £25,884 (twenty five eight hundred and eight four 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 of new loading bays and the implementation of two raised tables and the resurfacing of the footways sites side along the frontage, this will be secured by a S278 contribution;

- The developer has agreed to amend the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development;
- The developer has agreed to secure £30,000 (thirty thousand pounds) towards investigations for the feasibility of a new controlled parking zone;
- The developer has agreed to secure £3000 per travel plan monitoring and offer free car club membership to all residents of the development for a period of the at least the first two years and include £50 car club credit for each unit;
- The developer has agreed to secure a residential and commercial travel plan

Trees/ Impact on adjacent Significant Local Open Land (SLOL)

Trees

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

45-63 Lawrence Road

6.134 The applicant has provided an Arboricultural Report which surveyed the trees on site. The report demonstrated that the tree cover at this site consists of a variety of individual trees and groups of trees, including a Horse chestnut (T7), which is subject to a Tree Preservation Order. There are no trees of high quality and value (category A). Four were assessed as moderate quality (category B), eleven were assessed as low quality (category C) and seven were of poor quality (category U). It is proposed to remove four individual trees and four groups of trees totalling 8, to either, facilitate the development or because they are in a poor structural condition. The Horse chestnut (T7) is in a declining condition with a limited life expectancy.

6.135 There are also two London plane trees on the public highway outside the site. These are to be protected by wooden panels to prevent damage to their stems and ground protection will be installed within the development site to protect their root protection areas. It is proposed to carry out some minor pruning works to increase clearance between these trees and the development site. Officers consider that this would have minimal impact on the trees and is acceptable .

6.136 The proposed landscape plan includes the planting of eighteen new trees of various species, both native and non native. This will greatly improve the sustainability of the site, go some way to compensating for the loss of trees as a consequence of the developments, the proposal will result in a net gain of 10 trees, enhance biodiversity, and visually soften the urban context, while also

increasing the quality of life for future residents and at the same time these new trees will compensate for the proposed loss of trees.

- 6.137 The Arboricultural report outlines how the retained trees will be protected, in accordance with industry best practice. The tree protection plans shows the location of the protective fencing during the demolition and construction stages. It also shows the areas of temporary ground protection and No-Dig' construction.
- 6.138 The Council's Arboricultural Officer has assessed the report submitted and is satisfied that 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 proposed development will result in the loss of a small number of low and poor quality trees. New tree planting will visually enhance the site and provide a more diverse local tree population. If the protective measures recommended in Arboricultural report are implemented and adhered to, the proposed development will have minimal impact on the trees to be retained. This is recommended to be imposed as a condition on any grant of planning permission.

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- 6.139 The applicant has provided an Arboricultural Report which surveyed the trees on site. The report demonstrated that the tree cover at this site consists of mainly self-seeded Sycamores which are of poor quality and value (category U). It is proposed to remove the 4 trees as they are in a poor structural condition.
- 6.140 There is one London plane tree on the public highway outside the site. It is to be protected by wooden panels to prevent damage to its stem and ground protection will be installed within the development site to protect its root protection area. It is proposed to carry out some minor pruning works to increase clearance between the trees and the development site. Officers consider that this would have minimal impact on the trees and is acceptable .
- 6.141 The proposed landscape plan includes the planting of sixteen new trees of various species, both native and non native. It is also proposed to plant a Hornbeam hedge and nine specimen Yew trees along the frontage of Lawrence Road. This will greatly improve the sustainability of the site, enhance biodiversity, while also increasing the quality of life for future residents. and at the same time these new trees will compensate for the proposed loss of trees which would be a net gain of 12 trees.
- 6.142 The Arboricultural report outlines how the retained trees will be protected, in accordance with industry best practice. The tree protection plans shows the location of the protective fencing during the demolition and construction stages. It also shows the areas of temporary ground protection and No-Dig' construction. The tree protection measures here are considered acceptable subject to condition.

6.143 The Council's Arboricultural Officer has assessed the report submitted and is satisfied that 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 proposed development will result in the loss of a small number of low and poor quality trees. New tree planting will visually enhance the site and provide a more diverse local tree population. If the protective measures recommended in Arboricultural report are implemented and adhered to, the proposed development will have minimal impact on the trees to be retained. This is recommended to be imposed as a condition on any grant of planning permission.

Impact on adjacent Significant Local Open Land (SLOL)

6.144 Saved UDP policy OS3 seeks to protect development on SLOL land. The existing play area and open space of Elizabeth Place Park which is north of 45-63 Lawrence Road is identified as a new piece of Significant Local Open Land (SLOL) in the submissions draft proposals map (January 2016). SS2 of the emerging Tottenham Area Action Plan (AAP) pre-submission version 2016, seeks to ensure that development is designed in a way that responds to the SLOL designation at the land linking Elizabeth Place and Clyde Circus to the north of the site. In this instance the proposed development at 45-63 Lawrence Road relates well to the adjacent SLOL land in that it would not adversely affect the openness of the existing play area and open space of Elizabeth Place Park, which it directly faces onto nor will it be harmful to the adjacent SLOL designation and the proposed development at 45-63 Lawrence Road would satisfy the BRE requirements in terms of overshadowing the park . As such the proposal is in accordance with the above policies.

Flooding and drainage

6.145 The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding from rivers and sea. However, the NPPF requires that for developments on sites greater than 1 hectare a Flood Risk Assessment (FRA) is prepared to support the application.

6.146 A flood risk assessment has been submitted in support of both planning applications (45-63 7 67 Lawrence Road). The proposed drainage strategy will use Sustainable Drainage Systems where possible to achieve the minimum standard of 50% attenuation of the undeveloped sites surface water runoff at peak times. This includes the provision of SuDS features where appropriate.

6.147 London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding' require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that

surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

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

6.148 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.

6.149 The applicant has provided a drainage strategy for each scheme (45-63 Lawrence Road – HGY/2016/1213 & 67 Lawrence Road – HGY/2016/1212) which states that the proposal will utilise SUDS and conform to No. 6 of the London Plan hierarchy. The proposed drainage scheme will be able to safely, without flooding, manage the 1% +CC AEP (1 in 100 years plus 40% climate change) while discharging to a rate similar to the Greenfield runoff rate. The Council's SUDs officer is satisfied with the strategy subject to further details of the management and maintenance plan for the lifetime of the development. The imposition of a condition is recommended to secure such measures on any grant of planning permission.

6.150 The proposal for both schemes will therefore provide sustainable drainage and will not increase flood risk in accordance with London Plan (2015) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding'

Energy/Sustainability

6.151 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).

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6.152 The applicant has submitted a policy compliant Energy Strategy, where the development designs will go beyond the building regulations requirement with the use of lower u-values materials. There will be a single heating and hot water system powered by a CHP unit which will serve all dwellings and commercial units. Officers considered this satisfactory subject to condition. Details of the development shall be constructed in strict accordance with the Energy Strategy submitted. 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. With regards to the CHP facility and associated infrastructure, that will serve all units within the development. Officers considered this satisfactory subject to the imposition of a condition on any grant of planning permission.

6.153 With regards to the overheating assessment submitted, this has highlighted that several units are at risk from overheating in current weather patterns. This risk will increase as climate change increases temperatures in London. The assessment states that “Using the above strategy the TM52 calculation demonstrates compliance in the significant majority of cases. Where cases do fail this is by a marginal number of hours and therefore it would seem realistic that during the detailed design stage these areas can be reviewed and addressed in the detailed design stages.”

6.154 Several design responses are required to reduce this risk. These include:

- Windows Double glazed windows with a G value of no more than 0.52
- Balcony Doors Double glazed doors with a G value of no more than 0.34

6.154 It is the recommendation of the Carbon Management Team that both these recommendations are implemented on units on all floors and that other design lead solutions (such as reducing the amount of glazing, or that external shutters are included into the design which will be operated by the occupiers to reduce

sunlight entering the property) are included. The imposition of conditions securing these measures are recommended on any grant of planning permission

6.155 With regards to sustainability design, the applicant has given the Council a BREEAM pre-assessment on the commercial floor space. This shows that a BREEAM “very good” is achievable. Officers considered this satisfactory subject to condition. The applicant has also given the Council a Home Quality Mark Assessment on the residential units. This shows that a 3 stars outcome is achievable. Officers considered this satisfactory subject to condition. . The applicant has provided no details on the design of the living roofs this is referenced throughout the ecological assessment and highlights the biodiversity benefits. The floor plans show an area of approx 825m² green roof will be installed on the roof of the 3rd, 5th and 6th floors allocated to living roofs. Officers considered this satisfactory subject to the imposition of conditions on any grant of planning permission

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6.156 The applicant has submitted a policy compliant Energy Strategy, where the development designs will go beyond the building regulations requirement with the use of lower u-values materials. There will be a single heating and hot water system which will serve all dwellings and commercial units which will be served by communal boilers. Officers considered this satisfactory subject to condition. Details of the development shall be constructed in strict accordance with the Energy Strategy submitted. 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.

6.157 With regards to the overheating assessment submitted, this has highlighted that several units are at risk from overheating in current weather patterns. This risk will increase as climate change increases temperatures in London.

6.158 The building does introduce several single aspect units that face due south. These units are at high risk and mitigation measures should be required through condition to protect the occupants.

6.159 Several design responses are required to reduce this risk. These include:

- Reduced solar gain from a glazing g-value of 0.40 for the 6th floor and 0.55 for the rest floors;
- Fixed shading and overhangs as per architectural drawings.

6.160 It is the recommendation of the Carbon Management Team that both these recommendations are implemented on all south facing units on all floors. And that either the amount of glazing is reduced to reduce heating and sunlight

entering the building, or that external shutters are included into the design which will be operated by the occupiers to reduce sunlight entering the property. Officers considered this satisfactory subject to the imposition of conditions on any grant of planning permission.

6.161 With regards to sustainability design, the applicant should provide evidence of the following to the local planning authority at least 6 months before completion on site for approval:

- A site waste management plan targeting best practice benchmarks for resource efficiency;
- Dedicated internal and external waste storage and recycling facilities for end users;
- Approximately 825m² green roof will be installed on the roof of the 3rd, 5th and 6th floor, to provide the following ecological and sustainable benefits:
 - Registration under the Considerate Constructors Scheme (CCS) targeting at least 35 out of 50 points, including 7 points within each section of the scheme.
 - A resident and employee Travel Pack for all new occupiers.

6.162 Officers considered this satisfactory subject to condition. The applicant has provided no details on the design of the living roofs this is referenced throughout the ecological assessment and highlights the biodiversity benefits. The floor plans show an area of approx that 825m² green roof will be installed on the roof of the 3rd, 5th and 6th floors allocated to living roofs. Officers considered this satisfactory subject to the imposition of conditions to provide details of the living roofs on any grant of planning permission.

Waste Storage

6.163 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.

45-63 Lawrence Road – HGY/2016/1213

6.164 In response to waste management's comments who query whether there is storage provision for food waste and bulky items, the applicant has provided the following details;

- Route from waste to collection is flat or a gradient no greater than 1:20
- There is sufficient space to house containers as per Waste Management's comments. Drawing no. 1297_SK27 - Ground plan BINS demonstrates this.
 - 14 x 1100Lt refuse (brown bins)
 - 8 x 1100Lt recycling (green bins)

- 1 x 240Lt + 1 x 660Lt bins for food waste (red bins)
- 1 x kitchen caddy within each unit (80total)

- There is sufficient height to fully open containers
- The container housing will be sufficiently lit
- All doors are min 2m wide
- There are no secure access gates to the scheme
- The waste vehicle would not be entering the site but if it did need to there is sufficient height over 4.75m
- The management agent for the building will ensure a clear cleansing schedule for the container housing.
- Commercial waste is separate from the residential and will be serviced independently

67 Lawrence Road

6.165 Drawing nos. 0427 PL_1001 C and 0432 PL_1100A have addressed the concern raised by the waste management team who require 21 x in total for Refuse x 13 and recycling x 8 (this would be reduced to 12 and 7 respectively if the live/work units have separate provision) plus food waste and bulky item storage

Summary – 45-63 Lawrence Road & 67 Lawrence Road

6.166 The waste management team are satisfied with the proposals subject to consideration made around food waste

Contaminated land

6.167 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.

6.168 The applicant has assessed the potential for contamination on the site and the impact of such contamination, The Council's Environmental Health Pollution Officer raises no objections subject to the imposition of conditions on any grant of planning permission.

Archaeology

6.169 London Policy 7.8 states that “development should incorporate measures that identify record, interpret, protect and, where appropriate, present the site’s archaeology” and UDP Policy CSV8 restrict developments if it would adversely affect areas of archaeological importance.

- 6.170 The site is not within an identified area of Archaeological Importance and therefore no further investigation has been undertaken.

Air Quality

- 6.171 The London Plan, Policy 7.14 states that new development should: 'minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). The policy seeks to ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site.
- 6.172 UDP saved policy UD3 sets out that:"The Council will require development proposals to demonstrate that:

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

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- 6.173 The Council Lead Pollution Officer has assessed the proposal, although an Air Quality Assessment has not been submitted with the planning application, the proposed development includes CHP and a number of conditions will cover this matter.

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- 6.174 The Council Lead Pollution Officer has assessed the proposal and is satisfied with the proposal subject to a condition regarding a combustion and energy plant to protect local air quality,

S106 legal agreement

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

- 1) Affordable Housing – 45-63 Lawrence Road 20%(all shared ownership), which would equate to 16 units
- 2) Affordable Housing – 67 Lawrence Road 17.4%(all shared ownership), which would equate to 12 units
- 3) S278 works related to the removal and re-creation of the existing vehicular access point, construction of new loading bays, implementation of two raised tables and resurfacing of the footways sites along the frontage £25,884;
- 4) Amendment of the Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development;
- 5) £30,000 towards investigations for the feasibility of a new controlled parking zone;
- 6) Monitoring per travel plan contribution of £3000 ;
- 7) A residential and commercial travel plan;
- 8) Car Club membership (two years membership and £50 credit);
- 9) Carbon off set contribution if required;
- 10) Contribution of £56,322 towards enhancing the existing open space in the locality by upgrading the playground and redesigning the street furniture in the park and a contribution to fund a feasibility study to look at wider public realm improvements within Lawrence Road and the surrounding area;
- 11) Clause to secure commitment from the applicant for submission of a S73 application (minor material amendment) in the event that the adjoining planning application is not implemented. This S73 application will seek to amend the approved application by the removal of the adjoining 'bridge-link' element of the scheme and the reduction in the number of residential units hereby approved. The applicant/developer hereby covenants with the Council to submit such S73 application prior to the commencement of development.
- 12) Live/work units
- 13) Contribution to and participation in Local labour and training during construction
- 14) Review Mechanism should the proposal not be implemented within 18 months
- 15) Proposed new pathway facing Elizabeth Place Park

7 Conclusion

- 7.1 The proposals are for two separate schemes on two separate but adjoining sites. The schemes have been devised in order that the two developments can be built out 'as one' on both sites but also can be implemented independently of one another. It is considered that the proposed developments would be visually 'successful' if built out 'as one' or independently as both sites seek to optimise

the potential of the site(s), by providing high quality mixed use development(s) taking account of the built form of the surrounding area whilst contributing towards the Boroughs housing stock and providing increased job opportunities and significant regeneration benefits generally.

- 7.2 The proposed schemes would also add to the vitality and vibrancy of this section of Lawrence Road and contribute to the urban regeneration of the locality and Borough generally. The design of the proposed scheme would result in high quality designed developments both visually and in terms of future living environment which would justify a marginally higher density development on the sites which would marginally exceed the preferred density threshold set out in the London Plan.
- 7.3 The sites are located adjacent to the Clyde Circus Conservation area and officers consider that the proposed four storey mews blocks at the rear of the site would have an impact on the setting of this conservation area. This is considered to cause 'less than substantial harm' to the conservation area, however there are evident public benefits as a result of the proposed development namely being a key contributor to the regeneration of Lawrence Road, provision of affordable housing, employment opportunities and enhanced public and private open space on both sites. This public benefit is considered to outweigh the harm to the conservation area.
- 7.4 The schemes have been independently assessed and its findings are that the schemes can viably deliver 20% of affordable housing units on 45-63 Lawrence Road and 17.4% affordable housing units on 67 Lawrence Road. This is the maximum reasonable amount of affordable housing that has been provided and this has been independently verified. An 18 months review mechanism is recommended on any grant of planning permission in order to ensure that the Council can review the delivery of affordable housing units as a part of these schemes should the developments not commence within this set time period.
- 7.5 The proposed mix of residential units is considered appropriate with a significant number of family sized units, which is welcomed.
- 7.6 The proposed residential accommodation would be high quality and meet all the required London Plan Standards and meet the requirement for private and communal amenity space provision and a contribution towards the off-site open spaces. Further, a contribution has been secured towards a feasibility report for wider public realm improvements within Lawrence Road and the surrounding area.
- 7.7 10% of the residential units will be fully wheelchair accessible.

- 7.8 In terms of impact on the residential amenity of neighbouring properties the proposal is acceptable and would not cause unacceptable levels of overlooking or loss of privacy or an increased sense of enclosure or affect daylight/ sunlight.
- 7.9 Following discussions with the applicants, the proposed developments would now be 'car free', (although parking provision for the disabled is still proposed) in order to ensure that there is an appropriate amount of open space within the site whilst also establishing a feeling of 'openness and space' generally within the courtyard area of the site(s).
- 7.10 The schemes, subject to appropriate mitigation measures would not have a material adverse impact on the surrounding highway network or on car parking conditions in the area.
- 7.11 The level of carbon reduction proposed is considered acceptable in this instance and carbon offsetting is required through the S106 to reach the London Plan target. The building has been designed such that demand for cooling will be minimised. The proposal will provide sustainable drainage and will not increase flood risk and is considered to be a sustainable design.
- 7.12 The proposed schemes would provide a number of benefits and financial contributions which have been secured by a section 106 legal agreement.
- 7.13 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

7.14 CIL

45-63 Lawrence Road – HGY/2016/1213

- 7.15 Based on the information given on the plans, the Mayoral CIL charge will be £249,813.914 (5,807.6 sqm x £35 x 1.229) and the Haringey CIL charge will be £91,818.156 (5,807.6 sqm 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.

67 Lawrence Road – HGY/2016/1212

- 7.16 Based on the information given on the plans, the Mayoral CIL charge will be £132,830.32 (3,088 sqm x £35 x 1.229) and the Haringey CIL charge will be £48,821.28 (3,088 sqm 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.

8.0 RECOMMENDATIONS

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

Subject to the following condition(s)

45-63 Lawrence Road – HGY/2016/1213

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 of the Town and Country Planning Act and to prevent the accumulation of unimplemented planning permissions

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

1297_E_001, 1297_E_002, 1297_P_100, 1297_P_210 Rev C, 1297_P_211, 1297_P_212, 1297_P_213, 1297_P_214, 1297_P_215, 1297_P_216, 1297_P_300, 1297_P_301, 1297_P_302, 1297_P_303, 1297_P_304, 1297_P_305, 1297_P_306, 1297_P_500 Rev A, 1297_P_501 Rev A, 1297_P_502

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

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

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

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

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

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

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

6. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc).

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

8. The schedule of species of those new trees and shrubs to be planted shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development, excluding demolition. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the approved development. Any trees or plants, either existing or proposed,

which, within a period of five years of occupation of the approved development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

9. 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 A. A CHP Information form must be submitted to and approved by the LPA. The development shall then be carried out strictly in accordance with the details approved by the Council and shall be maintained as such thereafter.

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

10. 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. for approval and the development cannot commence until approved, and thereafter the development shall be carried out only in accordance with the approved details.

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

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

11. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. The development shall then be carried out strictly in accordance with the details approved by the Council and shall be maintained as such thereafter.

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

12. 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 must be submitted to and approved by the LPA thereafter, the development shall be carried out only in accordance with the approved Air Quality and Dust Management Plan.

Reason: *To Comply with Policy 7.14 of the London Plan*

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

Reason: To Comply with Policy 7.14 of the London Plan

14. 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.

15. 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.

16. The development shall then be constructed in strict accordance of the details set out in "Lawrence Road - Sustainability and Energy Strategy", dated 17/04/2016, by GreenGauge, and shall achieve the agreed carbon reduction of at least 35% reduction beyond BR 2013.

Design aspects includes:

- U Values achieving at least:
 - Walls: 0.18W/m²/K
 - Ground floor: 0.15 W/m²/K
 - Roof: 0.13 W/m²/K
 - m²/K
 - Windows: 1.4 W/m²/K
 - And an air tightness of at least 4m³/hr/m²
- A single heating and hot water system which will serve all dwellings and commercial units which will be served by a communal CHP unit.
- PV panels will be placed horizontal, oriented south, generating approx. 70kWp of power and covering an area of 700m²

All of this equipment and materials shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.

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

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

17. Details of the CHP facility and associated infrastructure, that will serve all units within the development, 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:

- location of the energy centre;
- specification of equipment / plant;
- flue arrangement;
- operation/management strategy; and
- 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 CHP and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the approved 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 policy SP:04 and DM22.

18. To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modelling (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: In the interest of adapting to climate change and to secure sustainable development.

19. The applicants must construct the scheme as set out in the BREEAM New Construction (version 2014) undertaken by SRE Ltd (dated 04.04.2016) that demonstrates the office space (B1) can achieve a "very good" outcome.

The development shall construct in strict accordance of the details so approved, and shall achieve the agreed rating and shall be maintained as such thereafter. A post construction certificate shall then be issued by the Building Research Establishment or other 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.

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.

20. The applicant must construct the scheme as set out in the Home Quality Mark Assessment undertaken by SRE Ltd (dated 04.04.2016) that demonstrates that all dwellings achieve a 3 stars outcome under this scheme.

The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating and shall be maintained as such thereafter. A post construction certificate shall be issued by the Building Research Establishment or other 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.

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.

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

- A roof(s) plan identifying where the living roofs will be located and demonstrating that 825m² green roof will be installed on the roof of the 3rd, 5th and 6th floors;
- Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s);

- Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- Details on the diversity of substrate types and sizes;
- Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates;
- Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- Details of the location of log piles / flat stones for invertebrates;

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

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

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

22. 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.

23. 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

24. 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 prior to construction work commencing on site

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

25. Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural report.

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

26. The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition.

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

- 25 The tree protective measures must be periodically checked the Consultant Arboriculturist.

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

- 26 All construction works within root protection areas or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist

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

27. No development hereby approved in relation to the below elements shall commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved in writing by, the Local Planning

Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewerage flooding, to ensure that sufficient capacity is made available to cope with the new development, and in order to avoid adverse environmental impact upon the community.

28. Before the first occupation of the development hereby permitted, details of the cycle parking stands method of security and access to cycle parking facility to be submitted to and approved in writing by, the Local Planning Authority

Reason: To encourage sustainable modes of travel

29. 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 Crime Officers, the development shall be carried out in accordance with the agreed details.

30. 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

31. The permitted use within Use Class A2 of the Town & Country Planning (Use Classes) Order 1987 (as amended) shall not include the use as a Betting Office and shall be ancillary to the B1(a) use only.

Reason: In order to protect the amenity of occupiers of the development and surrounding occupiers.

32. Prior to occupation, confirmation in writing and full details that the adjoining proposal at 67 Lawrence Road (application reference number HGY/2016/1212) will be implemented and built out as detailed in the approved drawings. In the event that the adjoining application at 67 Lawrence Road is not implemented, full details the proposals shall be submitted to and approved by the local planning authority. The full details of these proposals must include the following:

- a) Updated floorplans detailing the revised layouts as a result of the adjoining application not built.

- b) Full details of the of the external elevations facing the adjoining site
- c) Full details and samples of the external materials

The development must be completed fully in accordance with the above approved drawings.

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

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 £249,813.914 (5,807.6 sqm x £35 x 1.166) and the Haringey CIL charge will be ££91,818.156 (5,807.6 sqm x £15). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE :

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

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

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

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

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises,

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

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

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

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

INFORMATIVE: A bulk waste store should be considered when residents are throwing out items of furniture. How is it going to be managed, also due to the nature of the weight and size unlike residual waste locations for collections. Bulk waste vehicles must be able to collect from the location the bulk waste is store for health & safety reasons.

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

INFORMATIVE: 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.

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

67 Lawrence Road – HGY/2016/1212

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 of the Town and Country Planning Act and to prevent the accumulation of unimplemented planning permissions

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

PL_0100B, PL_0101, PL_0200, PL_0300, PL_1000E, PL_1001E, PL_1002A, PL_1003B, PL_1004, PL_1005, PL_1006, PL_1007, PL_1008B, PL_1009,

PL_1100C, PL_1101A, PL_1102A, PL_1103A, PL_1104A, PL_1105A,
PL_1106A

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

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

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

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

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

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

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

- 6 No development above ground shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.). Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme.

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

7. The schedule of species of those new trees and shrubs to be planted shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development, excluding demolition. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the approved development. Any trees or plants, either existing or proposed, which, within a period of five years of occupation of the approved development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

8. 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

9. Before development commences other than for investigative work:

c) 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.

d) 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.

10. 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

11. 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*

12. 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

13. 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.

14. 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.

15. The development shall then be constructed in strict accordance of the details set out in "Planning Statement Energy Assessment of 67 Lawrence Road", date drafted - 31/03/2016, by Eight Associates, issue number 2. The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 40.2% reduction beyond BR 2013. Design aspects includes:

- U-values of 0.17 W/m²K on all walls;
 - U-values of 1.3 W/m²K on all windows;
 - U-values of 0.13 W/m²K on the residential roofs.
- A single heating and hot water system which will serve all dwellings and commercial units (as seen on page 11) which will be served by communal boilers.
 - PV panels will be placed horizontal, oriented south, covering 352m² of the roof and delivering a 33% carbon reduction (as seen on page 25) and the drawing (Planning Proposed Roof Plan diagram PL_1008) which shows 215 PV panels.

All of this equipment and materials shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of

completion on site for approval and the applicant must allow for site access if required to verify delivery.

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

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

16. Details of the boiler facility and associated infrastructure, that will serve all units within the development, 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:

- location of the energy centre;
- specification of equipment;
- flue arrangement;
- operation/management strategy; and
- 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 policy SP:04 and DM22.

17. The development shall then be constructed in strict accordance of the details set out in the "Planning Statement: Overheating Analysis of 67 Lawrence Road", date drafted - 31/03/2016, by Eight Associates, issue number 1 and subsequent appendix.

The development shall then be constructed in strict accordance of the details so approved, to manage overheating risk. Design aspects includes:

- All southern glazing should have a G-value of less than 0.40
- That all external shading as set out in the analysis is delivered as designed.

All of this equipment and materials shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.

Reason: To comply with London Plan Policy 5.9. and local plan policy SP:04

18. The development shall then be constructed in strict accordance of the details set out in the sustainability assessment as set out in "Planning Statement: Sustainability Statement, 67 Lawrence Road. Dated 05/04/2016 by Joanna Peacock of Eight Associates.

