

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 10th April, 2017, 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 - 8)

To confirm and sign the minutes of the Planning Sub Committee held on 13 March 2017.

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. 1 STATION SQUARE, STATION ROAD, N17 9JZ (PAGES 9 - 162)

Proposal: Demolition of existing buildings and erection of a building providing 434 sq.m. (GEA) of commercial floorspace (Class A1/A3), 128 residential units (117 shared ownership units) (Class C3), landscaped amenity space, cycle parking and all structural and associated works.

8. FIRST AND SECOND FLOORS, 524-528 HIGH ROAD, N17 9SX (PAGES 163 - 196)

Proposal: Conversion of disused first and second floor of existing building above existing ground floor retail unit to create seven dwellings. Modification to roof above existing buildings at first and second floor level, including re-positioning of small plant. Modification to rear of existing building at second floor level including construction of new build extension creating a further three dwellings (10 dwellings in total). Modification to proposed residential entrance at ground floor level.

9. PRE-APPLICATION BRIEFINGS

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

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

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

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

10. BHS, 26 HIGH ROAD, WOOD GREEN, N22 (PAGES 197 - 202)

Proposal: Redevelopment of the site to create a mixed-use development comprising 9 retail units (approx. 2,000sqm), a 148 bed hotel (approx. 5,300sqm), and 199 residential units.

11. UPDATE ON MAJOR PROPOSALS (PAGES 203 - 216)

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

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 217 - 256)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 1 March 2017 to 30 March 2017.

13. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at item 3 above.

14. DATE OF NEXT MEETING

8 May 2017

Felicity Foley, Principal Committee Co-ordinator
Tel – 020 8489 2957
Fax – 020 8881 5218
Email: felicity.foley@haringey.gov.uk

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

Friday, 31 March 2017

MINUTES OF THE MEETING OF THE PLANNING SUB COMMITTEE HELD ON MONDAY, 13TH MARCH, 2017

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

1. FILMING AT MEETINGS

Noted.

2. PLANNING PROTOCOL

Noted.

3. APOLOGIES FOR ABSENCE

None.

4. URGENT BUSINESS

There was no such business.

5. DECLARATIONS OF INTEREST

Councillor Carroll declared a prejudicial interest in respect of item 11, Iceland, Brook Road, N22.

6. MINUTES

RESOLVED that the minutes of the Planning Committees held on 2 February 2017 and 13 February 2017 be approved as a correct record of the meeting.

7. ST JOHN'S CHURCH AND HALL, ACACIA AVENUE, N17 8LR

The Committee considered a report on the application to grant planning permission for remodelling and extension to existing church; demolition and replacement of existing hall on church site with new community facility / nursery; proposed 22 new build residential units to church site and 10 new build residential units to Acacia Avenue site with a mix of 1, 2, 3 and 4 bedroom accommodation over 2-4 storeys.

The Planning Officer gave a short presentation highlighting the key aspects of the report.

In response to the presentation, the Committee raised a number of questions and issues:

- In relation to the London Fire Brigade, the Committee asked whether there were still issues with access. Officers confirmed that there had since been an exchange of drawings with access arrangements, and the London Fire Brigade were content with the proposals.
- The Committee were concerned that the Quality Review Panel had not seen the plans for the Acacia Avenue properties, and officers confirmed that whilst this had been the case, the applicants had met with the Council's Design Officer on two occasions, and therefore, the Council supported the application.
- Some Committee Members raised issues with elements of the design of the buildings and the layout, for example, the use of different coloured bricks, and the building heights as seen from Great Cambridge Road. Officers informed the Committee that the slides did not show the elevations of the buildings very well, and that the only buildings which would be visible from the main road would be the church and the two properties either side. Officers also considered that the design was good. Members suggested that the application would benefit from further discussion at the Quality Review Panel.

Councillor Carroll moved that the application be deferred back to the Quality Review Panel. The Committee voted and it was:

RESOLVED that the decision be deferred to a later date to allow for further consideration of the design.

8. **18 ASHLEY ROAD, N17 9LJ**

The Committee considered a report on the application to grant partial temporary change of use of building from light industrial B1 use to D2 use incorporating a climbing wall facility, yoga studio, ancillary cafe and offices, and retention of a portion of the existing B1 light industrial use.

The Planning Officer gave a short presentation highlighting the key aspects of the report.

In response to the presentation, the Committee raised a number of questions and issues:

- With regard to the temporary nature of the planning permission, the Committee were advised that the applicant could re-apply for permission once the five years were up, but if they did not apply then the use class would revert back to the original B1 use.
- Councillor Carroll referred to the statement in the report that D2 leisure use within a local employment area was not strictly policy compliant, and requested that the policy be reviewed, as the proposal would increase employment levels in the area, and therefore should be compliant with the policy.

The Chair moved the recommendation of the report and it was

RESOLVED

That the Committee GRANT temporary planning permission and that the Head of Development Management is authorised to issue the planning permission and impose the conditions and informatives set out below.

1. This permission shall be for a limited period expiring on **28/02/2022** when the use hereby approved shall be discontinued and determined and the land reinstated.

Reason: In order to enable the Local Planning Authority to review and assess the use following experience after a period of operation

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

Drawing Nos. 1166/ 01, 02 & 03, Planning Statement prepared by Jones Town Planning dated January 2017, Design and Access Statement prepared by CG Architects dated January 2017.

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

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

D2 use incorporating a climbing wall facility, yoga studio, ancillary cafe and offices, and B1 light industrial use

- a) The floor area of both the D2 use with ancillary cafe and B1 light industrial use shall not at any time be enlarged and shall not exceed the floor areas indicated on the drawings hereby approved.
- b) Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, and the Town and Country Planning (General Permitted Development) Order 1995 (as amended), there shall be no change of the particular use of the D2 or B1 light Industrial hereby approved.

Reason: In order to control the nature of the D2 use with ancillary cafe and B1 light industrial use uses on the site and in order to ensure the uses are compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. The D2 with ancillary use hereby permitted shall not be operated before 06:00 hours or after 23:00 hours Monday to Sunday and the B1 (c) use hereby permitted shall not be operated before 06:00 or after 19:00 hours Monday to Friday before 08:00 hours or after 18:00 hours on Saturdays, and not at all Sundays and Bank Holidays

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

5. Prior to first occupation of the development, a travel plan which shall include clear objectives and modal split targets, together with a time-bound

schedule of implementation, monitoring, regular review and update shall be submitted to and approved in writing by the local planning authority and thereafter operated in accordance with the agreed details.

Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.

6. Prior to commencement details of arrangements for cycle storage (including means of enclosure for the area concerned where necessary) shall be submitted to, and approved in writing by, the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed to the satisfaction of the Authority before any part of the development is first occupied, and permanently maintained thereafter to the Authority's satisfaction.

Reason: To ensure that adequate cycle storage facilities are provided

7. Prior to first occupation of the development hereby permitted, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of parking allocation between the various uses on site. Such plan shall be followed at all times and not be varied without the prior agreement in writing by the Local Planning Authority.

Reasons: Development without provision of adequate facilities for the parking and garaging of motor vehicles is likely to inconvenience other vehicles and to be detrimental to amenity and prejudicial to conditions of safety.

8. Prior to first occupation of the development hereby permitted, a Delivery and Service Plan (DSP) shall be submitted and approved in writing by the Local Planning Authority. The Plans should provide details on how on-site servicing and pedestrian access will be managed in a manner that minimises hazard to pedestrians and users of the site.

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.

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

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2016.

Informatives:

INFORMATIVE : In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and

Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

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

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

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.

9. PRE-APPLICATION BRIEFINGS

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 decisions were taken on these items, and any subsequent applications would be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

10. ICELAND, BROOK ROAD, WOOD GREEN, N22

Clerk's note – Councillor Carroll left the meeting at the start of the item.

Representatives for the applicant, and the Planning Officer gave a short presentation on early plans for the scheme.

The Committee raised the following points:

- It seemed that there were not enough parking spaces available for the medical centre, especially as there was no bus route available.
- There was no mention of the Wood Green redevelopment zone, although officers assured the Committee that the application was being prepared in close consultation with the team working on the Wood Green Area Action Plan.

11. UPDATE ON MAJOR PROPOSALS

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

NOTED:

1-6 Crescent Mews

This was in Alexandra Ward.

Gisburn Mansions, N8

No decision had been made as yet, and details of the new planning application would be emailed to the Committee.

Edmanson's Close

Officers would provide Councillor Bevan with an update.