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 completion on site for approval:

- A site waste management plan targeting best practice benchmarks for resource efficiency;
- Dedicated internal and external waste storage and recycling facilities for end users;
- Approximately 825m² green roof will be installed on the roof of the 3rd, 5th and 6th floor, to provide the following ecological and sustainable benefits:
- Registration under the Considerate Constructors Scheme (CCS) targeting at least 35 out of 50 points, including 7 points within each section of the scheme.
- A resident and employee Travel Pack for all new occupiers.

The external waste facilities and the green roof shall be maintained as such thereafter.

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

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

19. Prior to commencement on site details on the living roof shall be submitted to the local authority for approval. This will include the following:

- A roof(s) plan identifying where the living roofs will be located and demonstrating that 825m² green roof will be installed on the roof of the 3rd, 5th and 6th floors;
- Confirmation that the substrate depth range of between 100mm and 150mm across all the roof(s);

- Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- Details on the diversity of substrate types and sizes;
- Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates;
- Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- Details of the location of log piles / flat stones for invertebrates;

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

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

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

20. 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.

21. 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

22. 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 prior to construction work commencing on site

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

23. Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural report.

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

24. The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition.

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

25. The tree protective measures must be periodically checked the Consultant Arboriculturist.

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

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

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

27. No development hereby approved in relation to the below elements shall commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved in writing by, the Local Planning

Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewerage flooding, to ensure that sufficient capacity is made available to cope with the new development, and in order to avoid adverse environmental impact upon the community.

28. Before the first occupation of the development hereby permitted, details of the cycle parking stands method of security and access to cycle parking facility to be submitted to and approved in writing by, the Local Planning Authority

Reason: To encourage sustainable modes of travel

29. 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 Crime Officers, the development shall be carried out in accordance with the agreed details.

30. 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

31. A detailed plan showing a 1.8 metre high privacy screen along the side of the balcony on the 7th floor of no. 67 Lawrence Road facing no. 69 Lawrence Road shall be submitted to and approved in writing by the Planning Authority prior to the occupation of the property. Development shall be carried out in accordance with the approved details prior to the first use of the BALCONY AREA and the screening shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.

Reason: To avoid overlooking into the site if it was to come forward for development and to comply with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 General Principles of the Haringey Unitary Development Plan 2006.

32. Before the first occupation of the development hereby permitted, windows in the proposed side elevation of the 7th floor of no. 67 Lawrence Road facing no. 69 Lawrence Road shall be fitted with obscured glazing and any part of the

window that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening and fixed shut. The window shall be permanently retained in that condition thereafter.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 General Principles of the Haringey Unitary Development Plan 2006

33. Prior to occupation, confirmation in writing and full details that the adjoining proposal at 45-63 Lawrence Road (application reference number HGY/2016/1213) will be implemented and built out as detailed in the approved drawings. In the event that the adjoining application at 45-63 Lawrence Road is not implemented, full details the proposals shall be submitted to and approved by the local planning authority. The full details of these proposals must include the following:
- a) Updated floorplans detailing the revised layouts as a result of the adjoining application not built.
 - b) Full details of the of the external elevations facing the adjoining site
 - c) Full details and samples of the external materials

The development must be completed fully in accordance with the above approved drawings.

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

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 £132,830.32 (3,088 sqm x £35 x 1.229) and the Haringey CIL charge will be £48,821.28 (3,088 sqm 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.

INFORMATIVE :

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

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

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

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

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

INFORMATIVE :

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

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

INFORMATIVE : Prior to demolition or refurbishment of existing buildings, an

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

INFORMATIVE: A bulk waste store should be considered when residents are throwing out items of furniture. How is it going to be managed, also due to the nature of the weight and size unlike residual waste locations for collections. Bulk waste vehicles must be able to collect from the location the bulk waste is store for health & safety reasons.

INFORMATIVE: 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.

/Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p><u>Transport Context</u> 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 uses as a collection of general light industrial B2, works shops and storage. The site has a medium to high public transport accessibility ranging from to 3/5 depending on the inclusion of exclusion of a bus stop on the bus stop on the High Road by West Green Road, for the purpose of this assessment we have agreed for the bus stop to be included in the assessment, the manual calculation conducted by the applicant transport consultant “Royal Haskoning DHV” has demonstrated that the site has a PTAL of 5 which is good. The development is located close to 3 bus corridor (A504 West Green Road, B153 Phillip Lane and A10 High Road) which provides access to some 11 bus routes (41, 230, 341, 76, 349, 476, 318, 149, 243, 279, and 259) these routes when combined offers some 91 buses per hour, the site is also within 700 metre walking distance of Seven Sisters underground and 750 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.</p> <p><u>Accident Analysis</u> The analysis of the accident within the area surrounding the site which includes: Lawrence Road, Phillip Lane, and West Green Road, concluded that within the most recent 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 involved cyclist/vehicular collision and the other a collision involved a pedestrian failing to judge the speed of</p>	Noted/Conditions/informatives/S106/S278 contribution agreed

Stakeholder	Question/Comment	Response
	<p>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.</p> <p><u>Description of Development</u></p> <p>The planning applications are for the development of two, sites: 45-63 Lawrence Road, to provide 80 residential units (29x1, 28x2 17x3 and 6x4 bed units), the development will also include 564 sqm of commercial space; 67 Lawrence Road will include 69 residential units (56x1 bed, 49x2 bed 35x 3bed and 9x4 bed units and 7 live work units. In total the proposed development's, comprises 149 units across both sites comprising 56x1, 49x2, 35x3, 9x4, (total of 44 family size units). The total car parking provision proposed is 16 car parking spaces this equates to 10% car parking spaces per unit; all the spaces are to be dedicated as wheel chair accessible car parking spaces and car club space.</p> <p><u>Trip Generation</u></p> <p>The applicant's transport consultant Haskoning DHV has submitted a Transport Assessment (TA) and a Draft Travel Plan to support the application. The trip generation predictions stated within the Transport Assessment are supported by survey information extracted from the TRAVL/TRICS prediction database. The TA indicated that at full capacity the existing commercial use which comprises of, 2,834 sqm, is expected to generate a combined 24 person's in/out persons trip during the AM period and 30 in/ out person's tips during the PM peak periods, 11 in/out vehicular trips during the Am period and 12 in/out vehicular trips during the PM peak period.</p> <p>The proposed development is expected to generate a total of 104 in/out persons trip during the Am peak period and 88 in/out trips during the Pm peak period, in terms of vehicular trips the proposed development including the two commercial units will generate a total of 21 in/out vehicular trips during the Am peak periods and 24 in/out vehicular trips during the Pm peak period. The proposed</p>	

Stakeholder	Question/Comment	Response
	<p>development will generate maximum net of 14 in/out trip during the AM peak period; we have considered that this increase of some 14 additional vehicular trips during the AM peak period will not impact on the operation of the transportation and highways network.</p> <p><u>Pedestrian Access</u></p> <p>The proposed development will be access from Lawrence Road via a new central courtyard; the applicant has provided footways on both sides of the access way and on the access to the perimeter of the blocks which segregates the parking for pedestrians. The applicant is proposing to construct new footways to the north of the site, which provides secondary access to the several of the cores and provides a new pedestrian north south connection, through the development site. The proposed new foot path will be constructed on private land, and will the responsibility of the developer to maintain the new footpath we will therefore require the developer to enter into a S.106 agreement for the long term maintenance of the footways.</p> <p><u>Parking Provision</u></p> <p>The applicant has conducted a parking survey in the area surrounding the site (200 metres) which included the following Roads, Wood Green Road, Lawrence Road, Elizabeth Clyde Court, Lawrence Close Fairwater Close, Clyde Road, Collingwood Road, Bathurst Square, Phillip Lane and Clyde Circus; the parking surveys were conducted in line with the Lambeth methodology on: Wednesday the 7th September at 05:00 hours and 12:00 hours; Thursday the 8th September at 12:30 hours and Friday the 9th September at 01:00 hours. The parking surveys conducted on Wednesday and Friday over nigh represents the highest parking pressures; this is to be expected given that the majority of residents will be at home and the demand for on street car parking spaces will be at the highest.</p> <p>On reviewing the results of the car parking surveys we have</p>	

Stakeholder	Question/Comment	Response
	<p>concluded that, Elizabeth Place and Bedford Road which are within the 200 metres parking radius are suffering from high car parking pressures, these roads are located on the edge of the existing CPZ and suffer from displaced parking as a result of the recent expansion of the Seven Sister CPZ to cover Lawrence Road. There is a proposal to include these roads as part of the St Ann's CPZ; residents are in support of the proposed CPZ which will be implemented in November.</p> <p>On reviewing the results of the car parking survey, we have concluded that with the exception of the Bedford Road and Elizabeth Place the remainder of the local within the 200 metres walking distance of the site as per the Lambeth Methodology not suffering from high parking pressure, the roads closest to the site Lawrence Road and Clyde Road has between 42 and 56 car parking spaces available. We have therefore concluded that the area surrounding the site is not suffering from high car parking pressure.</p> <p>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:</p> <ul style="list-style-type: none"> 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 <p>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 and the applicant is proposing to provide 10% off street disable car parking spaces for the wheel chair accessible units.</p>	

Stakeholder	Question/Comment	Response
	<p>The proposed developments is located in an area with high public transport accessibility; the applicants are proposing to provide 16 off street car parking spaces including 15 disable car parking spaces and 1 car club space as per Drawing No: 1297-SK-25 Rev-B. The application site 43-63 Lawrence Road has proposed providing 8 disable car parking spaces and 67 Lawrence Road has proposed providing 7 disable car parking spaces. The proposed car parking provision as illustrated on the Proposed Landscaping Plan Drawing No: 1297-SK-25 Rev-B, is in line with the Council's maximum parking standards set out within the Council's saved Unitary Development Plan (UDP) Policy M10; 20% of the parking spaces must be equipped with electric vehicle charging points, with another 20% passive capacity available to be converted in order to cater for any increase in future demand; in line with the London Plan (FLAP 2015).</p> <p>The applicants have provided cycle parking in line with the 2015 London Plan which requires a minimum of 278 cycle parking stands for both developments, 43-63 Lawrence Road will provide 134 long stay cycle parking spaces, and five short stay spaces, for the 80 residential units, and 4 long stay and 15 short stay for the 564sqm of commercial space. The development at 67 Lawrence Road which also includes 69 residential units and 7 live work units will provide a total of 120 cycle parking spaces. A condition will be applied to both planning permissions to secure the type of cycle parking stands method of security and access to cycle parking facility.</p> <p>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 each of the developments the development will be required to implement a car club space and offer 2 years free membership and £50 (fifty pounds) in driving credit to each residential unit.</p> <p>Although this site is located within the Seven Sisters Controlled Parking Zone (CPZ), it is with a 200 metres radius of number of road 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</p>	

Stakeholder	Question/Comment	Response
	<p>to parking restrictions, it will be necessary for the applicant to contribute towards the costs of investigating and designing a new parking controls in these areas which are not currently covered by a control parking zone. The parking management team has requested contribution of £30,000 towards the design and consultation of a new control parking zone in the area to the north of the site.</p> <p><u>Access and Servicing Arrangements</u></p> <p>The applicant is proposing to construct a loading bay on the southern side of the site access to the development to service the residential and commercial aspect of the development as per Drawing No: 1297-pp-110-RevE. Refuse will be located on close to Lawrence Road with some 10 metres from the carriageway, is also possible for refuse truck to enter and leave in forward gear. The developer will be required to pay the cost of converting the existing resident's car parking bay into a loading bay.</p> <p><u>Travel Plan</u></p> <p>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.</p> <p><u>Highways layout</u></p> <p>The site is currently served by two vehicular accesses onto Lawrence Road. However, the proposed development will be served by one shared accesses point for both sites, this will include the removal of the existing access, reconstruction of the footways and construction of a new raised enter point (bell mouth access) to the service both development proposals, as the carriage way at this section of Lawrence road is quite wide we will seek to implement a new buildout and the construct two raised tables which are also detailed in Drawing number 11-206 D-151. To take into account the increased pedestrian/cycling activity arising from this development the proposal also includes the resurfacing of the footways Lawrence Road along the site frontage. The off-site highway works are</p>	

Stakeholder	Question/Comment	Response
	<p>estimated to cost in the region of £25,884; these funds are to be secure byway of a S278 agreement.</p> <p>The transportation and highways authority have reviewed the transport assessment and supporting documentation and have concluded that the proposed demolition of the existing B2 warehouse and construction of 149 residential units including 7 live work units and some 563 SQM of 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:</p> <p>1. The applicant will be required to enter into a Section 278 Agreement to secure a sum of £25,884 (twenty five eight hundred and eight four 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 of new loading bays and the implementation of of two raised tables and the resurfacing of the footways sites side along the frontage. Reason: To improve pedestrian/cycle conditions in the immediate vicinity of this development.</p> <p>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.</p> <p>3. The applicant shall be required to enter into a Section 106 Agreement securing a £30, 000 (thirty thousand pounds) contributions towards investigations for the feasibility of a new controlled parking zone.</p>	

Stakeholder	Question/Comment	Response
	<p>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.</p> <p>4. A residential and commercial travel plan must be secured by the S.106 agreement. As part of the detailed travel plan the following measures must be included in order to maximise the use of public transport:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>Conditions:</p> <p>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.</p>	

Stakeholder	Question/Comment	Response
	<p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.</p> <p>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.</p> <p>Reason: To reduce traffic and congestion on the transportation and highways network.</p> <p>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.</p>	
<p>Pollution Officer – 45-63 Lawrence Road</p>	<p>The above application is for the demolition of the existing buildings and redevelopment of the site to provide one interconnected new building ranging from the to seven storeys in height which includes a recessed top floor comprising 80 residential units (use class C3) and 566sqm of commercial floor space (Use class B1/A2) on ground and first floor level, including 17 car parking spaces and associated works</p> <p>The following comments and conditions are recommended;</p> <p><u>Air Quality:</u></p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • 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 	<p>Noted/conditions/informatives attached</p>

Stakeholder	Question/Comment	Response
	<p>zones or steps to promote greater use of sustainable transport modes through travel plans</p> <ul style="list-style-type: none"> • 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. <p>Photo voltaic panels and 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.</p> <p>I recommend the following conditions:</p> <ul style="list-style-type: none"> • Prior to construction of the development details of all the chimney height calculations, diameters and locations must be submitted for approval by the LPA. <p><i>Reason: To protect local air quality and ensure effective dispersal of emissions.</i></p> <ul style="list-style-type: none"> • 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 A. A CHP Information form 	

Stakeholder	Question/Comment	Response
	<p>must be submitted to and approved by the LPA.</p> <p><i>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</i></p> <p><u>Contaminated land: (CON1 & CON2)</u></p> <p><u>CON1:</u></p> <ul style="list-style-type: none"> • Before development commences other than for investigative work: <ul style="list-style-type: none"> e) 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:- <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> f) If the risk assessment and refined Conceptual Model indicate any risk of harm, 	

Stakeholder	Question/Comment	Response
	<p>a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p><u>And CON2 :</u></p> <ul style="list-style-type: none"> Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p><i>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</i></p> <p><u>Management and Control of Dust:</u></p> <ul style="list-style-type: none"> 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. <p><i>Reason: To Comply with Policy 7.14 of the London Plan</i></p> <ul style="list-style-type: none"> Prior to the commencement of any works the site or 	

Stakeholder	Question/Comment	Response
	<p>Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.</p> <p><i>Reason: To Comply with Policy 7.14 of the London Plan</i></p> <ul style="list-style-type: none"> • 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. <p><i>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <ul style="list-style-type: none"> • 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. <p><i>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM</i></p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="667 233 737 261"><i>LEZ.</i></p> <p data-bbox="573 329 804 357"><u>As an informative:</u></p> <p data-bbox="573 391 1360 540">Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
<p data-bbox="186 607 548 675">Pollution Officer – 67 Lawrence Road</p>	<p data-bbox="573 607 1339 735">The following comments and conditions are recommended; Air Quality: The London Plan, Policy 7.14 states that new development should:</p> <ul data-bbox="573 751 1346 1344" style="list-style-type: none"> • 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. <p data-bbox="573 1382 1367 1409">The Energy Assessment report by Eight Associates, dated 31</p>	<p data-bbox="1409 607 1940 634">Noted/Conditions/informatives attached</p>

Stakeholder	Question/Comment	Response
	<p>March 2016 (ref: 1645-Energy Assessment(2015)-1603-31YP.docx) for the proposed development rejects biomass and states that that 'the heat demand profile of this residential scheme is not suitable to CHP'.....'For CHP systems to be economically viable they need to run for at least 5,000 hours per year. Therefore a CHP system would most likely be oversized, and as a result less efficient and economic.' The report concludes that 79 photo voltaic panels on the roofs to be employed and this is depicted in the roof plans submitted. There are no flues / chimneys associated with this proposed development.</p> <p>As no CHP is proposed, a condition with respect to emissions from CHP is not required. As no biomass is proposed, a condition with respect to emissions from biomass is not required. As there are no chimneys / flues associated with this proposed development, no chimney height calculations or emissions dispersal assessment is required.</p> <p>I recommend the following conditions:</p> <p>Combustion and Energy Plant:</p> <ul style="list-style-type: none"> • 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. <p>Reason: To protect local air quality.</p> <p>Contaminated land: (CON1 & CON2) CON1:</p> <ul style="list-style-type: none"> • Before development commences other than for 	

Stakeholder	Question/Comment	Response
	<p>investigative work:</p> <p>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:-</p> <ul style="list-style-type: none"> • a risk assessment to be undertaken, • refinement of the Conceptual Model, and • the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>And CON2 :</p> <ul style="list-style-type: none"> • Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Management and Control of Dust:</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="573 245 1379 488"> <p>· 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</p> <li data-bbox="573 532 1339 711"> <p>· 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</p> <li data-bbox="573 755 1367 1096"> <p>· 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.</p> <li data-bbox="573 1140 1383 1416"> <p>· 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.</p> 	

Stakeholder	Question/Comment	Response
	<p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <p>As an informative: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
<p>Carbon Management – 67 Lawrence Road</p>	<p>The Carbon Management Team would not object to this application subject to the following comments and imposition of the following conditions;</p> <ul style="list-style-type: none"> - Parking - 20% of all parking bays provided on site should be Electric Vehicle Recharging ready. - Car Club - Any contribution towards a local car club should include a cost to make the Car Club bay able to delivered and enable the recharging Electric Vehicles. (funding a new recharging point for the Car Club Bay - Condition - Energy Measures - Condition - Boiler facility and associated infrastructure - Condition - Overheating Analysis - Condition – Sustainability Assessment - Condition - Living roof/green roof 	<p>Noted/Conditions/S106 contribution agreed</p>
<p>Carbon Management –</p>	<p>The Carbon Management Team would not object to this</p>	<p>Noted/Conditions/S106 contribution agreed</p>

Stakeholder	Question/Comment	Response
45-63 Lawrence Road	<p>application subject to the following comments and imposition of the following conditions;</p> <ul style="list-style-type: none"> - Condition - Energy Measures - Condition - Details of the CHP facility and associated infrastructure - Condition - Overheating strategy and design solutions - Condition - Sustainability Assessment - Condition – BREEAM rating ‘Very Good’ - Condition - Home Quality Mark Assessment Condition - Living roof/green roof 	
Waste Management	<p>The waste management team has made the following comments;</p> <p>HGY/2016/1213 - 45 – 63 Lawrence Road - it is unclear if there is storage provision for food waste and bulky items.</p> <p>HGY/2016/1212 - 67 Lawrence Road - it looks like provision has only been made for 14 x 1100L bins where there should be 21 x in total for Refuse x 13 and recycling x 8 (this would be reduced to 12 and 7 respectively if the live/work units have separate provision) plus food waste and bulky item storage</p>	<p>The applicant has provided further details to address waste management’s comments. Paragraph 6.164 – 6.1166 of the report addresses this</p>
Design Officer	<p><u>Location, Description of the site, Policy context</u></p> <p>1. Location, detailed elsewhere. Key features are;</p> <p>a) The two neighbouring sites are on the west side of</p>	<p>Noted in paragraph 6.36 – 6.59 and paragraph 6.87 – 6.92 of the report</p>

Stakeholder	Question/Comment	Response
	<p>Lawrence Road, approximately mid way along its length.</p> <p>b) It 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.</p> <p>c) Lawrence Road 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.</p> <p>d) Immediately opposite the northern end of the site, a large late 19th /early 20th century industrial building of six high storeys fronts Lawrence Road; the retention of this and its established heights form an important governing principle for the masterplan of Lawrence Road.</p> <p>e) Parallel to Lawrence Road to its west s series of fairly grand yet quieter residential streets with a mixture of older houses are part of the Clyde Circus conservation Area, with their back gardens backing onto the western boundary of these sites.</p> <p>f) Lawrence Road is lined with majestic mature trees, and was highly consistently laid out with 3-5 storey flatted factories from the mid 20th century. The masterplan (in the SPG and later Site Allocation) envisaged a planned transformation</p>	

Stakeholder	Question/Comment	Response
	<p>from that to residential led mixed use of consistent layout, massing and to some extent design. With the completion of the Bellway development south of these sites this is partially implemented.</p> <p>g) The one break in the form of Lawrence Road comes where it is crossed by what was originally an east west street; Clyde Road, but is now, west of Lawrence Road, a linear Park; this street / linear park forms a quiet east-west pedestrian and cycle route. It goes west to the western end of the shopping parades of Phillip Lane, close to the public spaces and recreation of West Green and Down Lane Park. East, it leads through the Circus that gives the Clyde Circus area its name to the back of the Marcus Garvey Library / Tottenham Green Leisure Centre building that fronts Tottenham Green, with Tottenham High Road beyond.</p> <p>h) As an immediate neighbour to the northern end of the site it forms a small local park containing a multi-use-games-area (MUGA). Immediately west of the northern edge of the site, mid 20th century 2 storey terraced houses face this green, but the current buildings on the site turn their backs on this space. On the opposite side, on both sides of Lawrence Road, are more mid 20th century houses, including two 8/9 storey mini-tower-blocks marking the corners and the end of “industrial” Lawrence Road</p> <p>2. Description of the site, detailed elsewhere. However crucially that these are 2 separate but neighbouring</p>	

Stakeholder	Question/Comment	Response
	<p>sites in Lawrence Road, both part of the Site Allocation and area covered by the SPG. But they are not just simply bordering each other; their ownerships are entwined. The existing car park between the existing buildings on the two sites is shared, with a complex mixing of parking spaces belonging to the different buildings on the two separate sites and with shared ownership and/or mutual rights of way over the access roads to the car park, and with convoluted and unexpected ownership of strips of land around it.</p> <p>3. As well as the Growth Area and Site Allocation, it forms part of or is close enough to be affected by other policy designations:</p> <ul style="list-style-type: none"> i) It is surrounded by the Clyde Circus Conservation Area. j) Covered elsewhere. <p><u>Use, Form & Development Pattern</u></p> <p>4. The proposals are for two separate but complimentary developments that enmesh together tightly but can each be developed independently and could if needed be completed on their own, without the other of these two developments being carried out, or could equally be developed at different times, with one completed before the other started, with an overlap or with the two sites built together. This has effects on and needs to be borne in mind when considering both of; the overall massing, detailed layout and detailed finishes of the two enmeshed</p>	

Stakeholder	Question/Comment	Response
	<p>developments.</p> <p>5. The proposals for these two sites not only are carefully coordinated and ties together, they also conform to the masterplan envisaged for the whole redevelopment of Lawrence Road; from its junction with West Green Road to the Clyde Road / Elizabeth Gardens crossing (see the SPG and Site Allocation). This envisages residential led mixed use redevelopment with active frontage and employment uses on the ground floor facing Lawrence Road, with residential above and behind, up to the height of the retained Live/Work Building, with lower residential blocks behind, in courtyard or mews layouts, dropping down towards the heights of existing housing to either side. These proposals conform to this masterplan.</p> <p>6. The proposals for both sites have non residential uses on the whole of their ground floor frontage facing Lawrence Road, also extending into the 1st floor; a significantly better interpretation of the masterplan than the Bellway development which has discontinuous non-residential frontage. The southern site (HGY/2016/1212) has Live-Work units on the ground and first floor, whilst the northern site (HGY/2016/1213) has office uses on both floors, part with an active frontage; this turns the corner before switching to residential facing the park.</p> <p>7. Both developments have large “mansion” style blocks facing the street, set back from the pavement bur with an active, hard landscaped frontage and consistent 2 storey architecturally treated base containing the non-</p>	

Stakeholder	Question/Comment	Response
	<p>residential uses. Residential flats then fill the 4 floors above, with in each case a set back top (7th floor). In addition to non-residential active frontage, each block has a communal entrance leading to lift and stair core to access upper floor flats. The two blocks are separated by a route through to their rear for vehicles and pedestrians this will be of 2 storeys height and have active frontage and passive surveillance from windows to the ground and 1st floor office and live-work units, but a link block of flats above to ensure continuity of the “street-wall” along Lawrence Road</p> <p>8. The northern development then turns the corner to face the park, in all residential use; here there are ground floor flats with their own front doors off the new path created along the southern edge of the park as part of this development; the developers will be donating a piece of land to the park for this and for additional park landscaping, ensuring that the northern edge of the development aligns with the terraced houses to the west (currently set back slightly), opening up this side of the park, improving its accessibility and layout and providing active frontage and passive surveillance to the park, as well as a pedestrian arch through and entrance to a stair and lift core to upper floor flats.</p> <p>9. Behind the terrace of blocks fronting Lawrence Road, and enclosed by the block facing the park to the north is a large courtyard space; this is analogous to a mews behind the street facing properties, but it is of a larger scale and more generously landscaped. This would be similar to that on the east side of the</p>	

Stakeholder	Question/Comment	Response
	<p>Bellway blocks on the east side of their stretch of Lawrence Road, but that space is somewhat under scaled, with rather nebulous space, dominated by parked cars, and with, in my view, under-scaled 2 and 3 storey houses on its east side; here the proposal is for an enclosed court, with fewer cars, more landscaping and that its corresponding west side enclosed with 3 and 4 storey housing, with active frontages from regular front doors. I am confident it will have the feeling of being a true public space, albeit quieter and of a purely residential character. It also could allow its extension into any eventual similar redevelopment of the neighbouring site to the south, no. 69, or if the existing building on that site is retained, it will form a 3 storey block enclosing its southern end.</p> <p><u>Height, Bulk & Massing</u></p> <p>10. The mansion block form of the Lawrence Road frontages maintain consistent height as a 6 storey “street-wall” of a clearly distinguished 2 storey base and 4 storey middle, with a set back 7th storey. This is appropriate for the width and scale of Lawrence Road, will match the parapet height of the Live-Work Building opposite and the higher mansion blocks of the Bellway development; some of those are at lower heights, at the developers choice,</p> <p>11. In both cases there is a space behind the “street-wall”, before a second, lower terrace of housing. This space would have the character of a yard or public space, but of a quiet, residential character, and the heights of buildings around it are not inappropriate for</p>	

Stakeholder	Question/Comment	Response
	<p>the dimensions of the space. The housing on the western side of this space would be mostly of 4 storeys, but with ground and first floor maisonnettes and a few flats above. As these are still well set back from the western boundary of the 2 sites, with long back gardens and a further large communal garden, private for only residents of the 2 developments and containing a number of large mature trees that will be retained, it is unlikely that these blocks will have any impact on neighbouring houses, or be visible from the neighbouring street to the west.</p> <p>12. The final move, in massing terms, which only occurs in the Forge Architects northern development of this pair of developments, is that the mansion block terrace facing Lawrence Road turns the corner and becomes a gradually-stepping-down terrace of housing facing the linear park to the north, and mediating in height between the 6/7 storeys on Lawrence Road and 2/3 storeys of the existing surroundings, whilst still being prominent enough to be commensurate with the scale of the park space it looks onto.</p> <p><u>Approach to the front door(s), Accessibility & Legibility of the street layout</u></p> <p>13. As mentioned above, in overall masterplan terms the proposals distinguish between Lawrence Road, treated as a working street with active frontage of employment use, and the quieter, more residential frontage onto the park to the north and the courtyard space at the heart of these two developments. The Lawrence Road frontage of this development is</p>	

Stakeholder	Question/Comment	Response
	<p>therefore dominated by commercial frontage; but this, for both the live-work units and B1 units, is designed to be flexible between active shopfronts, with goods on display, brass-plaque style or glass-and-sofas style office receptions, more blank office windows and more heavy-business like delivery and workshop type doors of light industrial, crafts or creative workshops. Flexible signage zones and for the live-work units, separation of residential entrances and uses are also designed in</p> <p>14. Between these the main entrances to the two larger residential blocks have their own generous entrance lobbies off the street. The numbers of flats per core, and in the case of the southern development the number of flats per floor, is on the high side, but entrance will be controlled by concierges desk and video entry phones. There are also separate entrances to the courtyard on the west side of the blocks, where residents can access their refuse stores, cycle stores and private communal amenity space.</p> <p>15. Flats and maisonnettes with their own front door line as much of the courtyard and park frontage as can be reasonably expected and will significantly animate these spaces, giving them the feel as public realm, with passive surveillance, and providing a level, safe and above all visible route to their front doors. The remaining flats share smaller cores but all have logical and clearly laid out entrance procedures.</p> <p><u>Dwelling Mix and Block(s) Layout</u></p>	

Stakeholder	Question/Comment	Response
	<p>16. The dwelling mix is mostly of 1 and 2 bedroom units, but with a significant number of family sized 3 and 4 bedroom units; it is also to be welcomed that these are mostly as ground and first floor maisonnettes, located on the quieter western side of the two sites, and with their own private front and back gardens.</p> <p>17. 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 narrower, lower parallel blocks on the west side of the courtyard, the proposals for the two sites both completely avoid north or south facing single aspect flats and effectively avoid ground floor single aspect flats. The southern site (HGY/2016/1212) has two at the southern end of the ground floor of the mansion block, but these are at the quiet “end” of the courtyard, facing the childrens playground, and have generous front gardens for additional privacy.</p> <p><u>Residential Design Standards & Internal Layout(s)</u></p> <p>18. All flat layouts meet Mayors Housing SPG space and layout standards. It is particularly notable that care has been taken to ensure larger flats are provided with two separate living rooms; a Dining-Kitchen separate from the Living Room in most cases, and beyond the base requirement. I have also already mentioned above that there are no single aspect north or south facing units; nor are there any single aspect ground floor units facing a street or other unsociable space.</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="573 245 1379 313"><u>Daylight, Sunlight, Overshadowing, Privacy & Overlooking</u></p> <p data-bbox="573 334 1379 586">19. 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).</p> <p data-bbox="573 607 1379 1003">20. The reports show that no part of the proposed development would have a significant, noticeable effect on existing neighbouring dwellings. Most significantly, where the houses on Bedford Road to the west face the development, they are so far away and the height of the proposal to its western side no more than a modest 4 storeys, that ground floor windows in the neighbouring houses would not have the proposed development intersecting their 25° line that is the 1st, screening test to tell if there might be a daylighting concern.</p> <p data-bbox="573 1024 1379 1203">21. 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.</p> <p data-bbox="617 1230 1182 1268"><u>Elevational Treatment & Fenestration</u></p> <p data-bbox="573 1289 1379 1424">22. 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</p>	

Stakeholder	Question/Comment	Response
	<p>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. It should also complement its existing neighbours especially those immediately adjoining to its west.</p> <p>23. Crucially, the elevational treatment and fenestration needs to and in my view does reinforce the composition of the Lawrence Road frontage, as a series of bold, linear blocks of a mansion-block style, with a vertical emphasis and a clear distinction between base, middle and top. Entrances are also clearly indicated as open or glazed slots. Balconies are recessed, to help emphasise the vertical emphasis.</p> <p>24. The most special case is the link block; this is designed to link between these two separate developments, by two separate developers and architects, and potentially not going to be completed until after the completion of the rest of one of the blocks. Indeed, both developments are designed so they <i>could</i>:</p> <ul style="list-style-type: none"> d) stand alone for ever, without the neighbouring development and therefore without (any of) the link block and with a permanent flank elevation of contrasting brick infill and permanent windows where the door to the flat in the link would have been; e) alone for a short period if the other site starts later than the first site is completed, in which case there would be a temporary elevational treatment 	

Stakeholder	Question/Comment	Response
	<p>and window; and</p> <p>f) have the link completed by either developer, with both developers contributing and benefiting equally in providing structural support, weather proofing and having a flat each on each floor.</p> <p>The link is designed as a more lightweight element than the mansion blocks either sides, with just glazing and balustrades to the facades, as is appropriate for a construction bridging over the alleyway through to the courtyard.</p> <p>25. This case, particularly in the case of the northern development (HGY/2016/1213), the proposals also have to effect a transition between the height, massing and gradation of the Lawrence Road blocks and the western, courtyard blocks and the existing context; in this,, the stepping down northern range of this block steps down both its overall height, its recessed top floor and its projecting 2 storey base in a series of coherent, distinguished steps to become a 3 storey building, with a set back 4th storey, where it adjoins the existing terraced houses at the north western corner of the site.</p> <p><u>Materials & Details</u></p> <p>26. The materials palette is predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. A limited palette of just 3 different bricks has been skilfully handled to provide sufficient variety, a red and “neutral” (grey) brick to the southern development, more similar to the palette</p>	

Stakeholder	Question/Comment	Response
	<p>used in the Bellway development, and the same “neutral” brick with a more buff brick to the northern development; more similar to the existing housing north of the linear park and west on Bedford Road. I am happy that this is not too many bricks but provides enough indication of different elements to compliment the architectural composition and balance its gestures towards contextualism.</p> <p>27. Other materials used include lightweight powder coated grey aluminium cladding to set-back top floors which will reinforce their “recessive” appearance as an element analogous to a pitched roof on a more traditional building. Windows and other joinery / metalwork will be in matching powder coated metals (aluminium or steel). Balustrades are all proposed to be in frosted glass, which will allow reasonable light transmission, whilst providing privacy to residents’ outdoor amenity space and reducing the appearance of clutter.</p> <p>28. Conditions will be required to secure quality materials and that their detailing is robust, particularly of choice of brick, cladding, balustrades, rainwater goods and other materials, and detailing of parapets, window reveals and around recessed balconies, including their soffits.</p> <p><u>Conclusions</u></p> <p>29. These two neighbouring developments have been subject of many years of protracted and detailed discussions with council officers including myself. Crucially, the necessity of resolving the extremely</p>	

Stakeholder	Question/Comment	Response
	<p>convoluted overlapping land ownership and getting the two separate owners to produce complimentary and closely intertwined proposals has enabled a much better quality development, that avoids leaving awkward corners and unnecessary traffic dominated spaces alongside Lawrence Road, but produces a development that strengthens and reinforces a strong, street facing pedestrian priority, lively, mixed use, mixed tenure, mixed community development. Furthermore, the gradation from the mansion block form along Lawrence Road, through the courtyard and around the corner into the park, to the lower development to the west and the retained trees along the western boundary, ensures that it would make a good and genuine moderation down to the lower-rise-, lower-density, lower-scale context to the west.</p> <p>30.As design officer I am satisfied that the necessary design quality has been achieved to permit the exceptional height and visibility in this sensitive location. I am also happy that the quality of residential accommodation will be high, and that the relationship of the proposed development to the street and context will be positive.</p>	
Tree officer	<p><u>HGY/2016/1213 – 45/63 Lawrence Road, N15</u></p> <p>Tree cover at this site consists of a variety of individual trees and groups of trees, including a Horse chestnut (T7), which is subject to a Tree Preservation Order. There are no trees of high quality and value (category A). Four were assessed as moderate quality (category B), eleven were assessed as low</p>	Noted/conditions attached

Stakeholder	Question/Comment	Response
	<p>quality (category C) and seven were of poor quality (category U). It is proposed to removed four individual trees and four groups of trees, to either, facilitate the development or because they are in a poor structural condition. The Horse chestnut (T7) is in a declining condition with a limited life expectancy. 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.</p> <p>There are also two London plane trees on the public highway outside the site. These are to be protected by wooden panels to prevent damage to their stems and ground protection will be installed within the development site to protect their root protection areas. It is proposed to carry out some minor pruning works to increase clearance between these trees and the development site. This would have minimal impact on the trees are would be permitted by Haringey.</p> <p>The proposed landscape plan includes the planting of eighteen new trees of various species, both native and non native. This will greatly improve the sustainability of the site, enhance biodiversity, while also increasing the quality of life for future residents.</p> <p>The Arboricultural report outlines how the retained trees will be protected, in accordance with industry best practice. The tree protection plans shows the location of the protective fencing during the demolition and construction stages. It also shows the areas of temporary ground protection and No-Dig' construction.</p> <p>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 provide a more diverse local tree population. If the protective measures recommended in</p>	

Stakeholder	Question/Comment	Response
	<p>Arboricultural report are implemented and adhered to, the proposed development will have minimal impact on the trees to be retained.</p> <p><u>HGY/2016/1212 - 67 Lawrence Road, N15</u></p> <p>Tree cover at this site consists of mainly self-seeded Sycamores which are of poor quality and value (category U). It is proposed to remove them because they are in a poor structural 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.</p> <p>There is one London plane tree on the public highway outside the site. It is to be protected by wooden panels to prevent damage to its stem and ground protection will be installed within the development site to protect its root protection area. It is proposed to carry out some minor pruning works to increase clearance between the trees and the development site. This would have minimal impact on the tree are would be permitted by Haringey.</p> <p>The proposed landscape plan includes the planting of sixteen new trees of various species, both native and non native. It is also proposed to plant a Hornbeam hedge and nine specimen Yew trees along the frontage of Lawrence Road. This will greatly improve the sustainability of the site, enhance biodiversity, while also increasing the quality of life for future residents.</p> <p>The Arboricultural report outlines how the retained trees will be protected, in accordance with industry best practice. The tree protection plans shows the location of the protective fencing during the demolition and construction stages. It also shows the areas of temporary ground protection and No-Dig'</p>	

Stakeholder	Question/Comment	Response
	<p>construction.</p> <p>The proposed development of this site will result in the loss of a small number of poor quality trees, which are of little amenity value. New tree planting will visually enhance the site and provide a more diverse local tree population. If the protective measures recommended in Arboricultural report are implemented and adhered to, the proposed development will have minimal impact on the trees to be retained.</p> <p>When drafting planning conditions for both applications, they must include reference to the following;</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees.</p> <p>Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural report.</p> <p>The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition.</p> <p>The tree protective measures must be periodically checked the Consultant Arboriculturist.</p> <p>All construction works within root protection areas or that may</p>	

Stakeholder	Question/Comment	Response
	<p>impact on them, must be carried out under the supervision of the Consultant Arboriculturist.</p>	
<p>Tottenham regeneration</p>	<p>67 Lawrence Road</p> <p>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 and mix of uses proposed in this scheme.</p> <p><u>Employment space</u> – there is a substantial loss in employment floorspace on this site (-2,073 sqm). This is replaced by seven live/work units of which the employment element has been proven to be unenforceable in completed schemes and from which job creation likely to be low. This therefore has the potential to be a purely residential scheme and wouldn't meet the requirements of the emerging AAP for mixed use development. Lawrence Road is intended to be a focus for new employment uses, for example meeting the demand in this area for flexible and affordable workspace and taking advantage of the opportunities of very good public transport links with its proximity to Seven Sisters Underground and Overground stations. By under-delivering on employment provision, this scheme is undermining the overall aspiration for Lawrence Road to be a mixed use employment hub. In turn it fails to contribute to increased use/ footfall in the nearby</p>	<p>Paragraph 6.8 – 6.13 addresses the overall aspiration for Lawrence Road.</p> <p>Paragraph 6.27-6.32 of the report addresses the employment space concern</p>

Stakeholder	Question/Comment	Response
	<p>Seven Sisters/ West Green Road town centre in the day by those working in Lawrence Road.</p> <p><u>Affordable housing</u> – this scheme offers a low proportion of affordable housing, with only 14 affordable units out of 76 proposed to be affordable. This is well below the target level for both Haringey and Tottenham and will therefore does not sufficiently contribute to meeting the local or borough-wide housing need.</p> <p><u>Design</u> – opportunities to break up the frontage of the development along the street have been missed and this development therefore could contribute more to the interest of the street scene here, instead producing a long and unvaried frontage when combined with the linked application for 45-63 Lawrence Road. The mix of materials does help to add some interest and variation. It is questionable as to how much the live/work units will provide a vibrant use to the ground floor frontage.</p>	<p>Paragraph 6.71-6.81 of the report addresses the affordable housing concern. The proposed schemes would not provide the required level of affordable housing units (40%). The schemes have been independently assessed and its findings are that the schemes can viably deliver 20% of affordable housing units on 45-63 Lawrence Road and 17.4%affordable housing units on 67 Lawrence Road If the scheme is not implemented within 18 months the viability of the scheme will be reviewed.</p> <p>Paragraph 6.36-6.57 of the report addresses the concerns regarding the design. It is also important to note that Haringey's Quality Review Panel (QRP) considered the development proposals on 16th December 2015 and 18th May 2016. The panel's comments and how these have been addressed are found in paragraph 6.58 of the report. The panel concluded that they broadly support the proposals. They highlight a number of actions points for consideration by the design team, in consultation with Officers. Additional plans and amendments were provided to address this. Their full reports are found in the appendices</p>

Stakeholder	Question/Comment	Response
	<p><u>Open space</u> – the quality of open space provided is limited by the further development to the rear of the site, which means the courtyard is somewhat overshadowed on both sides by buildings. The reduction of parking in the courtyard is welcomed to increase the landscaped open space. A financial contribution towards Elizabeth Gardens to the north of the development should be secured to contribute to upgrading this public open space and facilities, so it can be better used and enjoyed by the new and existing residents. With additional residential coming forward in this area, existing open space and play facilities should be improved and where possible increased to address the extra demand. Upgrading and opening up the green space to the west of the site to the public would be supported, as this would increase the amount of good quality open space available to the increasing residential population in the area.</p> <p>45 – 63 Lawrence Road</p> <p>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 and mix of uses proposed in this scheme.</p> <p><u>Employment space</u> – the replacement of lost light industrial space with B1(a) office is welcomed, however there is still a substantial loss of office space (over 50%) and a higher proportion of retain employment space would have been preferred. The new A2 use class commercial space in this location is considered inappropriate as it is outside of the town centre where this use would be better placed. Tottenham Regeneration team is investing in improving the viability of the Seven Sisters/ West Green Road town centre and part of this</p>	<p>Paragraph 6.42 of the report addresses the issue raised about the central courtyard.</p> <p>The applicant has agreed to secure a financial contribution by way of a S106 legal agreement to upgrade the public open space and facilities at Elizabeth Place Park as pointed out in paragraph 6.175 of the report. A contribution has also been secured towards a feasibility report for wider public realm improvements within Lawrence Road and the surrounding area.</p> <p>Paragraph 6.8 – 6.13 addresses the overall aspiration for Lawrence Road.</p> <p>Paragraph 6.23-6.26 of the report addresses the employment space concern</p>

Stakeholder	Question/Comment	Response
	<p>strategy is to concentrate such uses within the town centre. There is little information on what is planned for the B1(a) office space not to be used as the applicants head office would be, but at 162sqm this does raise concerns about how viable such a small office space would be in isolation and how it will be managed. By under-delivering on employment provision, this scheme is undermining the overall aspiration for Lawrence Road as be 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.</p> <p><u>Affordable housing</u> – this scheme offers a low proportion of affordable housing, with only 16 affordable units out of 80 proposed to be affordable. This is well below the target level for both Haringey and Tottenham and will therefore not sufficiently contribute to meeting the local or borough-wide housing need.</p> <p><u>Design</u> – opportunities to break up the frontage of the development along the street have been missed and this development therefore could contribute more to the interest of the street scene here, instead producing a long and unvaried frontage when combined with the linked application for 67 Lawrence Road. The mix of materials does help to add some interest and variation and the new frontage along the open space and games court to the north of the site is welcomed as it will add use, vibrancy and overlooking to the public space and hopefully encourage increased use of the space,</p>	<p>Paragraph 6.71-6.81 of the report addresses the affordable housing concern. The proposed schemes would not provide the required level of affordable housing units (40%). The schemes have been independently assessed and its findings are that the schemes can viably deliver 20% of affordable housing units on 45-63 Lawrence Road and 17.4%affordable housing units on 67 Lawrence Road If the scheme is not implemented within 18 months the viability of the scheme will be reviewed.</p> <p>Paragraph 6.36-6.57 of the report addresses the concerns regarding the design. It is also important to note that Haringey’s Quality Review Panel (QRP) considered the development proposals on 16th December</p>

Stakeholder	Question/Comment	Response
	<p>particularly when combined with improvements to the space made possible by financial contributions from this development.</p> <p><u>Open space</u> – the quality of open space provided is limited by the further development to the rear of the site, which means the courtyard is somewhat overshadowed on both sides by buildings. The reduction of parking in the courtyard is welcomed to increase the landscaped open space. A financial contribution towards Elizabeth Gardens to the north of the development should be secured to contribute to upgrading this public open space and facilities, so it can be better used and enjoyed by the new and existing residents. With additional residential coming forward in this area, existing open space and play facilities should be improved and where possible increased to address the extra demand. Upgrading and opening up the green space to the west of the site to the public would be supported, as this would increase the amount of good quality open space available to the increasing residential population in the area.</p>	<p>2015 and 18th May 2016. The panel's comments and how these have been addressed are found in paragraph 6.58 of the report. The panel concluded that they broadly support the proposals. They highlight a number of actions points for consideration by the design team, in consultation with Officers. Additional plans and amendments were provided to address this. Their full reports are found in the appendices</p> <p>The applicant has agreed to secure a financial contribution by way of a S106 legal agreement to upgrade the public open space and facilities at Elizabeth Place Park as pointed out in paragraph 6.175 of the report. A contribution has also been secured towards a feasibility report for wider public realm improvements within Lawrence Road and the surrounding area.</p>
<p>Conservation officer HGY/2016/1213 & HGY/2016/1212</p>	<p>Background: This is a large site forming the hinterland of Clyde Circus Conservation Area, although lies just outside it. The scheme proposes to demolish all the existing buildings and propose new multi use residential and commercial buildings up to seven storeys high. To the rear lower 'mews style' blocks are proposed directly behind the rear gardens of two storey terraces fronting Bedford Road.</p> <p>Significance of the asset:</p>	<p>Noted in paragraph 6.63-6.70 of the report.</p>

Stakeholder	Question/Comment	Response
	<p>The site forms part of the setting of the Clyde Circus Conservation Area and given its size would have considerable impact on it. Clyde Circus Conservation is mainly residential and is characterised by low scale two storey terraces Victorian terraces with deep rear gardens set principally around Clyde Circus and the surrounding streets. Lawrence Road, in contrast, is characterised by slightly higher modernist blocks that are currently under employment use. The significance of the conservation area lies mainly in its layout, scale and homogeneity of Victorian terraces.</p> <p>Impact of proposed development: The existing buildings do not contribute to the setting of the conservation area and as such there would be no objection to their demolition.</p> <p>However, the proposed development introduces a much higher intensity of development to the 'hinterland' of the conservation area with a parallel street enclosure running behind the rear gardens of properties along Bedford Road. Whilst the applicant refers to this part of the development as 'mews style', in my opinion a four storey block does not conform to that typology and shouldn't be misconstrued as such.</p> <p>This new four storey will have the most impact on the setting of the conservation area as these would be clearly visible from the rear gardens of properties along Bedford Road and introduce a scale that is alien to the conservation area's character. However, these would be a long distance from the rear elevations and the overall impact would be considered less than substantial.</p> <p>Whilst there are no imminent heritage benefits of the</p>	

Stakeholder	Question/Comment	Response
	<p>development that would outweigh the less than substantial harm, there are evident public benefits such as regeneration and housing that should be assessed by the planning officer accordingly.</p> <p>The seven storey development along Lawrence Road itself would not be considered to have an impact on the setting of the conservation area albeit the new blocks would be visible from the various parts of the conservation area. However, the impact would be similar to the impact of the existing buildings as such this would be considered as 'no harm'.</p> <p>Overall, I consider that the rear part of the proposals with the four storey blocks would have an impact on the setting of the conservation area and cause less than substantial harm to it. In making this assessment, I have given great weight to the preservation of the heritage assets as per the Council's statutory requirement. In accordance with the national policies, the harm should be assessed against the public benefits of the scheme.</p> <p>Conclusion: Less than substantial harm should be assessed in terms of public benefits</p>	
<p>Housing Enabling Officer</p>	<p>Affordable Housing Provision</p> <p>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.</p> <p>The scheme does not comply with the adopted London Plan strategic target that 40% of all additional housing should be affordable.</p>	<p>Noted in paragraph 6.71-6.81 of the report</p>

Stakeholder	Question/Comment	Response
	<p>Dwelling mix and Tenure</p> <p>The proposed development fails to comply with the recommended dwelling mix for the intermediate housing 30%x1beds, 60% x 2beds and 10%x3 beds and rented housing 5%x 1beds, 43%x 2 beds, 32% x3beds and 10% x 4beds or more.</p> <p>A minimum 10% of all new units, to be fully wheelchair accessible to ensure housing choice for disabled residents.</p> <p>Propose Development Scheme.</p> <p>The current quantum of affordable housing to be provided on the above sites comprises of 19% (45-63 Lawrence Rd) and 5% (67 Lawrence Road) 4x1, 6x2 and 1x3 beds affordable housing by habitable rooms.</p> <p>The affordable tenure will be 100% shared ownership, which has been through an independent viability assessment.</p> <p>CONCLUSION:</p> <p>This site forms part of the Tottenham Area Action Plan and within the site allocation to deliver a mixed used development with commercial uses.</p> <p>Although the sites does not maximise the provision of affordable to meet the borough wide target of 40%, however, the housing enabling team supports this development principally on the grounds that it promotes the area’s regeneration for Lawrence Road.</p> <p>The combined offer for both sites equates to 28 units, or</p>	<p>Officers are satisfied with the dwelling mix as noted in paragraph 6.82 -6.86 of the report</p>

Stakeholder	Question/Comment	Response
	18.8% affordable housing provision.	
EXTERNAL		
Thames Water – 45-63 Lawrence Road	<p>No objection and has made the following comments;</p> <ul style="list-style-type: none"> - 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; - No foul water concerns for this development site; - Unable to assess the impact on the surface water sewer system; - Thames Water would not object to this application subject to the imposition of the following condition/informative; - Drainage strategy detailing any on and/or off site drainage work; - Informative regarding groundwater risk management permit; - Informative regarding minimum pressure in the design of the proposed development; - Informative regarding petrol / oil interceptor 	Noted//informatives attached
Thames Water – 67	No objection and has made the following comments;	Noted//informatives attached

Stakeholder	Question/Comment	Response
Lawrence Road	<ul style="list-style-type: none"> - With regards to surface water drainage where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required; - With regards to sewerage infrastructure and water infrastructure capacity Thames Water has no objection; - Informative regarding minimum pressure in the design of the proposed development 	
Environment Agency	Environment Agency – No objection to both planning applications HGY/2016/1213 & HGY/2016/1212 subject to the imposition of the following informative	Noted/informative attached
Crime Prevention	<p>19)No objection subject to the following condition</p> <ul style="list-style-type: none"> - Community Safety – Secured by Design 	Noted/condition attached
TFL	<p>No objection to both planning applications HGY/2016/1213 & HGY/2016/1212 and has made the following comments;</p> <ul style="list-style-type: none"> - In line with the London Plan housing SPG 6 blue badge spaces should be provided - Electric Vehicle charge Points should be provided at London Plan standards - The site has a public transport accessibility level rating of 4, where 6 is the highest. Given this TfL 	Noted/conditions attached

Stakeholder	Question/Comment	Response
	<p>welcome the restrained approach to car parking</p> <ul style="list-style-type: none"> - Cycle parking should be provided at London Plan standards with the design and access of cycle storage designed in accordance with TfL's best practice the London Cycle Design Standards - TfL would expect a full Transport Statement to support the application - TfL would not object to this application subject to the imposition of the following condition - Condition regarding car parking management plan - Condition regarding delivery & servicing and construction logistics plans 	
London Fire Brigade	London Fire Brigade: The brigade is satisfied with the proposal for fire fighting	Noted/informative attached
NEIGHBOURING PROPERTIES	<ul style="list-style-type: none"> - <i>Objections to the design and appearance</i> - Impact on the surrounding area - Detract from Bedford Road, Clyde Circus and the park - Excessive Height and Mass of the street facing building and mews block - The development should not exceed the current tallest 6 storey buildings on the road - Incoherent and poorly articulated elevation treatment - Both schemes designed to support each other 	<p>Paragraph 6.36-6.57 of the report addresses the concerns regarding the design and appearance. It is also important to note that Haringey's Quality Review Panel (QRP) considered the development proposals on 16th December 2015 and 18th May 2016. The panel's comments and how these have been addressed are found in paragraph 6.58 of the report. The panel concluded that they broadly support the proposals. They highlight a number of actions points for consideration by the design team, in consultation with Officers.</p>

Stakeholder	Question/Comment	Response
	<p>and there is little in common with the surrounding area</p> <ul style="list-style-type: none"> - Very busy communal area - Inappropriate materials proposed - Too many materials proposed - The bridge would be too enclosed - Two separate designs using two architects is a concern - The design is out of keeping with the Bellways scheme - Overdevelopment /high density - The proposed building would introduce a discordant feature detracting from the visual appearance of the area as a whole - Detrimental to the visual amenity - The modern building will look out of character with surrounding tradition buildings Lack of uniformity - The negative impact created by these projects would be far greater than the Bellway's development - The design of the planning application at Mono House (50-56 Lawrence Road) is more sympathetic to neighbouring houses and gardens - Create precedence for future developments - The planning applications are 50% more dense than the Bellways scheme 	<p>Additional plans and amendments were provided to address this. Their full reports are found in the appendices</p> <p>Concerns around the height, bulk and massing are noted and addressed in paragraph 6.43-6.48 of the report.</p> <p>A height reduction is not considered necessary as the design is considered to be acceptable</p> <p>The design and materials are considered to be high quality which references the surrounding development</p> <p>Condition 3 of 45-63 & 67 Lawrence Road requires the submission of materials to ensure they retain the quality of the design</p> <p>High density development above the London Plan guidelines is accepted due to the sites proximity to public transport, high percentage of family sized units, good level of private and communal amenity space, good internal living environment, high quality design, and much improved public realm.</p> <p>The proposal provides a modern contrasting design</p> <p>Each application is judged on its own merits</p> <p>The emerging Tottenham AAP and</p>

Stakeholder	Question/Comment	Response
	<p>The buildings would significantly alter the skyline</p> <p>The revised plans have not taken on board the objections made by local residents</p> <ul style="list-style-type: none"> - Concerns with the quality of the development - Poor standard of living conditions for potential occupiers - Amenity space provision for the residents is insufficient <ul style="list-style-type: none"> - Impact on neighbours and the surrounding 	<p>Lawrence Road brief identifies Lawrence Road as a site for future mixed used development which provides an appealing urban environment. In this instance both schemes provide this.</p> <p>The loss of a private view is not a material planning consideration</p> <p>Not all feedback from consultation can be accommodated in any development proposal. All relevant considerations, have been taken into account.</p> <p>Noted, the overall standard of accommodation in these dwellings is considered to be acceptable</p> <p>The proposed residential accommodation meets the requirement for private and communal amenity space provision and a contribution towards the local off-site open spaces has been secured. A contribution has also been secured towards a feasibility report for wider public realm improvements within Lawrence Road and the surrounding area.</p>

Stakeholder	Question/Comment	Response
	<p>area</p> <ul style="list-style-type: none"> - Loss of light to properties on Bedford Road/ - Loss of privacy/overlooking from proposed balconies/windows/walkways to Bedford Road residents - Noise pollution to Bedford Road residence - Light pollution from the proposed walkways to Bedford Road properties - Overshadow no. 28 - The development is in close proximity to Bedford Road gardens - Communal areas sited adjacent to private family gardens on Bedford Road - The position, proximity and orientation of proposed balconies/terraces and windows of no. 67 Oppressive/loss of outlook - Visual intrusion - The development is too imposing on Bedford Road - The proposed development would prejudice development at no. 69 	<p>In terms of impact on neighbours and the surrounding area. Paragraph 6.111-6.125 of the report addresses all the issues raised</p> <p>In terms of loss of sunlight/daylight to properties on Bedford Road paragraph 6.111-6.116 addresses this.</p> <p>The proposal</p> <p>The impact on privacy is considered in paragraph 6.117-6.119 of the report</p> <p>Noise during construction would be a temporary impact and controlled through environmental health legislation</p> <p>In terms of noise to Bedford Road residents, the potential noise emanating from the amenity space and windows/balconies/gardens of the proposed schemes would not create a level of noise and disturbance over and above that of a typical dwelling/flat in an urban location; i.e. that created from using a typical domestic garden.</p> <p>In terms of the quality of accommodation Paragraph 6.93-6.98 addresses this Daylight and sunlight to the proposed units are covered in paragraph 6.8.15-6.8.19 of the report.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Transport - Inadequate off street parking and cycle parking provision - Inadequate car parking provision. - Further inclusion of car club arrangement should be considered - On-street parking permits should not be allowed - Employment - Inadequate employment space provision. - Concerns with live/work units as the units at the Bellways scheme has been vacant for months - The commercial space proposed should be re-considered - It seems unrealistic to expect so much office space in the proposed development to be filled when so many existing commercial units on Lawrence Road are empty - Concerns the proposed A2 and B1 use would change to A1 use after the development has been 	<p>In terms of light pollution from the proposed walkways to Bedford Road properties the proposal is acceptable</p> <p>In terms of visual intrusion, loss of outlook and oppression paragraph 6.120 addresses this</p> <p>In terms of the impact on development coming forward at no. 69, the adjoining site. Condition 32 of the scheme at no. 67 Lawrence Road addresses overlooking/loss of privacy issues.</p> <p>The proposal as amended would be car free other than disabled parking so will not impact on parking and traffic in the area subject to the imposition of conditions, S278/S106</p> <p>Paragraph 6.23-6.26 and 6.27-6.32 of the report addresses the loss of employment and re-provision of employment floorspace concern.</p> <p>In terms of the live/work units proposed for no. 67 Lawrence Road, given the circumstances and assurances as set out in paragraph 6.32 of the report, it is considered on balance, that the live work units are acceptable as the replacement employment generating uses for this site.</p>

Stakeholder	Question/Comment	Response
	<p>constructed.</p> <ul style="list-style-type: none"> - Open space - Lawrence road is situated in an area identified as being deficient of public open spaces. - Lack of on site play space/green space. - Inadequate public open space provision. - Open space should be enhanced - Adverse Impact on trees. - Removal of mature trees - <i>It would take decades for any replanted trees to reach the same size</i> - Overshadowing to the park - Loss of existing trees and habitat - Ecological Impact - No ecological impact assessment submitted with the application - Concerns the vital green corridor which abuts the rear of 25-31 Bedford Rd will be developed. The residents were assured by the Council that this woodland would be preserved as is and protected from development - Elizabeth Place play area is not an adequate size to accommodate additional families - Consideration should be given to greening Lawrence Road - Excessive natural surveillance to the park - Green space provision following the amendments 	<p>A condition is imposed restricting the B1/A2 use which is addressed in paragraph 6.24-6.26 of the report.</p> <p>The proposals as amended provides adequate communal amenity space in the form of child playspace, informal playspace, landscaped areas and private amenity space in the form of balconies and private rear/front gardens across both sites as addressed in paragraph 6.99-6.109 of the report</p> <p>The existing open space to the west of the mews development across both sites would be significantly improved.</p> <p>The impact of the development on Elizabeth Place Park in terms of overshadowing is considered in paragraph 6.126-6.128 of the report.</p> <p>Paragraph 6.103 addresses the concerns raised about the green space which abuts the rear of 25-31 Bedford Road. In this instance the site does not have a specific open space designation unlike Elizabeth Place Park to the north which has SLOL designation, however both schemes would be designed and laid out in order to respond to the site's context and makes a</p>

Stakeholder	Question/Comment	Response
	<p>housing concerns</p> <ul style="list-style-type: none"> - The amendments do not ameliorate the significantly adverse impact that the development would have on the Clyde Circus Conservation Area - Following the amendments, the landscaping changes are minor and the scale and mass of the proposal will continue to have an impact on the conservation area of Bedford Road - The Clyde Circus Conservation Area should be preserved and enhanced <p>Submission of two separate applications</p> <ul style="list-style-type: none"> - The development should be considered as a whole and also reviewed by the GLA office, - Concerns with the co-ordination of both schemes - What safeguards would be put in place to ensure that one scheme does not happen without the other - The development should not be considered in isolation as it is being created in tandem with the property at 45-63 Lawrence Road <p>Policy</p> <ul style="list-style-type: none"> - The proposal breaches the adopted Lawrence Road Planning Brief (2007) which should carry more weight than the Tottenham Area Action Plan - Retail units are proposed which breaches the 	<p>.</p> <p>In terms of the concerns raised about the scheme submitted as two separate applications, paragraph 6.17 considers this. It is important to note that the Quality Review Panel (QRP) broadly support the co-joined scheme, so that the two sites could be developed independently of one another. This is also secured through a S106 legal agreement.</p> <p>The proposed schemes have taken into consideration the adopted Lawrence road Brief (2007). The emerging Tottenham AAP however will supersede the 2007 Lawrence</p>

Stakeholder	Question/Comment	Response
	<p>Lawrence Road SPD (2007)</p> <ul style="list-style-type: none"> - Conflicts between development plan policies adopted, approved or published at the same time must be considered in the light of all material considerations, including <p>Others issues</p> <ul style="list-style-type: none"> - Security concerns - impact on crime and antisocial behaviour - The scheme does not fulfil the regeneration vision of the area - Fly tipping of rubbish <ul style="list-style-type: none"> - Availability of nursery places/schools should be considered due to the high percentage of family units proposed - Impact on local infrastructure and services - Inadequate on site affordable housing - Poor sustainable design - little focus on building a community - Such a large number of residents into a very small area will lead to social problems in the future 	<p>Road Planning when it is adopted. It has also started to gain more weight.</p> <p>The proposal is considered to comply with national and local policy</p> <p>In terms of security/crime, a community safety –secure my design condition is attached</p> <p>Regeneration is considered in paragraph 6.8-6.13 of the report</p> <p>In terms of fly tipping of rubbish paragraph 6.163-6.166 considers this. In addition an informative has been added</p> <p>The Council’s CIL charges provide contributions towards the impact on infrastructure including schools.</p> <p>In terms of building a community, this is covered in the design comments found in the appendices.</p> <p>Paragraph 6.71-6.81 of the report addresses the affordable housing concern. The proposed schemes would not provide the required level of affordable housing</p>

Stakeholder	Question/Comment	Response
	<p>The consultation responses have be ignored</p> <p>Residents have not been adequately consulted</p> <p>Support</p> <ul style="list-style-type: none"> • Support for more development on Lawrence Road • Support for the redevelopment of the site to provide a residential-led development • The development will help further regenerate Seven Sisters • Hopefully the development will discourage dumping and littering and loitering in the area • Support for the demolition of the existing buildings 	<p>units (40%). The schemes have been independently assessed and its findings are that the schemes can viably deliver 20% of affordable housing units on 45-63 Lawrence Road and 17.4%affordable housing units on 67 Lawrence Road If the scheme is not implemented within 18 months the viability of the scheme will be reviewed.</p> <p>The proposal as followed the GLA guidelines and achieves a good level of sustainability with an offsetting contribution to achieve policy compliance.</p> <p>Not all feedback from consultation can be accommodated in any development proposal</p> <p>Consultation has been carried out in accordance with the Council's SOCI</p>

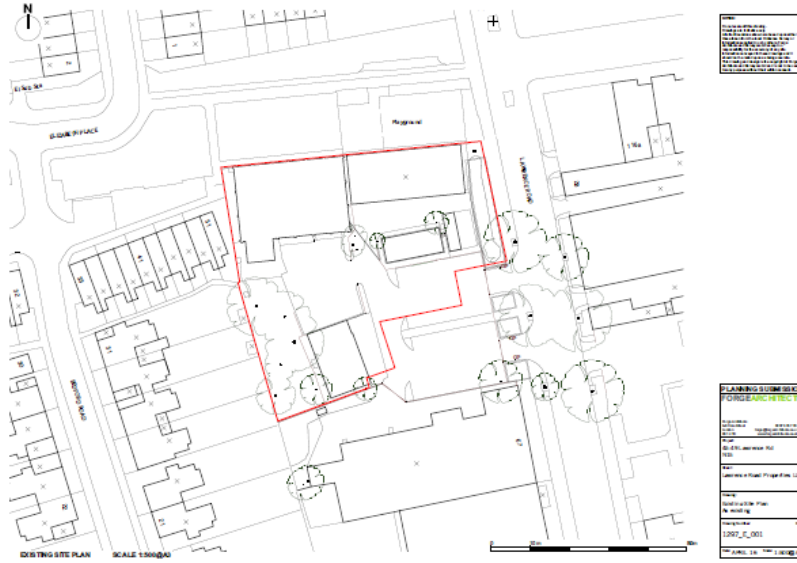
Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • The area needs investment • Support the development would improve the condition on Lawrence Road • The development would improve natural surveillance and safety in the historically notorious area <p>The following issues raised are not material planning considerations:</p> <ul style="list-style-type: none"> • Noise and disturbance during construction (Officer Comment: This is addressed by environmental health legislation and is not a material planning consideration) • Asbestos concerns (Officer comment: As above) • The application is difficult to access(Officer Comment: all plans have been uploaded on to the Councils website) • Conditions should be imposed to address the party wall on the boundary of the site and during construction phase. (Officer Comment: This is a private/civil matter between the respective parties and therefore not a material planning consideration) • Demolition of no. 67 will cause damage no 69 (Officer Comment: This is a private / civil matter between respective parties and 	

Stakeholder	Question/Comment	Response
	<p>therefore not a material planning consideration)</p> <ul style="list-style-type: none"> • Inaccurate plans (Officer Comment: officers have assessed the submitted plans and these are considered accurate) • Community engagement and consultation has been poor (Officer comment: Consultation has been rigorous consisting of 2 Development Management Forums, the developers held their own public consultation event prior to submission, consultation letters were sent out and further letters were sent out following the amendments made • Clarity of the applications is poor (Officer Comment: The objector did not state 'why' they observed the clarity being poor – however, officers are satisfied that the proposals and applications have been submitted and formulated so to be clear as to what is proposed and on which site) • Money cannot be the only driving force in such developments (Officer Comment: This is not a material planning consideration) • Concerns are that these properties were sold at a very low cost (Officer Comment: This is a private matter and not a material planning consideration) 	<p>Noted</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • The developer has not addressed the concerns raised at the <i>DMF</i> (Officer Comment: The developer addresses the concerns regarding the Lawrence Road Brief (2007) in the form of a letter dated 26 August 2016 following the Development Management Forum) • There was no signage displayed in the affected areas about the planned proposals (Officer Comment: 5 sites notices were displayed close to the site for each planning application) 	

Appendix 2 Plans and Images

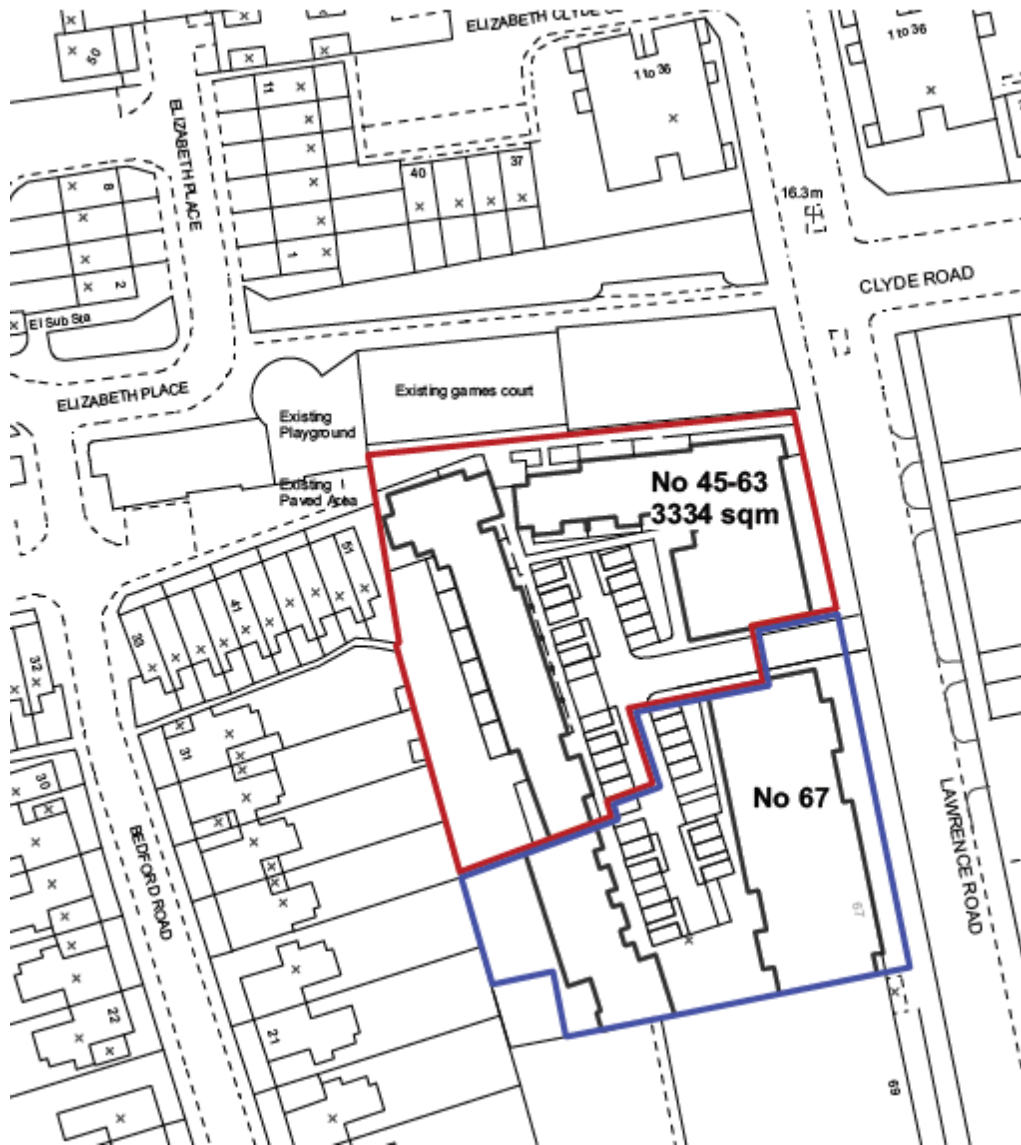
Location Plan – 45-63 Lawrence Road



Location Plan – 67 Lawrence Road

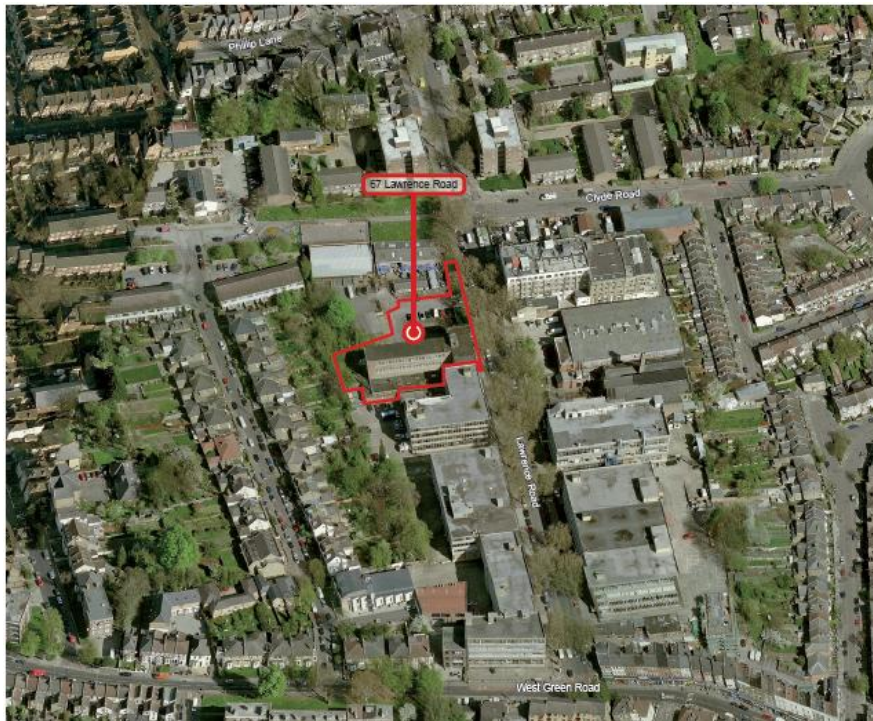


Adjoining site location plan of 45-63 & 67 Lawrence Road





Aerial view – 45-63 Lawrence Road

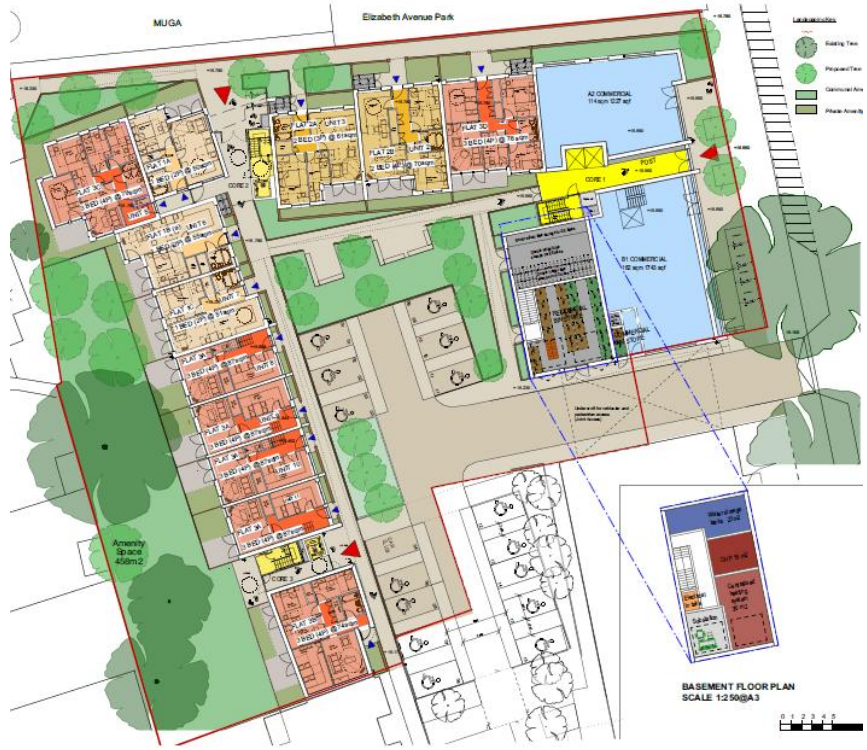


Aerial view 67 Lawrence road



Site context

Proposed ground floor plan - 45-63 Lawrence Road



Proposed first floor plan 45-63 Lawrence Road



Proposed ground floor plan - 67 Lawrence Road



Proposed first floor - 67 Lawrence Road



Combined proposed second floor plan - 45-63 & 67 Lawrence Road



3D Images of combined proposed scheme at 45-63 & 67 Lawrence Road



CGI images of the proposed scheme at 45-63 Lawrence Road



Site Massing



CGI images of the proposed scheme at 67 Lawrence Road





Combined CGI image of the proposed schemes at 45-63 & 67 Lawrence Road



CGI image showing the front facade of the proposed scheme at 67 Lawrence Road



CGI images showing the corner of the proposed scheme at 45-63 Lawrence Road



CGI image showing the proposed scheme viewed from the internal courtyard



CGI Image showing the proposed linked bridge between the proposed schemes at 45-63 & 67 Lawrence Road

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FRAME PROJECTS

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: 45 - 63 & 67 Lawrence Road

Wednesday 16 December 2015

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

Panel

Chris Twinn (chair)
Phyllida Mills
Hugo Nowell
Wen Quek

Attendees

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

Apologies / report copied to

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

Confidentiality

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

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1. Project name and site address

45-63 & 67 Lawrence Road, Tottenham

2. Presenting team

Jo Mehan	KCA Architects
Bo Laugesen	KCA Architects
Laura Rowland	Forge Architects
Tim Wood	Forge Architects
Scott Hudson	Savills
Felicity Crawford	Savills

3. Planning authority's views

The applicant has engaged in pre-application discussions with Haringey Council for the redevelopment of these sites - which have been co-joined by the owners of the sites. The redevelopment of the site to create a mixed use development comprising residential units, and commercial floorspace is generally acceptable in principle subject to the level of employment generating floorspace being re-provided. Any reduction in employment generating floorspace would have to be robustly justified. It is fundamental that the schemes can be implemented independently of one another, without prejudicing the future development of either site. Any design proposal should also have regard to the impact on the conservation area, and surrounding properties, particularly those on Bedford Road. Officers have recommended that the applicants explore the elevation treatment on ground and first floor level on the street frontage on both schemes, and the northeast corner of nos. 45 to 63, with reference to the design of the commercial accommodation.

The full mix of units and tenure split has not been confirmed. However, some affordable workspace would be expected in this scheme, as well as affordable housing. The bulk, scale and massing of the proposal has reached a point where it is broadly acceptable and Officers are generally satisfied with the height.

4. Quality Review Panel's views

Summary

The Quality Review panel recognises the merits in both sites coming forward for development under a coordinated overall design, and finds much to admire in the proposals. Whilst the panel feels that the proposed building height/massing fronting onto Lawrence Road is at the limit of what would be acceptable, they think building heights to the north of the site should step down sooner, away from Lawrence Road. This would achieve a more sympathetic relationship with the small scale of the existing homes to the north and west. The panel identified structural and daylighting issues that require further technical input, in tandem with very careful consideration of how the two sites would function independently in the event that one site fails to



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proceed. The panel would encourage further consideration of the design of the central courtyard space, and the relationship of the existing games court to the northern section of the development. The palette of materials and approach to architectural design across the two sites needs to be more coordinated. The design of the commercial facades and the public realm adjacent also requires further consideration. More detailed comments are provided below on: massing and development density, place-making, character and quality, relationship to surroundings, scheme layout, architecture, and inclusive and sustainable design.

Massing and development density

- The panel thinks that the proposed height of development on Lawrence Road is acceptable, albeit at the limit of what is appropriate.
- However they suggested that the massing to the north of the site should reduce/step down, to improve the relationship with smaller scale existing homes to the north and west.
- In addition, the panel recommends a check on the levels of solar penetration to the playground, games court and public open space to the north of the site.
- The panel recommended careful consideration of how the top storey of accommodation is integrated within the whole block.

Place-making, character and quality

- The panel identified that the central courtyard required further consideration, and more detailed design of landscaping, both hard and soft, to knit all sides of the development together and create a more coherent space.
- Whilst it was acknowledged that the courtyard would clearly not be in public ownership, the panel would encourage the creation of a welcoming space.
- The proposed location of the green space (to the south of the courtyard) is potentially overlooked and overshadowed, and likely to be perceived as 'private' to the mews houses adjacent.
- Relocating the green space more centrally in the courtyard would reduce overshadowing, and provide a positive view in to the courtyard from outside the development, helping to open it up as a more welcoming space.

Relationship to surroundings: access and integration

- The panel suggested that locating proposed residential accommodation so close to the existing games court at the north of the site may be problematic.
- Whilst the games court would require tall fencing (not shown in the visuals), it would still present challenges in terms of noise and possible anti-social behaviour.



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- It was identified that the narrow wedge-shaped entrance to the courtyard at the north of the site would funnel noise from the games court into the courtyard.
- The design of the residential accommodation overlooking the existing play facilities to the north will also need careful thought in terms of privacy and noise.

Scheme layout

- The panel questioned the nature of the bridging accommodation (above the main entrance on Lawrence Road) that links the two sites.
- They identified that there would be significant technical and design difficulties in achieving a workable design if one of the sites were not able to proceed, due to the nature of this link.
- The panel recommends further technical and design work to resolve these constraints, and to ensure that each part of the development can in reality stand-alone.
- If a supporting wall is required to support one side of the bridging accommodation, this would drastically alter the nature of the entrance, from an attractive and open frontage as shown, to a sterile underpass.

Architecture

- The panel would recommend a coordinated approach to the architecture across the two sites; current proposals show a mix of materials and roofing typologies.
- The articulation of the facades was welcomed, including the use of balconies to create visual interest.
- However, the panel recommends assessments of the levels of daylight within the balconies and associated living spaces.
- The panel welcomes the elevation treatment to provide a two-storey plinth to the blocks fronting Lawrence Road.
- The design of the commercial facades to the north of Lawrence Road should allow flexibility of use (for different types of commercial activity).
- The design of the public realm adjacent to the commercial frontages requires further thought; the role of the planters was questioned, and it was suggested that 'domestic' style front gardens to the commercial frontages would not be appropriate.



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- As a detailed comment, the panel notes that the elevation along Lawrence Rd does not show a spanning structural element supporting the bridging accommodation above.
- Inclusion of the necessary structural element could significantly alter the visual articulation of this part of the façade, and would need careful consideration.

Inclusive and sustainable design

- The panel would recommend the consideration of green roofs, photovoltaic panels and a shared heating system.
- Further technical work is required to explore issues of daylight, overshadowing, and overheating within the development.
- This should include consideration of the daylight access within external spaces and daylight penetration into all dwellings.
- The panel would also like to see more detail concerning the levels of affordable housing and workspace provided on site.
- The panel would recommend that the definition of 'affordable' employment space should be established prior to submission of the planning applications for both parts of the site.
- Any elements of cross-subsidy (in affordable employment space) between the two different parts of the site need to be clearly identified, and secured through the planning process.

Steps

- The panel would welcome the opportunity for further review when recommended technical studies and further design development has been undertaken.



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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: 45-63 & 67 Lawrence Road

Wednesday 18 May 2016

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

Panel

Peter Studdert (chair)
Phyllida Mills
Hugo Nowell

Attendees

John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Sarah Carmona	Frame Projects

Apologies / report copied to

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

Confidentiality

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

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1. Project name and site address

45-63 & 67 Lawrence Road, Tottenham

Planning application reference:	45-63 Lawrence Rd	HGY/2016/1213
	67 Lawrence Rd	HGY/2016/1212

2. Presenting team

Jo Meehan	KCA Architects
Bo Laugesen	KCA Architects
Laura Rowland	Forge Architects
Felicity Crawford	Savills

3. Planning authority's views

The applicant has engaged in pre-application discussions with Haringey Council for the redevelopment of these sites, which have been co-joined by the owners of the sites. Two planning applications for redevelopment of the sites have now been submitted. The schemes have been formulated so that the two sites could be developed independently of one another. It will be critical to ensure that each development does not prejudice the future development of the other site, in addition to ensuring visual amenity and the relationship to the conservation area should only one site be developed. Further consideration of the bridge link is also required in this respect. The bulk, scale and massing of the proposal has reached a point where it is considered acceptable and officers are generally satisfied with the height. Any design proposal should have regard to the impact on the amenity of the surrounding properties, particularly those on Bedford Road. Improved public open space is proposed as part of the scheme, which is located adjacent to the site in the existing play area. The applicants have also further developed the elevation treatment of the commercial uses on ground and first floor level, and officers are now satisfied with this element of the scheme.

4. Quality Review Panel's views*Summary*

The Quality Review Panel feels that the scheme for the linked sites on Lawrence Road has significantly improved since the last review on 16 December 2015. They welcome the articulation and setting back of the upper level to the north of the site, and broadly support the way that the architectural expression has developed. They identify a number of key areas for further consideration, in order to ensure that the delivery of a high quality development. There is also scope to improve the generosity of circulation areas and entrances to the residential blocks. The panel would welcome further clarity on the nature and design of the landscaped areas, in order to maximise quality and amenity for the residents and commercial occupants. Access to the landscaped communal garden to the west of the site also requires further thought, to



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optimise access for all residents as well as for maintenance. Further details on the panel's comments are provided below.

Massing and development density

- The panel welcomes the revisions to the articulation of the massing that have been made to the north of the site.

Scheme layout

- The panel has significant concerns that sufficient space has not been given to the circulation areas and entrances within the different blocks on site.
- They recommend that the layout of these areas are tested and refined at a detailed level to ensure that there is sufficient generosity within the circulation areas
- The panel highlights that within a high-density scheme, the quality of the shared spaces will have a significant impact on the eventual success or failure of the development.
- The panel notes that the communal garden to the western boundary of the site is an attractive amenity for the residents, and it also provides an opportunity to provide additional tree planting to provide privacy to adjoining residents; however, the panel believes that further work is required to improve access to it.
- Current access solely through the residential lobby of the western block is inadequate, as it implies that the gardens belong to one block, whereas they are intended as a communal resource for all residents to enjoy.
- Access for maintenance machinery and landscape materials is also problematic through the residential lobby.
- The panel recommends further work to adjust the layout of the scheme on this part of the site to provide an improved access to the western communal garden.
- They would suggest a gated break in the terrace at the western edge, to provide a strong visual and physical link through to the garden from the parking court, perhaps located at the boundary line between the two sites.

Landscape design and management

- The panel highlights that there are lots of green areas shown within the plans but that it is not clear what these are for and how they will work.



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- They recommend greater clarity and detail on the nature and design of these spaces, to include an overall strategy, planting, materiality, use and management.
- The panel would support planning officers in securing high quality landscaped areas through planning conditions.
- The MUGA (multi use games area) beyond the northern boundary of the site could create problems for future residents due to lighting and noise nuisance.
- Careful consideration of future management strategies to mitigate nuisance from the MUGA is therefore recommended.

Architectural expression

- The panel broadly supports the development of architectural expression across the two linked sites, and welcomes the calmer elevational treatments within the development.
- The quality and texture of the bricks and other construction materials will be critical to the success of the scheme.

Next Steps

The panel broadly support the revised proposals. They highlight a number of action points for consideration by the design team, in consultation with Haringey officers, as follows:

- Ensuring generosity of entrances and circulation space through testing and refining the layout of these in detail.
- Further clarity on the nature, design and management of the landscaped spaces within the site.
- Further work to improve the access to the communal landscaped garden to the western boundary of the site.
- Consideration of the future management of the games court beyond the northern boundary of the site in order to mitigate nuisance from lighting and noise.



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Report for: Planning Sub-Committee 3 November 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 26 September to 21 October 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 26/09/2016 AND 21/10/2016

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

Recomendation 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****CLDE Applications Decided: 1**

Application No: **HGY/2016/2722** Officer: Anthony Traub
 Decision: GTD Decision Date: 06/10/2016
 Location: 133 Durnsford Road N11 2EL
 Proposal: Loft conversion with rear dormer (certificate of lawfulness for an existing use)

CLUP Applications Decided: 2

Application No: **HGY/2016/2970** Officer: Anthony Traub
 Decision: PERM REQ Decision Date: 19/10/2016
 Location: 38 Crescent Road N22 7RZ
 Proposal: Certificate of lawfulness for ground floor single storey extension

Application No: **HGY/2016/3119** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 27/09/2016
 Location: 106 Victoria Road N22 7XF
 Proposal: Certificate of lawfulness for rear dormer loft conversion

FUL Applications Decided: 9

Application No: **HGY/2016/1318** Officer: Malachy McGovern
 Decision: GTD Decision Date: 04/10/2016
 Location: 12 Barnard Hill N10 2HB
 Proposal: Construction of ground floor rear extension and first floor rear extension.

Application No: **HGY/2016/2267** Officer: Sarah Madondo
 Decision: GTD Decision Date: 29/09/2016
 Location: 46 Grosvenor Road N10 2DS
 Proposal: Erection of a flat roof dormer to the rear roof slope for a loft conversion. Installation of one casement window and 1 set of French doors and two Velux windows to front roof slope.

Application No: **HGY/2016/2596** Officer: Sarah Madondo
 Decision: GTD Decision Date: 11/10/2016
 Location: 49 Vallance Road N22 7UB
 Proposal: Demolition of existing rear addition; new partial width single storey rear extension; blocked-up side window and internal modifications.

Application No: **HGY/2016/2710** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 06/10/2016
 Location: Ground Floor Flat 66 Palace Gates Road N22 7BL
 Proposal: Erection of single storey addition to existing single storey extension to rear of ground floor flat

Application No: **HGY/2016/2723** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 06/10/2016
 Location: 134 Albert Road N22 7AH
 Proposal: Loft conversion with rear dormer to form habitable rooms

Application No: **HGY/2016/2768** Officer: Samuel Uff
 Decision: GTD Decision Date: 06/10/2016
 Location: 133 Durnsford Road N11 2EL
 Proposal: Retention of existing single storey rear extension

Application No: **HGY/2016/2819** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 14/10/2016
 Location: 97 Alexandra Park Road N10 2DP
 Proposal: Loft conversion involving side and rear dormers and roof lights to front roof slope

Application No: **HGY/2016/2954** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 20/10/2016
 Location: Flat A 34 Rosebery Road N10 2LH
 Proposal: New garden summer room and replacement of garden shed

Application No: **HGY/2016/3174** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 20/10/2016
 Location: 25 Albert Road N22 7AA
 Proposal: Formation of rear dormer to main roof and insertion of rooflights to front roof slope and replacement rear external staircase.

LCD Applications Decided: 2

Application No: **HGY/2016/2753** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 10/10/2016
 Location: 23 & 23A Vallance Road N22 7UD
 Proposal: Replacement windows and doors

Application No: **HGY/2016/3102** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 17/10/2016
 Location: 45 Palace Gates Road N22 7BW
 Proposal: Replacement windows and doors

PNE Applications Decided: 1

Application No: **HGY/2016/2650** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 26/09/2016
 Location: 20 Victoria Road N22 7XB
 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 2.6m

RES Applications Decided: 3

Application No: **HGY/2016/2231** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 14/10/2016
 Location: Alexandra Palace Alexandra Palace Way N22 7AY
 Proposal: Approval of details pursuant to condition 5 (ecological assessment phase 2) attached to planning permission HGY/2015/3141

Application No: **HGY/2016/3124** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 20/10/2016
 Location: Alexandra Palace Alexandra Palace Way N22 7AY
 Proposal: Approval of details pursuant to condition 5 (Construction Management Plan) attached to planning permission HGY/2014/3122

Application No: **HGY/2016/3127** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 12/10/2016
 Location: Alexandra Palace Alexandra Palace Way N22 7AY
 Proposal: Approval of details pursuant to condition 9 (Considerate Constructors Scheme) attached to planning permission HGY/2014/3122

Total Applications Decided for Ward: 18

WARD: **Bounds Green**

FUL Applications Decided: 7

Application No: **HGY/2016/2795** Officer: Emma McCready
 Decision: REF Decision Date: 05/10/2016
 Location: 2 Torrington Gardens N11 2AB
 Proposal: Retrospective application - Erection of staircase to the flat roof extension and a glass balustrade

Application No: **HGY/2016/2818** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 03/10/2016
 Location: 45 Lascotts Road N22 8JG
 Proposal: Conversion of existing House in Multiple Occupancy (HMO) into three self-contained flats (1x 3 bedroom and 2 x 2 bedroom) and associated two storey rear extension, a rear dormer, alterations to front elevation and 3x rooflights to front roof slope.

Application No: **HGY/2016/2867** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 05/10/2016
 Location: 34 Marlborough Road N22 8NB
 Proposal: Erection of a single storey rear extension and uPVC windows to the rear

Application No: **HGY/2016/2879** Officer: Emma McCready
 Decision: GTD Decision Date: 11/10/2016
 Location: Flat 1 10 Picking Court Gordon Road N11 2PD
 Proposal: Erection of rear dormer and insertion of 3x front facing rooflights

Application No: **HGY/2016/2930** Officer: Samuel Uff
 Decision: REF Decision Date: 11/10/2016
 Location: 125 Whittington Road N22 8YR
 Proposal: Widening of existing front and rear dormers in matching brickwork in conjunction with the reinstatement of the ground floor slate roof of the ground floor bay window.

Application No: **HGY/2016/3043** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 13/10/2016
 Location: 40 Bounds Green Road N11 2EU
 Proposal: Single storey rear extension

Application No: **HGY/2016/3057** Officer: Roland Sheldon
 Decision: GTD Decision Date: 13/10/2016
 Location: Flat 2 25 Parkhurst Road N22 8JQ
 Proposal: Installation of roof light to the first floor rear outrigger roof of the first floor flat.

PNE Applications Decided: 1

Application No: **HGY/2016/2941** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 18/10/2016
 Location: 26 Cornwall Avenue N22 7DA
 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 2.5m

RES Applications Decided: 1

Application No: **HGY/2016/3334** Officer: Wendy Robinson
 Decision: GTD Decision Date: 13/10/2016
 Location: Parking Area to the rear of Barnes Court Clarence Road N22 8PJ
 Proposal: Approval of details pursuant to conditions 5 (central dish or aerial system) and 12 (installation details of the boiler to be provided for space heating and domestic hot water) attached to planning permission HGY/2014/2556

Total Applications Decided for Ward: 9WARD: **Bruce Grove****ADV Applications Decided: 1**

Application No: **HGY/2016/2841** Officer: Duncan McKane
 Decision: REF Decision Date: 27/09/2016
 Location: Phone Kiosk O/S Library Court 391 High Road N17 6QN
 Proposal: Display of 1 x internally illuminated digital display sign on kiosk

CLUP Applications Decided: 7

Application No: **HGY/2016/2642** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 28/09/2016
 Location: 60 Chester Road N17 6BZ
 Proposal: Certificate of lawfulness for a loft conversion with rear dormer with roof extension and two front facing rooflights

Application No: **HGY/2016/2726** Officer: James Hughes
 Decision: PERM REQ Decision Date: 06/10/2016
 Location: Drapers Almshouses, Edmansons Close Bruce Grove N17 6XD
 Proposal: Certificate of lawfulness for amalgamation of the existing almshouses to create larger, fit-for- purpose dwellings, resulting in a reduction in the number of units from 50 studios, 2 x 1-bed units and 9 x 2- bed units to 23 x 2 bed units and 8 studios.

Application No: **HGY/2016/2789** Officer: James Hughes
 Decision: PERM DEV Decision Date: 13/10/2016
 Location: 18 Winchelsea Road N17 6XH
 Proposal: Certificate of lawfulness for L-Shape loft conversion with rear dormer gable end roof with 2 skylights at front.

Application No: **HGY/2016/3083** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 28/09/2016
 Location: 46 Higham Road N17 6NQ
 Proposal: Lawful Development Certificate for a Proposed rear dormer window with three front facing rooflights

Application No: **HGY/2016/3094** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 28/09/2016
 Location: 119 Mount Pleasant Road N17 6TQ
 Proposal: Lawful Development Certificate for a Proposed roof extension to the rear outrigger

Application No: **HGY/2016/3314** Officer: Neil Collins
 Decision: PERM DEV Decision Date: 18/10/2016
 Location: 88 Kitchener Road N17 6DY
 Proposal: Certificate of Lawfulness for erection of rear dormer roof extension

Application No: **HGY/2016/3390** Officer: Kwaku Bossman-Gyamera
 Decision: PERM DEV Decision Date: 21/10/2016
 Location: 89 Broadwater Road N17 6EP
 Proposal: Lawful development certificate for proposed loft conversion with front roof-lights and rear dormers. Single storey rear extension.

FUL Applications Decided: 9

Application No: **HGY/2016/2262** Officer: Duncan McKane
 Decision: GTD Decision Date: 04/10/2016
 Location: Flat 1 20 Elsdon Road N17 6RY
 Proposal: Erection of new single storey side infill extension and demolition of existing lean to bathroom extension.

Application No: **HGY/2016/2405** Officer: Zulema Nakata
 Decision: GTD Decision Date: 30/09/2016
 Location: Flat A 311 Mount Pleasant Road N17 6HD
 Proposal: Erection of single storey extensions

Application No: **HGY/2016/2579** Officer: David Farndon
 Decision: GTD Decision Date: 26/09/2016
 Location: Flat B 268 Philip Lane N15 4AD
 Proposal: New rear dormer and change of use from 2 x 2 bedroom self contained flats to 2 x 2 bedroom self contained flats and 1 x studio flat, together with associated refuse and cycle storage.

Application No: **HGY/2016/2700** Officer: David Farndon
 Decision: REF Decision Date: 05/10/2016
 Location: 22 Moorefield Road N17 6PY

Proposal: Variation of Condition 4 (hours of operation) following a grant of planning permission HGY/2007/2150 so that the premises should not be open before 08:00 or after 23:00 Sunday to Thursday and before 08:00 or after 23:30 on Fridays and Saturdays.

Application No: **HGY/2016/2752** Officer: David Farndon

Decision: REF Decision Date: 10/10/2016

Location: First Floor Flat B 172 Philip Lane N15 4JN

Proposal: Conversion of the first floor flat to provide an additional unit with rooflights to front roofslope

Application No: **HGY/2016/2781** Officer: David Farndon

Decision: GTD Decision Date: 12/10/2016

Location: 75 Arnold Road N15 4JQ

Proposal: Erection of a single storey rear infill extension to the flank of the outrigger and a single storey rear extension to the rear of the outrigger (ground floor flat) and a dormer extension to the rear (upper floor flat).

Application No: **HGY/2016/2996** Officer: Conor Guilfoyle

Decision: GTD Decision Date: 07/10/2016

Location: Flat 1 220 Mount Pleasant Road N17 6JQ

Proposal: Replace existing rear window with bi-fold glazed doors; replace kitchen window with new window; infill side door with brick to match existing; and replace rear window with a full height glazed door.

Application No: **HGY/2016/3040** Officer: Roland Sheldon

Decision: GTD Decision Date: 06/10/2016

Location: 108 Mount Pleasant Road N17 6TH

Proposal: Planning permission sought for retention of existing single story rear extension.

Application No: **HGY/2016/3248** Officer: Conor Guilfoyle

Decision: GTD Decision Date: 21/10/2016

Location: Saverdor Court Winchelsea Road N17 6UT

Proposal: Installation of uPVC double glazed windows to replace existing uPVC and aluminium windows

LBC Applications Decided: 1

Application No: **HGY/2016/2725** Officer: James Hughes

Decision: GTD Decision Date: 06/10/2016

Location: Drapers Almshouses Edmansons Close Bruce Grove N17 6XD

Proposal: Listed building consent for internal alterations and amalgamations to create larger dwellings. Proposals involve a reduction in units from 50 studios, 2 x 1 bed flats and 9 x 2 bed flats to 23 x 2 bed houses and 8 studios.

TEL Applications Decided: 1

Application No: **HGY/2016/2676** Officer: Duncan McKane

Decision: GTD Decision Date: 27/09/2016

Location: Outside Library Court 391 High Road N17 6QN

Proposal: Prior approval for replacement of payphone kiosk

Total Applications Decided for Ward: 19

WARD: **Crouch End**

ADV Applications Decided: 1

Application No: **HGY/2016/2838** Officer: Laurence Ackrill
 Decision: REF Decision Date: 30/09/2016
 Location: 1 Crouch End Hill N8 8GA
 Proposal: Display of 1 x internally-illuminated LED Screen sign mounted in stainless steel Telephone Kiosk

CLDE Applications Decided: 1

Application No: **HGY/2016/2592** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 26/09/2016
 Location: 3-5 Crouch End Hill N8 8DH
 Proposal: Certificate of Lawfulness for use as three self contained flats

COND Applications Decided: 2

Application No: **HGY/2016/2469** Officer: Zulema Nakata
 Decision: GTD Decision Date: 27/09/2016
 Location: 4 Coleridge Road N8 8EJ
 Proposal: Variation of condition 2 (plans and specification) following grant of planning permission HGY/2013/1433 to amend the consented drawings

Application No: **HGY/2016/2749** Officer: Aaron Lau
 Decision: GTD Decision Date: 10/10/2016
 Location: 19 Haringey Park N8 9HY
 Proposal: Variation of condition 2 (plans and specifications) attached to planning permission HGY/2013/2273 to make better use of the internal spaces within the family homes, to allow more natural light to fill to spaces, particularly within the basements, and access the roofs for maintenance.

FUL Applications Decided: 12

Application No: **HGY/2016/0412** Officer: Sarah Madondo
 Decision: GTD Decision Date: 18/10/2016
 Location: 58 Crouch Hall Road N8 8HG
 Proposal: Erection of rear elevation single storey extension with lightwell to front and rear; conversion of basement to habitable rooms, removal of parking space and re-instatement of front garden brick wall and gates.

Application No: **HGY/2016/2484** Officer: Matthew Gunning
 Decision: GTD Decision Date: 17/10/2016
 Location: 38 Priory Gardens N6 5QS
 Proposal: Erection of a rear extension replace existing balustrade with a balustrade of 1100mm to allow access to roof terrace and two small windows to front elevation at lower ground level to provide ventilation to existing lower ground utility room

Application No: **HGY/2016/2615** Officer: Sarah Madondo
 Decision: GTD Decision Date: 10/10/2016
 Location: 11 Claremont Road N6 5DA
 Proposal: Formation of roof terrace to back addition roof

Application No: **HGY/2016/2651** Officer: Sarah Madondo
 Decision: GTD Decision Date: 29/09/2016
 Location: 141 Hornsey Lane N6 5NH
 Proposal: Replacement of an existing outbuilding with a single storey timber outbuilding for ancillary residential purposes

Application No: **HGY/2016/2693** Officer: Aaron Lau
 Decision: GTD Decision Date: 05/10/2016
 Location: 2-4 The Broadway N8 9SN
 Proposal: Change of use of basement from ancillary storage to ground floor units to children's gym (Class D2 use).

Application No: **HGY/2016/2720** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 05/10/2016
 Location: 18A Birchington Road N8 8HP
 Proposal: Extension of existing ground floor conservatory to form new kitchen diner.

Application No: **HGY/2016/2750** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 21/10/2016
 Location: Shop 16 Park Road N8 8TD
 Proposal: Change of Use from Class A2 to A3 (restaurant) /A5 (hot food takeaway) at ground floor level consisting of new smoke and odour emission control system to the kitchen and new extract flue to the rear

Application No: **HGY/2016/2760** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 12/10/2016
 Location: 69 Crouch Hall Road N8 8HD
 Proposal: New vehicular crossover to existing vehicular hardstanding

Application No: **HGY/2016/2935** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 12/10/2016
 Location: Basement Left Flat 1A 19 Haringey Park N8 9HY
 Proposal: Erection of single storey rear extension and insertion of one window to the west side

Application No: **HGY/2016/2956** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 11/10/2016
 Location: 33 Coleridge Road N8 8EH
 Proposal: Erection of single storey extension to rear of the property and conversion of attic into habitable space with addition of rear dormer and rooflights.

Application No: **HGY/2016/2971** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 20/10/2016
 Location: 115 Ferme Park Road N8 9SG
 Proposal: Demolition of garage and erection of a two bedroom three person house accessed from Landrock Road (resubmission of granted permission HGY/2014/3411)

Application No: **HGY/2016/3116** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 17/10/2016
 Location: Flat A 41 Wolseley Road N8 8RS
 Proposal: Internal alterations, insertion of new windows and replacement fenestration

NON Applications Decided: 1

Application No: **HGY/2016/3056** Officer: Adam Flynn
 Decision: GTD Decision Date: 13/10/2016
 Location: Flats B, C & D 11 Park Road N8 8TE
 Proposal: Non-material amendment following a grant of planning permission HGY/2015/2132 to alter third floor configuration and fenestration

RES Applications Decided: 11

Application No: **HGY/2016/1051** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 13/10/2016
 Location: 161 Tottenham Lane N8 9BU
 Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2014/3139 and HGY/2016/0512

Application No: **HGY/2016/1052** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 13/10/2016
 Location: 161 Tottenham Lane N8 9BU
 Proposal: Approval of details pursuant to condition 5 (boundary treatment) attached to planning permission HGY/2014/3139 and HGY/2016/0512

Application No: **HGY/2016/1938** Officer: Aaron Lau
 Decision: GTD Decision Date: 07/10/2016
 Location: 19 Haringey Park N8 9HY
 Proposal: Approval of Details pursuant to Condition 4 (hard and soft landscaping) attached to planning permission HGY/2013/2273

Application No: **HGY/2016/1939** Officer: Aaron Lau
 Decision: GTD Decision Date: 07/10/2016
 Location: 19 Haringey Park N8 9HY
 Proposal: Approval of Details pursuant to Condition 5 (proposed replacement/new boundary treatment) attached to planning permission HGY/2013/2273

Application No: **HGY/2016/1941** Officer: Aaron Lau
 Decision: GTD Decision Date: 07/10/2016
 Location: 19 Haringey Park N8 9HY
 Proposal: Partial discharge of Condition 7 (desktop study) attached to planning permission HGY/2013/2273

Application No: **HGY/2016/1945** Officer: Aaron Lau
 Decision: GTD Decision Date: 07/10/2016
 Location: 19 Haringey Park N8 9HY
 Proposal: Approval of Details pursuant to Condition 11 (arboricultural method statement) attached to planning permission HGY/2013/2273

Application No: **HGY/2016/1946** Officer: Aaron Lau
 Decision: GTD Decision Date: 07/10/2016
 Location: 19 Haringey Park N8 9HY
 Proposal: Approval of Details pursuant to Condition 12 (tree protection measures) attached to planning permission HGY/2013/2273

Application No: **HGY/2016/1947** Officer: Aaron Lau
 Decision: GTD Decision Date: 27/09/2016
 Location: 19 Haringey Park N8 9HY
 Proposal: Approval of Details pursuant to Condition 13 (refuse and waste storage and recycling facilities) attached to planning permission HGY/2013/2273

Application No: **HGY/2016/2695** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 13/10/2016
 Location: 161 Tottenham Lane N8 9BU
 Proposal: Approval of details pursuant to condition 4 (details of the proposed landscaping) attached to planning permission HGY/2014/3139 and HGY/2016/0512

Application No: **HGY/2016/2696** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 13/10/2016
 Location: 161 Tottenham Lane N8 9BU
 Proposal: Approval of details pursuant to condition 14 (scheme for green roofs) attached to planning permission HGY/2014/3139 and HGY/2016/0512

Application No: **HGY/2016/2943** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 19/10/2016
 Location: 4a Broadway Parade Tottenham Lane N8 9DE
 Proposal: Approval of Details pursuant to Condition 3 (refuse and waste storage and recycling facilities attached to Planning Permission HGY/2015/2302)

TEL Applications Decided: 1

Application No: **HGY/2016/2671** Officer: Laurence Ackrill
 Decision: PN GRANT Decision Date: 29/09/2016
 Location: Outside 1 Crouch End Hill N8 8GA
 Proposal: Prior approval for replacement of pay phone kiosk

TPO Applications Decided: 2

Application No: **HGY/2016/2616** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 27/09/2016
 Location: 17 Christchurch Road N8 9QL
 Proposal: T1 Quercus robur (English Oak) - Prune out lower branches overhanging pond at approximately 20m only, T2 Prunus mahaleb (Mahaleb Cherry) 3no. - Fair: Shading pond - Prune out branches overhanging pond. T4 Laurus nobilis (Bay) - Fair: Takes light - Reduce and shape. T5 Prunus sp. (Plum) - Fair: Takes light - Crown reduce by 35%.

Application No: **HGY/2016/2893** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 21/10/2016
 Location: 16 Shepherds Hill N6 5AQ
 Proposal: Tree works to include cutting back large limb growing directly over roof to approx 1m away from front edge of property of 1 x Oak tree

Total Applications Decided for Ward: 31WARD: **Fortis Green****CLUP Applications Decided: 2**

Application No: **HGY/2016/2755** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 10/10/2016
 Location: 4 Ringwood Avenue N2 9NS
 Proposal: Certificate of lawfulness for single storey ground floor extension and dormer loft conversion to the rear with roof light to front roof slope.

Application No: **HGY/2016/3122** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 27/09/2016
 Location: 10 Greenham Road N10 1LP
 Proposal: Certificate of lawfulness for hip to gable loft conversion

FUL Applications Decided: 11

Application No:	HGY/2016/1392	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	06/10/2016
Location:	14 Lauradale Road N2 9LU		
Proposal:	Erection of two storey side extension, single storey rear extension, rooflight in front roof slope and enlarged front porch.		
Application No:	HGY/2016/1431	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	10/10/2016
Location:	10 Wellfield Avenue N10 2EA		
Proposal:	Removal of partial rear extension for new full width extension at ground floor		
Application No:	HGY/2016/2562	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	27/09/2016
Location:	42 Creighton Avenue N10 1NU		
Proposal:	Part first floor side extension, loft conversion with formation of roof extension, hip to gable and rear dormer and roof lights to front roof slope		
Application No:	HGY/2016/2646	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	28/09/2016
Location:	28 Queens Avenue N10 3NR		
Proposal:	Conversion of ground floor maisonette and first floor flat into one unit.		
Application No:	HGY/2016/2654	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	30/09/2016
Location:	25 Southern Road N2 9LH		
Proposal:	Refurbishment of semi-detached house together with kitchen and loft extensions.		
Application No:	HGY/2016/2780	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	12/10/2016
Location:	7 Burlington Road N10 1NJ		
Proposal:	Erection of a ground floor rear infill extension		
Application No:	HGY/2016/2846	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	14/10/2016
Location:	Flat B 17 Muswell Road N10 2BJ		
Proposal:	Installation of small Velux window in the rear side West Elevation.		
Application No:	HGY/2016/2877	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	18/10/2016
Location:	54 Lauradale Road N2 9LU		
Proposal:	Erection of a rear extension		
Application No:	HGY/2016/2957	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	11/10/2016
Location:	Glenariff 197 Creighton Avenue N2 9BN		
Proposal:	Erection of single storey extension to side rear and front of property with skylights on roofs		

Application No: **HGY/2016/2973** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 12/10/2016
 Location: 19 Aylmer Road N2 0BS
 Proposal: Formation of loft conversion, single story rear extension and side extensions

Application No: **HGY/2016/3046** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 13/10/2016
 Location: 148 Fortis Green Road N10 3DU
 Proposal: Erection of 6m deep, single story rear extension

NON Applications Decided: 1

Application No: **HGY/2016/2993** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 07/10/2016
 Location: 9 Muswell Road N10 2BJ
 Proposal: Non-material amendment following a grant of planning permission HGY/2014/3453 to enable change of the bin storage and bike parking locations due to the location of the new gas meters, and alterations to the external areas treatment, windows and garage replacement

PNE Applications Decided: 1

Application No: **HGY/2016/2666** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 27/09/2016
 Location: 4 Ringwood Avenue N2 9NS
 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 3.5m and for which the height of the eaves would be 3.5m

RES Applications Decided: 4

Application No: **HGY/2016/2157** Officer: Adam Flynn
 Decision: GTD Decision Date: 17/10/2016
 Location: Beacon Lodge 35 Eastern Road N2 9LB
 Proposal: Approval of details pursuant to condition 17 (Landscape) attached to planning permission HGY/2015/1820

Application No: **HGY/2016/2158** Officer: Adam Flynn
 Decision: GTD Decision Date: 17/10/2016
 Location: Beacon Lodge 35 Eastern Road N2 9LB
 Proposal: Approval of details pursuant to Condition 18 (Landscape Management Plan) attached to planning permission HGY/2015/1820

Application No: **HGY/2016/2853** Officer: Adam Flynn
 Decision: GTD Decision Date: 17/10/2016
 Location: Beacon Lodge 35 Eastern Road N2 9LB
 Proposal: Approval of details pursuant to condition 13 (crossover) attached to planning permission HGY/2015/1820

Application No: **HGY/2016/3218** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 20/10/2016
 Location: Raglan House 8-12 Queens Avenue N10 3NR
 Proposal: Approval of details pursuant to condition 10 (Construction Management Plan (CMP) and Construction Logistics Plan (CLP)) attached to planning permission HGY/2015/3730

TPO Applications Decided: 1

Application No: **HGY/2016/2937** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 19/10/2016
 Location: 48 Fortismere Avenue N10 3BL
 Proposal: Tree works to include re-pollard to previous points of 2 x plane trees.

Total Applications Decided for Ward: 20

WARD: **Harringay**

CLDE Applications Decided: 1

Application No: **HGY/2016/2927** Officer: Samuel Uff
 Decision: GTD Decision Date: 17/10/2016
 Location: 110 Mattison Road N4 1BE
 Proposal: Certificate of lawfulness for an existing use as an HMO in the upper floors.

CLUP Applications Decided: 4

Application No: **HGY/2016/2994** Officer: Samuel Uff
 Decision: PERM REQ Decision Date: 21/10/2016
 Location: 82 Falkland Road N8 0NP
 Proposal: Lawful Development Certificate for a Proposed rear dormer roof extension to the main roof and outrigger

Application No: **HGY/2016/3068** Officer: Conor Guilfoyle
 Decision: PERM DEV Decision Date: 27/09/2016
 Location: 83 Hewitt Road N8 0BP
 Proposal: Certificate of lawfulness for insertion of bi-fold doors to new ground floor rear elevation, enlargement of main east side elevation window by lowering the cill level to match finished floor level, raising of east side elevation bay window cill height by 150mm, and insertion of additional window on east side elevation, to facilitate reconfigured internal layout.

Application No: **HGY/2016/3158** Officer: Samuel Uff
 Decision: PERM DEV Decision Date: 27/09/2016
 Location: 13 Raleigh Road N8 0JB
 Proposal: Lawful development certificate for rear outbuilding

Application No: **HGY/2016/3414** Officer: Roland Sheldon
 Decision: PERM DEV Decision Date: 18/10/2016
 Location: 122 Fairfax Road N8 0NL
 Proposal: Lawful development certificate for a proposed rear dormer with linked roof extension above outrigger, installation of 3 front roof lights.

FUL Applications Decided: 4

Application No: **HGY/2016/1530** Officer: Gareth Prosser
 Decision: GTD Decision Date: 07/10/2016
 Location: 327A Green Lanes N4 1BZ
 Proposal: Extension to facilitate children's play area, toilets, an extension to the rear courtyard and a kitchen for the existing cafe space next to the existing cafe

Application No: **HGY/2016/2488** Officer: Samuel Uff
 Decision: GTD Decision Date: 20/10/2016
 Location: 574 Green Lanes N8 0RP
 Proposal: Rear dormer to main roofsope

Application No: **HGY/2016/2886** Officer: Emma McCready
 Decision: REF Decision Date: 12/10/2016
 Location: Flat 2 110 Beresford Road N8 0AH
 Proposal: Erection of roof terrace to the rear outrigger to the first floor flat

Application No: **HGY/2016/2889** Officer: Emma McCready
 Decision: GTD Decision Date: 28/09/2016
 Location: Flat B 12 St Margarets Avenue N15 3DH
 Proposal: Erection of rear dormer to first floor flat

PNE Applications Decided: 2

Application No: **HGY/2016/2769** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 27/09/2016
 Location: 113 Allison Road N8 0AP
 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 2.75m

Application No: **HGY/2016/2770** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 27/09/2016
 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: 5

Application No: **HGY/2016/1689** Officer: Matthew Gunning
 Decision: GTD Decision Date: 03/10/2016
 Location: Rear of 600 Green Lanes N8 0RY
 Proposal: Approval of Details pursuant to Condition 5 (Landscaping Scheme) attached to Planning Permission HGY/2014/2162

Application No: **HGY/2016/1690** Officer: Matthew Gunning
 Decision: GTD Decision Date: 03/10/2016
 Location: Rear of 600 Green Lanes N8 0RY
 Proposal: Approval of Details pursuant to Condition 6 (Specification & Location of External Lighting) attached to Planning Permission HGY/2014/2162

Application No: **HGY/2016/1691** Officer: Matthew Gunning
 Decision: GTD Decision Date: 03/10/2016
 Location: Rear of 600 Green Lanes N8 0RY
 Proposal: Approval of Details pursuant to Condition 7 (Type & Location of Secure & Covered Cycle Parking Facilities) attached to Planning Permission HGY/2014/2162

Application No: **HGY/2016/1696** Officer: Matthew Gunning
 Decision: GTD Decision Date: 03/10/2016
 Location: Rear of 600 Green Lanes N8 0RY
 Proposal: Remove Condition 11 (Level 4 Sustainable Homes) attached to Planning Permission HGY/2014/2162

Application No: **HGY/2016/2880** Officer: Christopher Smith
 Decision: GTD Decision Date: 11/10/2016
 Location: 329 Green Lanes N4 1DZ
 Proposal: Approval of details pursuant to condition stated under Condition 3 of Appeal Decision APP/Y5420/W/14/3000360 (original planning reference HGY/2014/2018) for the installation of an obscure screen to address potential overlooking.

Total Applications Decided for Ward: 16

WARD: **Highgate**

CLUP Applications Decided: 1

Application No: **HGY/2016/2785** Officer: Anthony Traub
 Decision: PERM REQ Decision Date: 13/10/2016
 Location: 96 North Hill N6 4RL
 Proposal: Certificate of Lawfulness to alter the existing rear single storey extension by removing the pitched roof and replace with a lower flat roof

COND Applications Decided: 1

Application No: **HGY/2016/2702** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 05/10/2016
 Location: 21 Sheldon Avenue N6 4JS
 Proposal: Variation of condition 2 (approved plans) attached to appeal reference APP/75420/W/15/3134595) (Original planning reference HGY/2015/1340) to show ammendments to fenestration and side extension

FUL Applications Decided: 12

Application No: **HGY/2015/3130** Officer: Aaron Lau
 Decision: GTD Decision Date: 18/10/2016
 Location: 353 Archway Road N6 4EJ
 Proposal: Erection of additional floor at roof level to provide three x 2 bedroom flats together with restoration and decoration of the front elevation of the existing building.

Application No: **HGY/2016/0024** Officer: Duncan McKane
 Decision: NOT DET Decision Date: 30/09/2016
 Location: 487 Archway Road N6 4HX
 Proposal: Erection of two storey rear extension (householder application)

Application No: **HGY/2016/0856** Officer: Sarah Madondo
 Decision: GTD Decision Date: 10/10/2016
 Location: 424 Archway Road N6 4JH
 Proposal: Moving existing bin store which serves Acorn Terrace and 424 Archway Road within the car park to a new location

Application No:	HGY/2016/2597	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	14/10/2016
Location:	3 Cholmeley Crescent N6 5EZ		
Proposal:	Proposed demolition of existing rear conservatory. Proposed full width extension to rear ground floor level. Remodelling of 3 existing dormer windows to front, side & rear elevations and the addition of 2 no conservation roof lights to the side elevation.		
Application No:	HGY/2016/2636	Officer:	James Hughes
Decision:	GTD	Decision Date:	28/09/2016
Location:	2 Causton Road N6 5ES		
Proposal:	Erection of single-storey side extension at ground floor level		
Application No:	HGY/2016/2645	Officer:	James Hughes
Decision:	GTD	Decision Date:	13/10/2016
Location:	11 Oldfield Mews N6 5XA		
Proposal:	Erection of a conservatory		
Application No:	HGY/2016/2689	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	07/10/2016
Location:	38 North Road N6 4AX		
Proposal:	Loft extension to detached house involving increase in ridge height.		
Application No:	HGY/2016/2724	Officer:	Valerie Okeiyi
Decision:	REF	Decision Date:	06/10/2016
Location:	32 Toyne Way N6 4EG		
Proposal:	Conversion of existing loft space to an additional bedroom, with 2 front rooflights and a rear dormer		
Application No:	HGY/2016/2777	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	12/10/2016
Location:	21 Sheldon Avenue N6 4JS		
Proposal:	Proposed AC condenser housing within an acoustic louvred enclosure in the garden to the far corner in an opening within the canopy.		
Application No:	HGY/2016/2798	Officer:	Tobias Finlayson
Decision:	GTD	Decision Date:	13/10/2016
Location:	11 Langdon Park Road N6 5PS		
Proposal:	Construction of single-storey rear extension and rear dormer, minor alterations to front elevation and alterations to front garden (paving and bicycle store) and front boundary wall		
Application No:	HGY/2016/2849	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	14/10/2016
Location:	29 Langdon Park Road N6 5PT		
Proposal:	Enlargement of existing rear extension, replacing the main roof tiles like by like, insertion of skylight to front elevation and blocking up side unused entrance to create WC behind		
Application No:	HGY/2016/2871	Officer:	Tobias Finlayson
Decision:	REF	Decision Date:	18/10/2016
Location:	Winchester Hall Tavern 206 Archway Road N6 5BA		
Proposal:	Conversion of part of the pub (A4) unit into a residential (C3) flat		

FULM Applications Decided: 2

Application No: **HGY/2016/1595** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 17/10/2016

Location: Far End Compton Avenue N6 4LH

Proposal: Demolition of existing dwelling and replacement with a 2 storey house with rooms in the roof and basement

Application No: **HGY/2016/1930** Officer: Aaron Lau
 Decision: GTD Decision Date: 07/10/2016

Location: Oak Lawn Compton Avenue N6 4LB

Proposal: Demolition and replacement of the existing house

LCD Applications Decided: 1

Application No: **HGY/2016/3105** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 17/10/2016

Location: 11A, B, C + D Wembury Road N6 5PU

Proposal: Replacement windows and doors

NON Applications Decided: 2

Application No: **HGY/2016/3080** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 14/10/2016

Location: 14 Winchester Place N6 5HJ

Proposal: Non-material amendment following a grant of planning permission HGY/2015/2806 to introduce minor changes to internal layouts, front and rear lightwells, and windows to flank elevations.

Application No: **HGY/2016/3290** Officer: Aaron Lau
 Decision: GTD Decision Date: 14/10/2016

Location: 55 Sheldon Avenue N6 4NH

Proposal: Non-material amendment following a grant of planning permission HGY/2016/0801 to introduce amendments to the internal layout and alterations to the front and rear elevations

RES Applications Decided: 7

Application No: **HGY/2015/3482** Officer: Aaron Lau
 Decision: GTD Decision Date: 27/09/2016

Location: 22 Sheldon Avenue N6 4JT

Proposal: Approval of details pursuant to condition 1 (noise assessment) attached to planning permission HGY/2015/2240

Application No: **HGY/2016/2741** Officer: Adam Flynn
 Decision: GTD Decision Date: 14/10/2016

Location: 8 Tile Kiln Lane N6 5LG

Proposal: Approval of details pursuant to condition 4 attached to Appeal Decision APP/Y5420/D/16/3147397 (original planning reference HGY/2015/3633) for further details of the balustrade details, including height and materials, of the sundeck at second floor level over the new extension and of the new rear terrace.

Application No: **HGY/2016/2790** Officer: Aaron Lau
 Decision: GTD Decision Date: 14/10/2016

Location: Somerlese Courtenay Avenue N6 4LP

Proposal: Approval of details pursuant to condition 4 (materials) attached to appeal reference APP/Y5420/W/3134883 (planning reference HGY/2015/0901)

Application No: **HGY/2016/2791** Officer: Aaron Lau
 Decision: GTD Decision Date: 20/10/2016
 Location: Somerlese Courtenay Avenue N6 4LP

Proposal: Approval of details pursuant to condition 5 (control of dust) attached to appeal reference APP/Y5420/W/3134883 (planning reference HGY/2015/0901)

Application No: **HGY/2016/2884** Officer: Matthew Gunning
 Decision: GTD Decision Date: 19/10/2016
 Location: Channing School Highgate Hill N6 5HF

Proposal: Approval of details pursuant to condition 4 (final landscaping scheme including the planting of trees and / or shrubs) attached to planning permission HGY/2011/1576 (amended by planning permission HGY/2013/2287 and HGY/2014/0848)

Application No: **HGY/2016/2890** Officer: Matthew Gunning
 Decision: GTD Decision Date: 19/10/2016
 Location: Channing School Highgate Hill N6 5HF

Proposal: Approval of details pursuant to condition 5 (new hard landscaping) attached to planning permission HGY/2011/1576 (amended by planning permission HGY/2013/2287 and HGY/2014/0848)

Application No: **HGY/2016/3296** Officer: Aaron Lau
 Decision: GTD Decision Date: 14/10/2016
 Location: 1b Sheldon Avenue N6 4JS

Proposal: Approval of details pursuant to condition 7 (Code 4 level for Sustainable Homes) attached to planning permission HGY/2013/0997.

TPO Applications Decided: 3

Application No: **HGY/2016/2667** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 30/09/2016
 Location: The Woodman 414 Archway Road N6 5UA
 Proposal: Tree works to include crown lift to approx 6m to clear side of building of 1 Sycamore tree

Application No: **HGY/2016/2742** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 10/10/2016
 Location: Southwood Hall Muswell Hill Road N6 5UF
 Proposal: Tree works to include 2m crown reduction to 1 x Evergreen Oak tree

Application No: **HGY/2016/2953** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 20/10/2016
 Location: 54 North Hill N6 4RH

Proposal: Tree works to include pruning of Hornbeam (T11) located at the back of property: reduce crown height and spread neighbours side by approximately 2-3 metres to provide clearance to garden. Reduce lateral over neighbours garden area by 3-4 metres. Clean to remove all dead diseased and broken branches 2 centimetres in diameter and larger throughout crown to improve health and appearance and reduce risk of branch failure.

Total Applications Decided for Ward: 29

WARD: **Hornsey**

ADV Applications Decided: 1

Application No: **HGY/2016/2839** Officer: Sarah Madondo
 Decision: REF Decision Date: 29/09/2016
 Location: YMCA 184 Tottenham Lane N8 8SG
 Proposal: Display of 1 x internally-illuminated LED Screen sign mounted in stainless steel Telephone Kiosk

FUL Applications Decided: 5

Application No: **HGY/2016/1307** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 03/10/2016
 Location: Land Adjacent to Hornsey Bowling Club Rectory Gardens N8 7QT
 Proposal: Development of the site to provide 4 x 4 bedroom townhouses with associated private amenity space, car and cycle parking and landscaping

Application No: **HGY/2016/2569** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 07/10/2016
 Location: Flat A 10 Rathcoole Avenue N8 9NA
 Proposal: Conversion of roof over rear outrigger into a dormer extension and roof lights to front roof slope

Application No: **HGY/2016/2613** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 10/10/2016
 Location: 6 Rosebery Gardens N8 8SH
 Proposal: Demolition of existing extension and portico, return the bathroom to original footprint by reducing depth. Erection of single storey rear extension with sliding doors and rooflights in flat roof

Application No: **HGY/2016/2655** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 29/09/2016
 Location: 88 High Street N8 7NU
 Proposal: Erection of single storey rear infill extension to restaurant.

Application No: **HGY/2016/2881** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 03/10/2016
 Location: 14 Clovelly Road N8 7RH
 Proposal: Erection of single storey side and rear extensions

TEL Applications Decided: 1

Application No: **HGY/2016/2681** Officer: Sarah Madondo
 Decision: PN GRANT Decision Date: 04/10/2016
 Location: Outside 184 YMCA Tottenham Lane N8 8SG
 Proposal: Prior approval for replacement of payphone kiosk

Total Applications Decided for Ward: 7WARD: **Muswell Hill****ADV Applications Decided: 4**

Application No: **HGY/2016/2556** Officer: Tobias Finlayson
 Decision: REF Decision Date: 26/09/2016
 Location: Outside 102 Muswell Hill Broadway N10 3RU
 Proposal: Display of a double-sided freestanding forum structure, featuring 2 x Digital 84" screen positioned back to back.

Application No: **HGY/2016/2558** Officer: Tobias Finlayson
 Decision: REF Decision Date: 26/09/2016
 Location: Outside 111-117 Muswell Hill Road N10 3HS
 Proposal: Display of a double-sided freestanding forum structure, featuring 2 x Digital 84"" screen positioned back to back.

Application No: **HGY/2016/2559** Officer: Tobias Finlayson
 Decision: REF Decision Date: 26/09/2016
 Location: Outside Odeon Cinema Fortis Green Road N10 3HP
 Proposal: Display of double-sided freestanding forum structure, featuring 2 x Digital 84" screen positioned back to back

Application No: **HGY/2016/2840** Officer: Tobias Finlayson
 Decision: REF Decision Date: 29/09/2016
 Location: Phone Kiosk O/S 1 Fortis Green Road N10 3HP
 Proposal: Display of 1 x internally illuminated digital display sign on the kiosk

CLUP Applications Decided: 3

Application No: **HGY/2016/2728** Officer: Valerie Okeiyi
 Decision: PERM DEV Decision Date: 06/10/2016
 Location: 50 Springfield Avenue N10 3SY
 Proposal: Certificate of lawfulness for rear dormer loft extension with hip to gable side roof extension and roof lights to front roof slope

Application No: **HGY/2016/2732** Officer: Laurence Ackrill
 Decision: PERM DEV Decision Date: 07/10/2016
 Location: 147 Cranley Gardens N10 3AG
 Proposal: Certificate of lawfulness for creation of new side extension along with a kitchen extension

Application No: **HGY/2016/2891** Officer: Anthony Traub
 Decision: NOT DEV Decision Date: 13/10/2016
 Location: 82 Cranley Gardens N10 3AH
 Proposal: Certificate of lawfulness to reunite the property into a single dwelling

FUL Applications Decided: 4

Application No: **HGY/2016/2365** Officer: Zulema Nakata
 Decision: GTD Decision Date: 26/09/2016
 Location: 5 Wavel Mews N8 8LQ
 Proposal: Demolition of existing property and construction of new 4 bedroom house

Application No: **HGY/2016/2640** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 27/09/2016
 Location: 20 Onslow Gardens N10 3JU
 Proposal: Single storey rear/side extension with 2x sky lanterns, replace existing 1st floor roof with glazed roof, and 1st floor obscure side windows and new dormer to existing front roof slope.

Application No: **HGY/2016/2729** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 14/10/2016
 Location: 50 Springfield Avenue N10 3SY
 Proposal: Erection of lower ground floor and ground floor rear/side extension including terrace at ground and first floor level

Application No: **HGY/2016/2887** Officer: Christopher Smith
 Decision: GTD Decision Date: 19/10/2016
 Location: 146 Cranley Gardens N10 3AH
 Proposal: Loft conversion, extension at roof and ground floor levels and roof lights to front roof slope and a Juliet balcony

RES Applications Decided: 1

Application No: **HGY/2016/2784** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 11/10/2016
 Location: 77 Muswell Hill N10 3PJ
 Proposal: Discharge of Condition 5 (Tree Survey and Tree Protection Method Statement) attached to Planning Permission HGY/2013/2325

TEL Applications Decided: 1

Application No: **HGY/2016/2668** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 29/09/2016
 Location: Outside 1 Fortis Green Road N10 3HP
 Proposal: Prior approval for replacement of pay phone kiosk

Total Applications Decided for Ward: 13WARD: **Noel Park****ADV Applications Decided: 1**

Application No: **HGY/2016/2936** Officer: Neil Collins
 Decision: GTD Decision Date: 05/10/2016
 Location: 185 + 185B High Road N22 6BA
 Proposal: Display of 2 x internally illuminated advertisements and 1 x internally illuminated hanging sign.

CLUP Applications Decided: 1

Application No: **HGY/2016/3011** Officer: Roland Sheldon
 Decision: PERM DEV Decision Date: 27/09/2016
 Location: 81 Hewitt Avenue N22 6QH
 Proposal: Proposed installation of 2 rooflights in the rear roof slope.

FUL Applications Decided: 10

Application No:	HGY/2014/0710	Officer:	Neil Collins
Decision:	GTD	Decision Date:	07/10/2016
Location:	14-18 Lymington Avenue N22 6JA		
Proposal:	Demolition of 3 no portacabins trading as shops and erection of a 4 storey building and detached single storey building comprising 3 no shops and 7 no flats comprising 3 x 1 bed and 4 x 2 bed flats		
Application No:	HGY/2016/2704	Officer:	Nanayaa Ampoma
Decision:	REF	Decision Date:	20/10/2016
Location:	1 Meads Road N22 6RN		
Proposal:	Erection of rear outbuilding.		
Application No:	HGY/2016/2747	Officer:	Neil Collins
Decision:	GTD	Decision Date:	18/10/2016
Location:	26 Russell Avenue N22 6PP		
Proposal:	Erection of single storey rear extension		
Application No:	HGY/2016/2772	Officer:	Emma McCready
Decision:	GTD	Decision Date:	19/10/2016
Location:	60 Whymark Avenue N22 6DJ		
Proposal:	Change of use from C4 HMO to Sui Generis HMO		
Application No:	HGY/2016/2800	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	04/10/2016
Location:	184 Moselle Avenue N22 6EX		
Proposal:	Demolition of existing single storey side porch extension and single storey rear addition, erection of single storey side extension incorporating new porch entrance, single storey rear extension with 2 solar panels on roof of extension, 1 rear rooflight.		
Application No:	HGY/2016/2825	Officer:	Neil Collins
Decision:	GTD	Decision Date:	03/10/2016
Location:	90 Pelham Road N22 6LP		
Proposal:	Replacement double-glazed timber sliding-sash windows, installation of 3x rear facing roof lights, installation of satellite dish, replacement of front boundary wall, re-pointing damaged brickwork and capping the chimney		
Application No:	HGY/2016/2837	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	30/09/2016
Location:	Chocolate Factory 5 Clarendon Road off Coburg Road N22 6XJ		
Proposal:	Minor alterations to the exterior facades of Block C. Including reinstatement of windows to previously bricked up apertures, removal of external staircases, converting 2no of windows to glazed doors, painting of modern timber extension, removal of roller shutter, removal of canopy and supporting column, new door opening to the rear of the block and removal of kitchen extract duct/new extract location and fresh air louvre proposed.		
Application No:	HGY/2016/2928	Officer:	Samuel Uff
Decision:	GTD	Decision Date:	27/09/2016
Location:	183 High Road N22 6BA		
Proposal:	Insertion of windows to first floor side facade.		

Application No: **HGY/2016/2949** Officer: Emma McCready
 Decision: GTD Decision Date: 28/09/2016
 Location: 23 The Avenue N8 0JR
 Proposal: Erection of single storey rear extension

Application No: **HGY/2016/3389** Officer: Roland Sheldon
 Decision: REF Decision Date: 20/10/2016
 Location: 111 Willingdon Road N22 6SE
 Proposal: Proposed single storey rear extension and rear dormer with 1 front rooflight, in association with the conversion of the dwellinghouse into 3 self-contained flats (1 x three-bedroom, 1 x two-bedroom, 1 x one-bedroom).

LCD Applications Decided: 25

Application No: **HGY/2016/2604** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 29/09/2016
 Location: 3, 7, 16, 23, 34, 45 & 49 Morley Avenue N22 6LY
 Proposal: Replacement of windows and doors to timber UPVc.

Application No: **HGY/2016/2605** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 29/09/2016
 Location: 92 Pelham Road N22 6LP
 Proposal: Replacement windows and doors to UPVc

Application No: **HGY/2016/2606** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 29/09/2016
 Location: 7, 9, 11, 17, 23, 25, 65, 67, 69, 75, & 77 Bury Road N22 6HX
 Proposal: Replacement of windows and doors at rear to uPVC.

Application No: **HGY/2016/2607** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 29/09/2016
 Location: 38 & 62 Westbeech Road N22 6HT
 Proposal: Replacement windows and doors to uPVC.

Application No: **HGY/2016/2608** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 29/09/2016
 Location: 50 & 63 Farrant Avenue N22 6PJ
 Proposal: Replacement windows and doors to uPVC.

Application No: **HGY/2016/2609** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 29/09/2016
 Location: 130 Morley Avenue N22 6NP
 Proposal: Replacement windows and doors to uPVC.

Application No: **HGY/2016/2905** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 06/10/2016
 Location: 51 Moselle Avenue N22 6ES
 Proposal: Replacement windows and doors with timber and uPVC.

Application No: **HGY/2016/2908** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 06/10/2016
 Location: 48 Moselle Avenue N22 6ES
 Proposal: Replacement windows and doors with timber and uPVC

Application No: **HGY/2016/2909** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 06/10/2016
 Location: 28 and 49 Moselle Avenue N22 6ES
 Proposal: Replacement windows and doors to timber and uPVC.

Application No: **HGY/2016/2912** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 06/10/2016
 Location: 5 and 63 Moselle Avenue N22 6ES
 Proposal: Replacement windows and doors to timber and uPVC.

Application No: **HGY/2016/2913** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 12/10/2016
 Location: 50, 52 and 54 Lymington Avenue N22 6JB
 Proposal: Replacement windows and doors to timber and uPVC.

Application No: **HGY/2016/2914** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 12/10/2016
 Location: 8, 28 and 32 Russell Avenue N22 6QB
 Proposal: Replacement windows and doors with timber and uPVC.

Application No: **HGY/2016/2915** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 12/10/2016
 Location: 4 & 6 Moselle Avenue N22 6ES
 Proposal: Replacement windows and doors to timber and uPVC.

Application No: **HGY/2016/2916** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 12/10/2016
 Location: 226, 239, 255, 269 & 271 Gladstone Avenue N22 6LD
 Proposal: Replacement windows and doors to timber and uPVC.

Application No: **HGY/2016/2917** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 11/10/2016
 Location: 204, 225, 231, 236, 249, 251, 259, 263, 270, 273, 274, 281 & 283 Gladstone Avenue N22 6LD
 Proposal: Replacement windows and doors to timber and uPVC.

Application No:	HGY/2016/2919	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	11/10/2016
Location:	174 Hewitt Avenue N22 6QG		
Proposal:	Replacement windows and doors to timber at front and uPVC at rear.		
Application No:	HGY/2016/2921	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	11/10/2016
Location:	105 Hewitt Avenue N22 6QE		
Proposal:	Replacement windows and doors to timber at front and at rear uPVC.		
Application No:	HGY/2016/2922	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	14/10/2016
Location:	113 Hewitt Avenue N22 6QE		
Proposal:	Replacement windows and doors to timber at front and uPVC at rear.		
Application No:	HGY/2016/2923	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	10/10/2016
Location:	7, 40 and 75 Hewitt Avenue N22 6QD		
Proposal:	Replacement windows and doors.		
Application No:	HGY/2016/2924	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	10/10/2016
Location:	207 Hewitt Avenue N22 6QG		
Proposal:	Replacement windows and doors to timber.		
Application No:	HGY/2016/2925	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	11/10/2016
Location:	169 & 178 Hewitt Avenue N22 6QG		
Proposal:	Replacement windows and doors to timber and uPVC to the rear.		
Application No:	HGY/2016/2926	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	11/10/2016
Location:	182 & 191 Hewitt Avenue N22 6QG		
Proposal:	Replacement windows and doors to timber aty front and uPVC to rear.		
Application No:	HGY/2016/3032	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	14/10/2016
Location:	48 Pelham Road N22 6LN		
Proposal:	Replacement windows and doors to timber at front and uPVC to rear.		
Application No:	HGY/2016/3036	Officer:	Nanayaa Ampoma
Decision:	GTD	Decision Date:	19/10/2016
Location:	3, 43, 52 & 78 Moselle Avenue N22 6ES		
Proposal:	Replacement windows and doors to timber at front and uPVC to rear.		

Application No: **HGY/2016/3037** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 19/10/2016
 Location: 27 Moselle Avenue N22 6ES
 Proposal: Replacement windows and doors to timber at front and uPVC at rear.

NON Applications Decided: 1

Application No: **HGY/2016/3064** Officer: Emma McCready
 Decision: GTD Decision Date: 04/10/2016
 Location: 81-83 High Road N22 6BE
 Proposal: Non-material amendment for removing part of extension to create a lightwell

PNE Applications Decided: 1

Application No: **HGY/2016/2929** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 12/10/2016
 Location: 109 Willingdon Road N22 6SE
 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: 3

Application No: **HGY/2016/2776** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 10/10/2016
 Location: 122-124 High Road N22 6HE
 Proposal: Approval of details pursuant to Condition 10 (single plant/energy centre CHP and boiler specifications) attached to planning permission HGY/2015/3255

Application No: **HGY/2016/3412** Officer: Matthew Gunning
 Decision: GTD Decision Date: 19/10/2016
 Location: Coronation Sidings, North of Turnpike Lane Hornsey and Hornsey Depot, south of Turnpike Lane N8
 Proposal: Approval of details pursuant to condition 48 (Environmental Monitoring) attached to planning permission HGY/2011/0612.

Application No: **HGY/2016/3413** Officer: Matthew Gunning
 Decision: GTD Decision Date: 19/10/2016
 Location: Coronation Sidings, North of Turnpike Lane Hornsey and Hornsey Depot, south of Turnpike Lane N8
 Proposal: Discharge of S106 Clause 36 attached to planning permission HGY/2011/0612

Total Applications Decided for Ward: 42WARD: **Northumberland Park****ADV Applications Decided: 3**

Application No: **HGY/2016/2843** Officer: David Farndon
 Decision: REF Decision Date: 30/09/2016
 Location: Phone Kiosk O/S 838 High Road N17 0EY
 Proposal: Display of 1 x internally illuminated digital display sign on kiosk

Application No: **HGY/2016/2844** Officer: David Farndon
 Decision: REF Decision Date: 30/09/2016
 Location: Phone Kiosk O/S 641 High Road N17 8AA
 Proposal: Display of 1 x internally illuminated digital display sign on the kiosk.

Application No: **HGY/2016/3126** Officer: Wendy Robinson
 Decision: REF Decision Date: 21/10/2016
 Location: 759 High Road N17 8AH
 Proposal: Retrospective display of one internally illuminated digital LED sheet advertising

FUL Applications Decided: 6

Application No: **HGY/2015/2385** Officer: Christopher Smith
 Decision: GTD Decision Date: 27/09/2016
 Location: Northumberland Park Community School Trulock Road N17 0PG
 Proposal: Occasional use of school grounds to host outside broadcasting facilities

Application No: **HGY/2016/2176** Officer: James Hughes
 Decision: GTD Decision Date: 14/10/2016
 Location: Unit C Mowlem Trading Estate Leaside Road N17 0QJ
 Proposal: Erection of Single Storey Entrance Lobby, reconfiguration of existing vehicle parking areas to increase number of existing car parking bays, alterations to existing building facades to provide new Entrance lobby, vehicle access door, additional window, extension / alterations to mezzanine level and the provision of wash bay within curtilage of site in association with the existing class B2 use of the building as a vehicle Service and MOT centre (Class B2)

Application No: **HGY/2016/2402** Officer: David Farndon
 Decision: GTD Decision Date: 30/09/2016
 Location: Unit 2 Elm Lea Trading Estate Leaside Road N17 0XR
 Proposal: Change of use from Use Class B2 (General Industrial) to Use Class B8 (Storage and Distribution) with trade counter for timber and building supplies merchants

Application No: **HGY/2016/2481** Officer: David Farndon
 Decision: REF Decision Date: 28/09/2016
 Location: Shop 831 High Road N17 8EY
 Proposal: Erection of flue system at rear for bakery (A1 use class) alongside installation of new shopfront.

Application No: **HGY/2016/2855** Officer: David Farndon
 Decision: GTD Decision Date: 17/10/2016
 Location: 667 High Road N17 8AD
 Proposal: Conversion of rear vacant store into studio flat

Application No: **HGY/2016/2998** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 07/10/2016
 Location: 21 (Flat A and B) St Pauls Road N17 0ND
 Proposal: External wall insulation including new render finish to front, side and rear elevations (100 mm depth).

LCD Applications Decided: 1

Application No: **HGY/2016/3150** Officer: Wendy Robinson
 Decision: GTD Decision Date: 21/10/2016
 Location: 803-805 High Road N17 8ER
 Proposal: Repairs and restoration of the building, new shop front, shop fascia and shutter.

NON Applications Decided: 1

Application No: **HGY/2016/3256** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 13/10/2016
 Location: 44 Ingleton Road N18 2RU
 Proposal: Non-material amendment following a grant of planning permission HGY/2015/2990 to change the size and shape of some of the doors and windows.

PNC Applications Decided: 1

Application No: **HGY/2016/2968** Officer: Roland Sheldon
 Decision: PN REFUSED Decision Date: 13/10/2016
 Location: 124 Park Lane N17 0JP
 Proposal: Prior approval for change of use from A1/A2 (shop) to C3 (dwelling house)

RES Applications Decided: 1

Application No: **HGY/2016/0824** Officer: Aaron Lau
 Decision: GTD Decision Date: 21/10/2016
 Location: Unit 11, Mowlem Trading Estate, Leese Road and land Fronting Watermead Way, N17 0QJ
 Proposal: Approval of details pursuant to condition 4 (contamination method statements) attached to planning permission HGY/2013/1792

Total Applications Decided for Ward: 13WARD: **St Anns****ADV Applications Decided: 2**

Application No: **HGY/2016/2959** Officer: Emma McCready
 Decision: GTD Decision Date: 12/10/2016
 Location: 26-28 Grand Parade N4 1LG
 Proposal: Display of 1 x internally illuminated Fascia sign, 2 x internally illuminated projecting signs and illuminated new branded canopy in 3no. Sections

Application No: **HGY/2016/3199** Officer: Wendy Robinson
 Decision: GTD Decision Date: 27/09/2016
 Location: 34-35 Grand Parade N4 1AQ
 Proposal: Display of 4 x fascia adverts with external illumination and 1 x hanging advert with external illumination

CLDE Applications Decided: 1

Application No: **HGY/2016/2979** Officer: Emma McCready
 Decision: GTD Decision Date: 04/10/2016
 Location: Ground Floor 2 Gorleston Road N15 5QR
 Proposal: Certificate of lawfulness for use of property as a separate self-contained flat.

CLUP Applications Decided: 3

Application No: **HGY/2016/3369** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 13/10/2016
 Location: 74 Roslyn Road N15 5JJ

Proposal: Certificate of lawfulness for a proposed L-shaped roof extension and installation of 2 rooflights to the front roof slope

Application No: **HGY/2016/3399** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 18/10/2016
 Location: Right Flat 48 Woodlands Park Road N15 3RX

Proposal: Certificate of lawfulness for a proposed loft conversion including erection of an L-shaped roof extension with Juliet balcony and 1 x window to the rear, and installation of 2 x rooflights to front roof slope.

Application No: **HGY/2016/3483** Officer: Nanayaa Ampoma
 Decision: PERM DEV Decision Date: 20/10/2016
 Location: 28 Woodlands Park Road N15 3RT

Proposal: Certificate of Lawful development for a dormer.

FUL Applications Decided: 4

Application No: **HGY/2016/2903** Officer: Samuel Uff
 Decision: GTD Decision Date: 21/10/2016
 Location: 35 Glenwood Road N15 3JS
 Proposal: Single storey rear and infill extension

Application No: **HGY/2016/2961** Officer: Emma McCready
 Decision: GTD Decision Date: 12/10/2016
 Location: 26-28 Grand Parade N4 1LG
 Proposal: Replacement of 3 no. existing shopfronts

Application No: **HGY/2016/2982** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 06/10/2016
 Location: Flat B 15 Woodlands Park Road N15 3RU
 Proposal: Formation of a rear dormer extension

Application No: **HGY/2016/3000** Officer: Wendy Robinson
 Decision: GTD Decision Date: 06/10/2016
 Location: St Anns General Hospital St Anns Road N15 3TH
 Proposal: Replacement of ground floor windows to Downhills, Finsbury, & Haringey Wards of St Ann's Hospital for Anti-Ligature compliant windows

NON Applications Decided: 1

Application No: **HGY/2016/3077** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 14/10/2016
 Location: 8 Priscilla Close N15 3BF

Proposal: Non-material amendment following a grant of planning permission HGY/2015/3373 for the existing chimney to the ground and first floor to be removed, and wall to be made good with Yellow London Stock bricks

RES Applications Decided: 4

Application No:	HGY/2016/1884	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	13/10/2016
Location:	Former St Anns Road Police Station 289 St Anns Road N15 5RD		
Proposal:	Approval of details pursuant to condition 5 (refuse and waste storage and recycling facilities) attached to planning permission HGY/2015/3729		
Application No:	HGY/2016/1886	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	14/10/2016
Location:	Former St Anns Road Police Station 289 St Anns Road N15 5RD		
Proposal:	Approval of details pursuant to condition 7 (risk assessment) attached to planning permission HGY/2015/3729		
Application No:	HGY/2016/1888	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	11/10/2016
Location:	Former St Anns Road Police Station 289 St Anns Road N15 5RD		
Proposal:	Approval of details pursuant to condition 13 (secure and sheltered cycle spaces and car parking spaces) attached to planning permission HGY/2015/3729		
Application No:	HGY/2016/1889	Officer:	Christopher Smith
Decision:	GTD	Decision Date:	11/10/2016
Location:	Former St Anns Road Police Station 289 St Anns Road N15 5RD		
Proposal:	Approval of details pursuant to condition 14 (site wide landscaping plan) attached to planning permission HGY/2015/3729		

Total Applications Decided for Ward: 15

WARD: **Seven Sisters**

ADV Applications Decided: 2

Application No:	HGY/2016/2997	Officer:	Duncan McKane
Decision:	REF	Decision Date:	06/10/2016
Location:	South Tottenham Railway Station High Road N15 6UJ		
Proposal:	Display of double-sided freestanding forum structure, featuring 2 x Digital 84"" screen positioned back to back.		
Application No:	HGY/2016/3005	Officer:	Duncan McKane
Decision:	REF	Decision Date:	06/10/2016
Location:	110 High Road N15 6JR		
Proposal:	Display of double-sided freestanding forum structure, featuring 2 x Digital 84"" screen positioned back to backoposit		

CLDE Applications Decided: 1

Application No:	HGY/2016/3244	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	18/10/2016
Location:	236 Hermitage Road N4 1NR		
Proposal:	Certificate of lawfulness for existing use of property as four self contained flats		

CLUP Applications Decided: 4

Application No: **HGY/2016/2738** Officer: James Hughes
 Decision: PERM DEV Decision Date: 14/10/2016
 Location: 28 Craven Park Road N15 6AB
 Proposal: Certificate of lawfulness for dormer over the outrigger extension with rooflights to front roofslope

Application No: **HGY/2016/2848** Officer: Anthony Traub
 Decision: NOT DEV Decision Date: 13/10/2016
 Location: 60 Plevna Crescent N15 6DW
 Proposal: Certificate of Lawfulness for use of garage as a habitable room.

Application No: **HGY/2016/2850** Officer: Anthony Traub
 Decision: NOT DEV Decision Date: 13/10/2016
 Location: 36 Plevna Crescent N15 6DN
 Proposal: Certificate of lawfulness for use of garage as a habitable room

Application No: **HGY/2016/3279** Officer: Samuel Uff
 Decision: PERM DEV Decision Date: 18/10/2016
 Location: 31 Eade Road N4 1DJ
 Proposal: Lawful Development Certificate for proposed rear dormer roof extension and front rooflights

FUL Applications Decided: 13

Application No: **HGY/2016/2416** Officer: Duncan McKane
 Decision: GTD Decision Date: 03/10/2016
 Location: 175 Hermitage Road N4 1LZ
 Proposal: Internal re planning of the existing flat. The erection of a new single-story rear extension with a canopy. The addition of a new window in the front wall of the existing building.

Application No: **HGY/2016/2427** Officer: Duncan McKane
 Decision: GTD Decision Date: 26/09/2016
 Location: First Floor Flat 88 Hermitage Road N4 1NL
 Proposal: Loft conversion with dormer at rear

Application No: **HGY/2016/2658** Officer: Duncan McKane
 Decision: GTD Decision Date: 06/10/2016
 Location: 220 Hermitage Road N4 1NN
 Proposal: Erection of a single storey side and rear extension

Application No: **HGY/2016/2719** Officer: Duncan McKane
 Decision: GTD Decision Date: 27/09/2016
 Location: 42 Wellington Avenue N15 6BA
 Proposal: Erection of additional storey "Type 3"

Application No: **HGY/2016/2721** Officer: Duncan McKane
 Decision: GTD Decision Date: 26/09/2016
 Location: 13 Rostrevor Avenue N15 6LA
 Proposal: Erection of additional storey "Type 3"

Application No:	HGY/2016/2730	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	06/10/2016
Location:	1 Craven Park Road N15 6AA		
Proposal:	Refurbishment and conversion of existing buildings for use as four residential dwellings with extension to the rear of the main block, alterations to roofs, external finish and landscaping, including the provision of amenity space and cycle parking.		
Application No:	HGY/2016/2758	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	07/10/2016
Location:	40 Richmond Road N15 6QB		
Proposal:	Formation of attic conversion with new dormer on rear, narrow 2 storey extension to rear and insertion of rooflights to front roofslope		
Application No:	HGY/2016/2765	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	07/10/2016
Location:	First and Second Floor Flat 49 Vartry Road N15 6PR		
Proposal:	Loft conversion with rear dormer and 4 forward facing roof lights		
Application No:	HGY/2016/2782	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	13/10/2016
Location:	86 Craven Park Road N15 6AB		
Proposal:	Addition of a ground floor extension and Type 3 Loft extension		
Application No:	HGY/2016/2786	Officer:	David Farndon
Decision:	GTD	Decision Date:	14/10/2016
Location:	83 Ferndale Road N15 6UG		
Proposal:	Erection of an additional storey to the dwellinghouse (a 'Type 3' extension)		
Application No:	HGY/2016/2950	Officer:	David Farndon
Decision:	GTD	Decision Date:	20/10/2016
Location:	101 Leadale Road N15 6BJ		
Proposal:	Erection of a single storey rear extension, and front and rear dormers.		
Application No:	HGY/2016/3049	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	13/10/2016
Location:	5 Hillside Road N15 6LU		
Proposal:	Erection of single storey side and rear wrap-around extension		
Application No:	HGY/2016/3179	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	21/10/2016
Location:	31 Eade Road N4 1DJ		
Proposal:	Demolition of existing single storey rear extension, erection of new full-width single storey rear extension.		

Application No:	HGY/2016/2649	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	26/09/2016
Location:	13 Rostrevor Avenue N15 6LA		
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/2016/2661	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	27/09/2016
Location:	8 Clifton Gardens N15 6AP		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m		
Application No:	HGY/2016/2701	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	27/09/2016
Location:	83 Ferndale Road N15 6UG		
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 2.55m		
Application No:	HGY/2016/2931	Officer:	Anthony Traub
Decision:	PN REFUSED	Decision Date:	12/10/2016
Location:	7 Wargrave Avenue N15 6UH		
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/2016/2988	Officer:	Conor Guilfoyle
Decision:	PN NOT REQ	Decision Date:	30/09/2016
Location:	56 Wargrave Avenue N15 6UB		
Proposal:	Erection of single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3m and for which the height of the eaves would be 2.8m		
Application No:	HGY/2016/3014	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	19/10/2016
Location:	16 Eade Road N4 1DH		
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/2016/3016	Officer:	Anthony Traub
Decision:	PN NOT REQ	Decision Date:	19/10/2016
Location:	18 Eade Road N4 1DH		
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		

Total Applications Decided for Ward: 27

WARD: Stroud Green

FUL Applications Decided: 6

Application No:	HGY/2016/2647	Officer:	James Hughes
Decision:	GTD	Decision Date:	28/09/2016
Location:	92A Stapleton Hall Road N4 4QA		
Proposal:	Addition of permeable paving, planting areas, a new 15cm high curb, extra lighting near gate posts and an electric car charging point to driveway.		

Application No: **HGY/2016/2759** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 11/10/2016
 Location: Flat A 210 Stapleton Hall Road N4 4QR
 Proposal: Installation of 3no. velux-type roof lights in new roof

Application No: **HGY/2016/2836** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 21/10/2016
 Location: 10 Beatrice Road N4 4PD
 Proposal: Conversion of property into three self contained flats

Application No: **HGY/2016/2888** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 19/10/2016
 Location: Flat A 18 Addington Road N4 4RP
 Proposal: Erection of single storey extension to rear of ground floor garden flat.

Application No: **HGY/2016/2955** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 21/10/2016
 Location: 134A Stapleton Hall Road N4 4QB
 Proposal: Erection of single storey rear extension

Application No: **HGY/2016/2992** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 17/10/2016
 Location: 90 Lancaster Road N4 4PS
 Proposal: Replacement of wooden single glazed windows and door with brown double glazed widows and door

LCD Applications Decided: 2

Application No: **HGY/2016/2910** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 06/10/2016
 Location: 7 Albert Road N4 3RR
 Proposal: Replacement windows and doors with timber and uPVC.

Application No: **HGY/2016/2911** Officer: Nanayaa Ampoma
 Decision: GTD Decision Date: 06/10/2016
 Location: 36 Albert Road N4 3RP
 Proposal: Replacement windows and doors to timber and uPVC.

NON Applications Decided: 1

Application No: **HGY/2016/2835** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 27/09/2016
 Location: 16 Quernmore Road N4 4QX
 Proposal: Non-material amendment following a grant of planning permission HGY/2015/3709 to change lower ground floor bay to have only one French widow and second floor bedroom windows height to be increased to gain more light

PNC Applications Decided: 1

Application No: **HGY/2016/2095** Officer: Zulema Nakata
 Decision: PN REFUSED Decision Date: 30/09/2016
 Location: 38B Stroud Green Road N4 3ES
 Proposal: Prior Approval for change of use from B1(a) (office) to C3 (dwelling house)

TPO Applications Decided: 1

Application No: **HGY/2016/2947** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 21/10/2016
 Location: Cranford Way Industrial Estate Cranford Way N8 9DG
 Proposal: Tree works to various trees

Total Applications Decided for Ward: 11WARD: **Tottenham Green****ADV Applications Decided: 4**

Application No: **HGY/2016/2842** Officer: Duncan McKane
 Decision: REF Decision Date: 27/09/2016
 Location: Payphone Kiosk O/S 158 High Road N15 4NU
 Proposal: Display of 1 x internally illuminated digital display sign on the kiosk

Application No: **HGY/2016/2999** Officer: Duncan McKane
 Decision: REF Decision Date: 06/10/2016
 Location: Seven Sisters Underground Station High Road N15 5LA
 Proposal: Display of double-sided freestanding forum structure, featuring 2 x Digital 84" screen positioned back to back.

Application No: **HGY/2016/3003** Officer: Duncan McKane
 Decision: REF Decision Date: 06/10/2016
 Location: 255 High Road N15 5BT
 Proposal: Display of double-sided freestanding forum structure, featuring 2 x Digital 84" screen positioned back to back.

Application No: **HGY/2016/3012** Officer: Duncan McKane
 Decision: REF Decision Date: 06/10/2016
 Location: 260-262 High Road N15 4AJ
 Proposal: Display of double-sided freestanding forum structure, featuring 2 x Digital 84" screen positioned back to back

CLDE Applications Decided: 4

Application No: **HGY/2016/2778** Officer: David Farndon
 Decision: GTD Decision Date: 12/10/2016
 Location: 65 Broad Lane N15 4DJ
 Proposal: Certificate of Lawfulness for use of property as three flats

Application No: **HGY/2016/3112** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 17/10/2016
 Location: 13 West Green Road N15 5BX
 Proposal: Certificate of lawfulness for existing use of upper floors of property as four self-contained flats

Application No: **HGY/2016/3142** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 17/10/2016
 Location: 23 West Green Road N15 5BX
 Proposal: Certificate of lawfulness for existing use of upper floors of property as three self-contained flats

Application No: **HGY/2016/3159** Officer: Wendy Robinson
 Decision: GTD Decision Date: 27/09/2016
 Location: Unit 3 High Cross Centre Fountayne Road N15 4QL
 Proposal: Certificate of lawfulness for existing use of property as B1 and B2

CLUP Applications Decided: 1

Application No: **HGY/2016/2663** Officer: Anthony Traub
 Decision: PERM REQ Decision Date: 06/10/2016
 Location: Flat 1 1 South Side Tottenham Green East N15 4DQ
 Proposal: Certificate of Lawfulness for remediation of rising damp inside flat.

CONM Applications Decided: 1

Application No: **HGY/2016/0787** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 12/10/2016
 Location: 332-334 High Road N15 4BN
 Proposal: Removal of condition 20 (Trees) and Variation of condition 13 (BREEAM) attached to planning permission HGY/2014/1105

FUL Applications Decided: 7

Application No: **HGY/2016/0900** Officer: Samuel Uff
 Decision: GTD Decision Date: 03/10/2016
 Location: Land adjacent to no.34 Colless Road and no.1 Wakefield Road N15 4NN
 Proposal: Erection of 2 x 1 bed single storey dwellings

Application No: **HGY/2016/2572** Officer: James Hughes
 Decision: GTD Decision Date: 04/10/2016
 Location: 266 High Road N15 4AJ
 Proposal: Change of use of the building to a mixed use of a cafe (Use Class A3) on the ground floor and flexible offices use (Use Class B1) on the first and second floors.

Application No: **HGY/2016/2711** Officer: Duncan McKane
 Decision: GTD Decision Date: 07/10/2016
 Location: Restaurant 667-669 Seven Sisters Road N15 5LA
 Proposal: Construction of street trading area for fruit and vegetables

Application No: **HGY/2016/2715** Officer: Duncan McKane
 Decision: GTD Decision Date: 11/10/2016
 Location: Shop 699 Seven Sisters Road N15 5LA
 Proposal: Construction of street trading area for fruit and vegetables

Application No: **HGY/2016/2743** Officer: David Farndon
 Decision: REF Decision Date: 10/10/2016
 Location: 675 Seven Sisters Road N15 5LA
 Proposal: Erection of a single storey rear extension to ground floor commercial unit.

Application No: **HGY/2016/2817** Officer: Duncan McKane
 Decision: GTD Decision Date: 04/10/2016
 Location: 32 Monument Way N17 9NX
 Proposal: Creation of pedestrian access ramp and installation of condensing unit on rear elevation.

Application No: **HGY/2016/2991** Officer: Roland Sheldon
 Decision: GTD Decision Date: 20/10/2016
 Location: 61 Grove Park Road N15 4SL
 Proposal: Single storey side to rear extension and erection of a rear dormer.

PNE Applications Decided: 2

Application No: **HGY/2016/2771** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 05/10/2016
 Location: 29 Mansfield Avenue N15 4HW
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m

Application No: **HGY/2016/3072** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 20/10/2016
 Location: 206 West Green Road N15 5AG
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3.8m and for which the height of the eaves would be 2.5m

RES Applications Decided: 5

Application No: **HGY/2016/2555** Officer: Duncan McKane
 Decision: GTD Decision Date: 26/09/2016
 Location: 111 Philip Lane N15 4JR
 Proposal: Approval of details pursuant to Condition 1 (treatment of the external block work) attached to Planning Appeal APP/Y5420/W/15/3142258 (planning reference HGY/2015/1329)

Application No: **HGY/2016/2896** Officer: Aaron Lau
 Decision: GTD Decision Date: 18/10/2016
 Location: 8 Dorset Road N15 5AJ
 Proposal: Approval of details pursuant to condition 4 (details of all enclosures) attached to planning permission HGY/2013/1538

Application No: **HGY/2016/2897** Officer: Aaron Lau
 Decision: GTD Decision Date: 14/10/2016
 Location: 8 Dorset Road N15 5AJ
 Proposal: Approval of details pursuant to condition 7 (secure and covered cycle parking facilities) attached to planning permission HGY/2013/1538

Application No: **HGY/2016/2899** Officer: Aaron Lau
 Decision: GTD Decision Date: 11/10/2016
 Location: 8 Dorset Road N15 5AJ
 Proposal: Approval of details pursuant to condition 9 (management of demolition and construction dust) attached to planning permission HGY/2013/1538

Application No: **HGY/2016/2901** Officer: Aaron Lau
 Decision: GTD Decision Date: 14/10/2016
 Location: 8 Dorset Road N15 5AJ
 Proposal: Approval of details pursuant to condition 10 (details of a scheme for a ""vegetated"" or ""green"" roof) attached to planning permission HGY/2013/1538

TEL Applications Decided: 1

Application No: **HGY/2016/2669** Officer: Duncan McKane
 Decision: PN GRANT Decision Date: 27/09/2016
 Location: Outside 158 High Road N15 4GW
 Proposal: Prior approval for replacement of a pay phone kiosk

Total Applications Decided for Ward: 25WARD: **Tottenham Hale****CLDE Applications Decided: 2**

Application No: **HGY/2016/2779** Officer: David Farndon
 Decision: GTD Decision Date: 12/10/2016
 Location: 54 Dowsett Road N17 9DD
 Proposal: Certificate of Lawfulness for use of property as two flats (1x bedroom and 1x 2 bedroom flats)

Application No: **HGY/2016/2883** Officer: David Farndon
 Decision: REF Decision Date: 18/10/2016
 Location: 50 Mafeking Road N17 9BG
 Proposal: Certificate of Lawfulness for use of property as a HMO (House in Multiple Occupation)

CLUP Applications Decided: 2

Application No: **HGY/2016/3095** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 28/09/2016
 Location: 5 Carew Road N17 9BA
 Proposal: Lawful Development Certificate for a Proposed rear dormer window with three front facing rooflights to dwellinghouse

Application No: **HGY/2016/3195** Officer: Kwaku Bossman-Gyamera
 Decision: PERM DEV Decision Date: 30/09/2016
 Location: 65 Ladysmith Road N17 9AP
 Proposal: Certificate of Lawfulness for proposed loft conversion with a rear dormer extension with hip to gable roof extension, three front velux windows.

FUL Applications Decided: 7

Application No: **HGY/2015/1169** Officer: Samuel Uff
 Decision: GTD Decision Date: 14/10/2016
 Location: Palm Tree Court Factory Lane N17 9FL
 Proposal: Infill building in the gap between Palm Tree Court and Stoneleigh Court on ground, first, second and third floor levels to accommodate six private flats (reconsultation owing to amended design)

Application No: **HGY/2015/1343** Officer: Samuel Uff
 Decision: GTD Decision Date: 14/10/2016
 Location: Palm Tree Court Factory Lane N17 9FL
 Proposal: Infill extension between Palm Tree Court and 522-528 High Road at ground, first, second and third floor levels, to form 5 additional residential units.

Application No: **HGY/2016/2227** Officer: Samuel Uff
 Decision: GTD Decision Date: 27/09/2016
 Location: Lois Court, 5 Shelbourne Road N17 0JZ
 Proposal: Creation of additional third floor roof extension to provide 1 x 2 bedroom self contained flat and refurbishments to the existing building with amenity spaces, parking & landscaping

Application No: **HGY/2016/2674** Officer: David Farndon
 Decision: GTD Decision Date: 19/10/2016
 Location: Unit 16A Rosebery Industrial Park Rosebery Avenue N17 9SR
 Proposal: Change of use of Unit 16a Rosebery Industrial Park from B1 (Business) to B2 (General industrial)

Application No: **HGY/2016/2679** Officer: David Farndon
 Decision: REF Decision Date: 03/10/2016
 Location: 1 Campbell Road N17 0AX
 Proposal: Subdivision of site and erection of 1 x 1 bedroom end-of-terrace dwelling with new porch to existing dwelling.

Application No: **HGY/2016/2727** Officer: David Farndon
 Decision: REF Decision Date: 06/10/2016
 Location: 31 Argyle Road N17 0BE
 Proposal: Conversion of family dwelling into two self-contained flats; Erection of single storey rear extensions and a rear dormer extension (retrospective).

Application No: **HGY/2016/3029** Officer: Wendy Robinson
 Decision: GTD Decision Date: 06/10/2016
 Location: 65 Wycombe Road N17 9XN
 Proposal: Replacement of existing single storey rear extension

PNE Applications Decided: 2

Application No: **HGY/2016/2939** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 12/10/2016
 Location: 43 Dawlish Road N17 9HN
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.7m, for which the maximum height would be 3.3m and for which the height of the eaves would be 2.5m

Application No: **HGY/2016/2940** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 18/10/2016
 Location: 64 Sherringham Avenue N17 9RN
 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 3.3m and for which the height of the eaves would be 3m

RES Applications Decided: 6

Application No: **HGY/2016/3082** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 12/10/2016
 Location: Harris Academy Tottenham Ashley Road N17 9DP
 Proposal: Approval of details pursuant to condition 3 (external materials) attached to planning permission HGY/2015/3096

Application No: **HGY/2016/3085** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 12/10/2016
 Location: Harris Academy Tottenham Ashley Road N17 9DP
 Proposal: Approval of details pursuant to condition 5A (site investigation) attached to planning permission HGY/2015/3096

Application No: **HGY/2016/3087** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 12/10/2016
 Location: Harris Academy Tottenham Ashley Road N17 9DP
 Proposal: Approval of details pursuant to condition 10 (Considerate Constructors Scheme) attached to planning permission HGY/2015/3096

Application No: **HGY/2016/3090** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 11/10/2016
 Location: Harris Academy Tottenham Ashley Road N17 9DP
 Proposal: Part approval of details pursuant to condition 14 (BREEAM certification) attached to planning permission HGY/2015/3096 NOTE: further submission required following completion

Application No: **HGY/2016/3091** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 11/10/2016
 Location: Harris Academy Tottenham Ashley Road N17 9DP
 Proposal: Approval of details pursuant to condition 18 (overheating report) attached to planning permission HGY/2015/3096

Application No: **HGY/2016/3239** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 12/10/2016
 Location: Harris Academy Tottenham Ashley Road N17 9DP
 Proposal: Approval of details pursuant to condition 19 (details of tree protection measures) attached to planning permission HGY/2015/3096

Total Applications Decided for Ward: 19WARD: **West Green****CLUP Applications Decided: 1**

Application No: **HGY/2016/3307** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 17/10/2016
 Location: 271 Lordship Lane N17 6AA
 Proposal: Certificate of lawfulness for proposed loft conversion comprising a hip-to-gable roof enlargement, installation of three front roof lights and formation of rear roof dormer extension

FUL Applications Decided: 3

Application No: **HGY/2016/2766** Officer: Samuel Uff
 Decision: GTD Decision Date: 10/10/2016
 Location: 63 Walpole Road N17 6BH
 Proposal: First floor side extension

Application No: **HGY/2016/2963** Officer: Wendy Robinson
 Decision: GTD Decision Date: 06/10/2016
 Location: First Floor 5 Langham Place N15 3NA
 Proposal: Formation of rear roof dormer extension and insertion of three rooflights to front slope

Application No: **HGY/2016/3054** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 13/10/2016
 Location: 7-18 Penniston Close N17 6AW
 Proposal: Installation of high performance double glazed uPVC window units to replace existing timber casement windows with colour and layout to match existing window frames and improved acoustic attenuation performance over existing.

PNC Applications Decided: 1

Application No: **HGY/2016/2878** Officer: Wendy Robinson
 Decision: PN GRANT Decision Date: 17/10/2016
 Location: 414-416 West Green Road N15 3PU
 Proposal: Prior approval for part change of use of ground floor from pay day loan shop (suis generis) to 6 self-contained residential flats (C3)

Total Applications Decided for Ward: 5WARD: **White Hart Lane****CLUP Applications Decided: 4**

Application No: **HGY/2016/2680** Officer: David Farndon
 Decision: PERM REQ Decision Date: 03/10/2016
 Location: 9 Barkham Road N17 8JR
 Proposal: Certificate of Lawfulness for a side extension and a porch.

Application No: **HGY/2016/2774** Officer: James Hughes
 Decision: PERM DEV Decision Date: 12/10/2016
 Location: 5 Flexmere Road N17 7AU
 Proposal: Certificate of lawfulness for application of solid wall insulation to the flank wall of the property

Application No: **HGY/2016/2934** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 28/09/2016
 Location: 25 Marshall Road N17 7AR
 Proposal: Lawful Development Certificate for a proposed rear outbuilding, two storey rear extension and single storey side extension to dwellinghouse

Application No: **HGY/2016/3417** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 18/10/2016
 Location: 201 Devonshire Hill Lane N17 7NP
 Proposal: Certificate of lawfulness for a proposed loft conversion involving the formation of a rear roof dormer extension and installation of 2 x rooflights to front roof slope and laying of paved patio area in rear garden.

FUL Applications Decided: 6

Application No: **HGY/2016/2740** Officer: David Farndon
 Decision: GTD Decision Date: 07/10/2016
 Location: 63 Rivulet Road N17 7JT
 Proposal: Removal of an existing conservatory and the erection of a single storey rear extension

Application No: **HGY/2016/2745** Officer: David Farndon
 Decision: REF Decision Date: 10/10/2016
 Location: 51 Compton Crescent N17 7LB
 Proposal: Conversion of a single family dwelling into 2 self-contained flats (1 x 3 bed and 1x 2 bed), alongside an associated single storey rear extension and a single storey side extension

Application No: **HGY/2016/2757** Officer: Duncan McKane
 Decision: GTD Decision Date: 06/10/2016
 Location: 46 Awlfield Avenue N17 7DB
 Proposal: Erection of two storey side and single storey rear extension

Application No: **HGY/2016/2763** Officer: David Farndon
 Decision: REF Decision Date: 12/10/2016
 Location: 224 The Roundway N17 7DE
 Proposal: Erection of a two storey side and rear extension, with part single storey rear extension

Application No: **HGY/2016/2851** Officer: David Farndon
 Decision: REF Decision Date: 17/10/2016
 Location: Shop 21 Great Cambridge Road N17 7LH
 Proposal: Change of use from minicab office to a tyre fitting and selling shop with a vehicle crossover

Application No: **HGY/2016/3015** Officer: Emma McCready
 Decision: GTD Decision Date: 21/10/2016
 Location: 19 Cumberton Road N17 7PA
 Proposal: Erection of a single storey rear extension and mansard rear dormer with two front facing rooflights

PNE Applications Decided: 1

Application No: **HGY/2016/2845** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 12/10/2016
 Location: 191 Devonshire Hill Lane N17 7NP
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 4m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: 11

WARD: **Woodside**

CLDE Applications Decided: 1

Application No: **HGY/2016/2932** Officer: Roland Sheldon
 Decision: REF Decision Date: 06/10/2016
 Location: Elco House 22-24 Homecroft Road N22 5EL
 Proposal: Application for a Lawful Development Certificate for an Existing use of the ground floor of the premises as offices (B1a).

CLUP Applications Decided: 3

Application No: **HGY/2016/3069** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 06/10/2016
 Location: 33 Perth Road N22 5PY
 Proposal: Lawful Development Certificate for a proposed rear dormer and part gable extension to dwellinghouse.

Application No: **HGY/2016/3100** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 28/09/2016
 Location: 14 Ringslade Road N22 7TE
 Proposal: Lawful Development Certificate for a Proposed rear dormer with two front facing rooflights

Application No: **HGY/2016/3140** Officer: Samuel Uff
 Decision: PERM DEV Decision Date: 27/09/2016
 Location: 16 Ringslade Road N22 7TE
 Proposal: Lawful Development Certificate for proposed rear dormer roof extension and additional front rooflight

FUL Applications Decided: 3

Application No: **HGY/2016/2892** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 28/09/2016
 Location: 1 Croxford Gardens N22 5QU
 Proposal: Erection of a single storey side extension

Application No: **HGY/2016/3010** Officer: Neil Collins
 Decision: GTD Decision Date: 21/10/2016
 Location: 47 Perth Road N22 5QD
 Proposal: Erection of first floor side extension with hipped roof extension

Application No: **HGY/2016/3157** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 21/10/2016
 Location: 132 Station Road N22 7SX
 Proposal: Demolition of existing single storey polycarbonate pitched roof side-to-rear extension and erection of replacement single storey side extension with lean-to mono-pitched roof

PNE Applications Decided: 3

Application No: **HGY/2016/2847** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 12/10/2016
 Location: 56 Maryland Road N22 5AN
 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 3.750m and for which the height of the eaves would be 2.350m

Application No: **HGY/2016/2967** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 19/10/2016
 Location: 8 Stirling Road N22 5BU

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.6m and for which the height of the eaves would be 3m

Application No: **HGY/2016/2986** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 19/10/2016
 Location: 39 New Road N22 5ET

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 3.05m, for which the maximum height would be 3.81m and for which the height of the eaves would be 2.38

RES Applications Decided: 1

Application No: **HGY/2016/2764** Officer: Christopher Smith
 Decision: REF Decision Date: 12/10/2016
 Location: 40 Wolseley Road N22 7TW
 Proposal: Approval of details pursuant to Condition 6 (cycle parking spaces) attached to planning permission HGY/2015/0518

Total Applications Decided for Ward: 11

WARD: **Not Applicable - Outside Borough**

OBS Applications Decided: 5

Application No: **HGY/2016/2096** Officer: Matthew Gunning
 Decision: RNO Decision Date: 03/10/2016
 Location: 81A Stroud Green Road N4 3EG

Proposal: Erection of mansard roof extension. Erection of first floor rear extension. (Observations to L.B. Islington)

Application No: **HGY/2016/3070** Officer: John McRory
 Decision: RNO Decision Date: 10/10/2016
 Location: 144a Colney Hatch Lane N10 1ER

Proposal: Observations to L.B. Barnet

Application No: **HGY/2016/3206** Officer: Matthew Gunning
 Decision: RNO Decision Date: 13/10/2016
 Location: 96 Halliwick Road N10 1AB
 Proposal: Single storey side and rear extension (observations to L.B. Barnet)

Application No: **HGY/2016/3246** Officer: John McRory
 Decision: RNO Decision Date: 21/10/2016
 Location: Leadenhall Court 1 Leadenhall Street EC3V 1AB
 Proposal: Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4), office lobby and loading bay at ground floor, 2 levels of retail floorspace (Class A1-A4) at first and second floors, a publicly accessible terrace at second floor, 5 floors of plant and ancillary basement cycle parking, cycle facilities and plant (63,273sq.m GIA) (165m AOD). (Observations to City of London)

Application No: **HGY/2016/3345** Officer: Matthew Gunning
 Decision: RNO Decision Date: 19/10/2016
 Location: Land to R/90 Cambridge Court 1B Holmdale Terrace N16 5AQ
 Proposal: Observations to L.B. Hackney for Erection of part two-storey, part three-storey building (with basement below); containing a retail unit (A1 use class) at ground and basement levels with opening hours 07:00 to 22:00 Mondays to Saturdays and 09:00 to 17:00 Sundays and Bank Holidays and four residential flats (C3 use class) comprising two 1-beds, one 2-bed and one 3-bed flat; associated terraces at first and second floor levels; associated cycle storage and refuse/recycling storage; associated green roof; associated lightwells/grilles to basement level

Total Applications Decided for Ward: 5

Total Number of Applications Decided: 346

Report for: Planning Sub-Committee 3 November 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

November 2016

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
Alexandra Palace HGY/2016/1574	Extension of building to provide a storage and function hall	Members resolved to grant planning permission subject to the signing of a legal agreement. Not yet signed.	Chris Smith	John McRory
332-334 High Road HGY/2016/0787	Section 73 - Removal of condition 20 (Trees) and Variation of condition 13 (BREEAM) attached to planning permission HGY/2014/1105	Approved under delegated authority subject to the signing of a section 106 legal agreement. Not yet signed.	Valerie Okeiyi	John McRory
500 White Hart Lane HGY/2016/0828	Redevelopment to provide approx 120 residential units, supermarket and employment floorspace.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	James Hughes	John McRory
Steel Yard Station Approach, Hampden Road HGY/2016/1573	Change of use from steel yard to residential and construction of a new building up to 14 Storeys in height - residential and commercial use.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed.	Valerie Okeiyi	John McRory
39 Markfield Road, N15 HGY/2016/1377	Adaptation of the existing warehouse building to (B1/B2/B8 use) to artist recording & work pods (B1), various office sublets (B1), enclosed performance space (Sui	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Chris Smith	John McRory

	Generis) and cafe/bar (A4) and Yoga Studio (D2) with associated amenity spaces			
White Hart Lane Railway Station White Hart Lane HGY/2016/2573	Works to extend the operational railway station at White Hart Lane. Creation of a new station entrance, ticket hall, station facilities and station forecourt. Provision of a new pedestrian entrance from Peshurst Road. Improved access and lift access from street level to platforms, including the erection of new platform canopies. Demolition of the existing station entrance and 33 local authority owned garages. Enhanced public realm and cycle parking facilities. Improvements to the former station building. Plus associated works.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Awaiting GLA's Stage 2 response.	Gareth Prosser	John McRory
Land to Rear of 3 New Road London N8 8TA HGY/2016/1582	Demolition of the existing buildings and construction of 9 new residential homes (4 x houses and 5 x flats) and 446sq.m of office (Use Class B1a) floorspace in a building extending to between 2 and 4 storeys in height and associated car parking, landscaping and infrastructure works	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Gareth Prosser	John McRory

Cross Lane next to Hornsey depot HGY/2016/0086	Redevelopment of the site with employment space and residential units.	Principle of development acceptable. However, issues regarding height, scale, design and impact on amenity require addressing. The submission of a viability report also required. Likely recommendation to refuse under delegated authority.	Adam Flynn	John McRory
Hale Wharf, Ferry Lane N17 HGY/2016/1719	Outline applications for the demolition of existing structures and erection of 15 blocks from 16-21 storeys in height of primarily residential accommodation ranging from 4 to 20 storeys and providing around 500 dwellings with some commercial floor space, parking and retention of 3 no commercial barges.	Application only recently submitted and is at consultation stage. November committee	Robbie McNaugher	Emma Williamson
47,66 and 67, Lawrence Road HGY/2016/1212 & HGY/2016/1213	Redevelopment mixed use residential led scheme for 83 dwellings (34 x 1b, 33 x 2b, 7 x 3b and 9 x 4b)	November planning Committee	Valerie Okeiyi	John McRory
Warehouse, 590-594 Green Lanes, N8 (Hawes and Curtis) HGY/2016/1807	Demolition of existing building and construction of residential units and provision of 900 square metres of health centre at ground floor.	November planning committee	Adam Flynn	John McRory

Land north of Monument Way and south of Fairbanks Road, N17 HGY/2016/2184	Development of the site to create 54 affordable residential units in three blocks ranging from 3-stories to 4-stories in height.	Awaiting further information in order to consult on the application.	Adam Flynn	John McRory
Coppetts Wood Hospital, Coppetts Road, N10 HGY/2016/3482	Re-Development of site to provide residential accommodation	Application currently at consultation stage	Chris Smith	John McRory
70-72 Shepherds Hill, N6 HGY/2016/2081	<p>The proposals seek to demolish the existing building and create a new four storey residential block with a set-back fifth floor. Two Mews houses are also proposed to the rear with associated car parking, landscaping and amenity space.</p> <p>Proposals comprise 19 residential units.</p>	<p>Currently under consideration following end of consultation period.</p> <p>To be presented to the QRP</p> <p>Revisions to the scheme likely to be required</p> <p>PPA being negotiated</p>	Gareth Prosser	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 Class C3). Removal of the Building A, D1 basement floorspace. Alterations to the glazing to the Building A, ground floor, north-east	Still under consideration.	Aaron Lau	John McRory

	elevation to provide a secondary entrance onto Dukes Mews			
Templeton Hall Garages, N15 HGY/2016/2621	<p>The proposals seek to demolish the existing building and create a new four storey residential block with a set-back fifth floor. Two Mews houses are also proposed to the rear with associated car parking, landscaping and amenity space.</p> <p>Proposals comprise 19 residential units.</p>	Planning committee 14 November 2016	Samuel Uff	John McRory
Car wash centre Broad Lane, N15 HGY/2016/2232	Mixed use scheme with office on ground and first floor with residential on the upper floors	Currently under consideration	Aaron Lau	John McRory
St Luke's Hospital, N10 HGY/2016/2106	Variation of Condition 1 (plans & specifications) following grant of Planning Permission HGY/2016/0242 for revised internal layouts relating to the Administration Building, Norton Lees and Roseneath resulting in a reduction of two units within the overall development, from 161 to 159 units.	Currently under consideration	Aaron Lau	John McRory
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	Currently under consideration	James Hughes	John McRory

	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			
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.	Currently under consideration	Adam Flynn	John McRory
Keston Centre Keston Road, N17 HGY/2016/3309	Redevelopment of the site to provide a mix of pocket housing and private housing	Currently at consultation stage	Adam Flynn	John McRory
Somerlese Courtney Avenue, N6 HGY/2016/3207	Replacement two storey detached dwelling with rooms at roof and basement levels and garage.	Currently at consultation stage	Aaron Lau	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		
Hale Road (Station Square West)	Comprehensive mix use residential led development	Residential next to Premier Inn. Design discussions on going with GLA. Application may be submitted mid 2016.		
Chocolate Factory	Redevelopment of the site to provide 220 units on Workspace land, with an additional 14,835 sqm of commercial space.	Pre-application meeting held – PPA signed and possible submission in July/August	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
Hornsey Town Hall, Crouch End, N8	Erection of extensions and buildings including refurbishment of Hornsey Town Hall with a hotel	In pre-application discussions	Chris Smith	John McRory
52-68 Stamford Road, N15	Redevelopment of the site to provide a mixed use commercial and residential scheme	In pre-application discussions – near submission PPA agreed	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	In pre-application discussions – near submission	Wendy Robinson	John McRory

	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.			
69 Lawrence Road	Redevelopment mixed use residential led scheme	Supported in principle as land use. Pre-application meeting has taken place and further meetings are envisaged.	James Hughes	John McRory
Land at Plevna Crescent	Reserved matters (appearance, landscaping, layout, and scale) following granted of outline planning permission for residential development under ref: APP/Y5420/A/14/2218892 (HGY/2013/2377)	Pre-application held – principle acceptable subject to further design revisions and biodiversity measures	Wendy Robinson	John McRory
Hale Village Tower, Ferry Lane, Tottenham, N15	Revised proposal for a 28 storey tower (replacing the consented 18 storey outline permission) to provide housing with commercial and/or community uses at ground floor.	Initial pre-app meeting held on the 8 th June. PPA currently being drafted. Scheme has been delayed.	Adam Flynn	Emma Williamson / John McRory
52-68 Stamford Road, N15	Redevelopment of the site to provide a mixed use commercial and residential scheme	In pre-application discussions – early stages – principle of land uses acceptable	Chris Smith	John McRory
Car Park, Westerfield Road,	Change of use of and redevelopment of current site to	Although there is general support for the scheme from a DM point of view – there will	Chris Smith	John McRory

N15	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.	be an impact on amenity of surrounding residents – public engagement from the applicants is key.		
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.	Principle accepted. Proposal received a positive reception at QRP	Gareth Prosser	John McRory
33 Station Road, N22	Demolition of public house (Anglers Arms) and redevelopment of the site with commercial and residential.	Land uses acceptable Concerns over the demolition of the public house Height of building at 6 storeys a concern	Adam Flynn	John McRory
163 Tottenham Lane N8	The application proposes the demolition of the existing Kwik-Fit	Pre-application meetings held and principle acceptable.	Tobias Finlayson	John McRory

	Garage and a two storey building at the rear. Erection of a five storey building for commercial and residential development.	QRP objecting to the scheme on design grounds.		
IN PRE-APPLICATION DISCUSSIONS				
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. Also need to provide D1 use Pre-application advice to be sent shortly	Tobias Finlayson	John McRory
Hornsey Town Hall, Crouch End, N8	Erection of extensions and buildings 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
163 Tottenham Lane N8	The application proposes the demolition of the existing Kwik-Fit Garage and a two storey building at the rear. The erection of a part 4	Principle unacceptable at the moment as further information required	Tobias Finlayson	John McRory

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

Road, N22	refurbishment and enhancement of existing facades in association with the reconfiguration of existing retail space to create a new food store and refurbished market hall.			
2 Chesnut Road	Pocket style housing	In pre-application discussions – discussions taking place	James Hughes	John McRory
8-10 High Road, Turnpike Lane	20 storey residential building	Pre-application meeting to take place	Adam Flynn	John McRory
311 Roundway	Mixed Use Redevelopment – 66 Units	Unacceptable in principle. Major design concerns.	James Hughes	John McRory
23 Denewood Road	Facade retention/ reconstruction with new construction behind. Addition of a basement and a reduced height first storey extension over the garage.	Minor revisions to be made to scheme for review before pre-app note issued. Current consent for the site, so need to be mindful of fallback position.	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	A number of conditions have been submitted.	A number of pre-commencement conditions have been discharged and others awaiting	Adam Flynn	John McRory

and Recycling Centre, High Street, N8		comments.		
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

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