RESOLVED that the report be noted.

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

The Committee received the report detailing applications determined under delegated powers, and the Chair requested that where Members had questions regarding specific schemes that they should contact officers directly.

RESOLVED that the report be noted.

13. NEW ITEMS OF URGENT BUSINESS

There were no items of urgent business.

14. DATE OF NEXT MEETING

The Chair informed the Committee that the meeting due to be held on 28 March 2017 would be cancelled due to lack of business, and the next meeting would be held on Monday 10 April 2017.

CHAIR: Councillor Natan Doron

Signed by Chair

Date

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Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Application: HGY/2016/3932

Ward: Tottenham Hale

Address: 1 Station Square, Station Road, N17 9JZ

Proposal: Demolition of existing buildings and erection of a building providing 434 sq.m. (GEA) of commercial floorspace (Class A1/A3), 128 residential units (117 shared ownership units) (Class C3), landscaped amenity space, cycle parking and all structural and associated works.

Applicant: Micuber Estates Limited

Ownership: Private

Case Officer Contact: James Hughes

Site Visit Date: 7th December 2016

Date received: 28th November 2016 **Last Amended:** 27th March 2017

Plans and Drawing Number: Site Location Plan 1711-G100-XP-AL-001; Site Plan – Existing 1711-G100-XP-AL-002; Site Plan - Proposed 1711-G100-P-AL-001; Proposed Ground Floor Plan 1711-G200-P-00-001; Proposed Mezzanine Floor Plan 1711-G200-P-M1-001; Proposed First Floor Plan 1711-G200-P-01-001; Proposed Second Floor Plan (Typical 02-06) 1711-G200-P-02-001; Proposed Seventh Floor Plan 1711-G200-P-07-001; Proposed Eighth Floor Plan 1711-G200-P-08-001; Proposed Ninth Floor Plan (Typical 09-19) 1711-G200-P-09-001; Proposed Twentieth Floor Plan (Typical 20-21) 1711-G200-P-20-001; Proposed Roof Floor Plan 1711-G200-P-RF-001; Proposed Section AA 1711-G200-S-AA-001; Proposed Section BB 1711-G200-S-BB-001; Proposed Section CC 1711-G200-S-CC-001; Proposed Section DD 1711-G200-S-DD-001; Proposed Section EE 1711-G200-S-EE-001; Proposed Section FF 1711-G200-S-FF-001; Existing North East Elevation 1711-G200-XE-NE-001; Existing East Elevation 1711-G200-XE-E-001; Existing South-East Elevation 1711-G200-XE-SE-001; Proposed North East Elevation 1711-G200-E-NE-001; Proposed East Elevation 1711-G200-E-E-001; Proposed South East Elevation 1711-G200-E-SE-001; Proposed South West Elevation 1711-G200-E-SW-001; Proposed South Elevation 1711-G200-E-S-001; Details of North East Elevation 1711-G251-D-TY-001 P8/9 12351979v1; Details of South East Elevation 1711-G251-D-TY-002 Bridging Foundation Over Tunnels 143292-RDG-XX-FN-PL-S-2005 Bridging Foundation Sections 143292-RDG-

XX-XX-SE-S-2006, 1711-G200-001 – Updated Waste Plan, 1711-G200-P-M1-001 – Updated Waste Plan.

Documents: Planning Statement; prepared by NLP; Design and Access Statement, prepared by John McAslan + Partners; Flood Risk Assessment and Outline Drainage Strategy, prepared by Ramboll; Preliminary Risk Assessment, prepared by Ramboll Environ; Noise Impact Assessment, prepared by Ramboll Environ; Air Quality Assessment, prepared by Ramboll Environ; Environmental Wind Assessment, prepared by Ramboll Environ; Historic Environment Assessment, prepared by Ramboll Environ; Statement of Community Involvement, prepared by Belgrave Communications; Transport Assessment, prepared by WSP Parsons Brinckerhoff; Residential Travel Plan, prepared by WSP Parsons Brinckerhoff; Construction Logistics Plan, prepared by WSP Parsons Brinckerhoff; Delivery and Servicing Plan, prepared by WSP Parsons Brinckerhoff; Daylight Sunlight Assessment, prepared by NLP; Heritage, Townscape and Visual Impact Assessment, prepared by NLP; and Sustainable Design, Energy and Construction Statement, prepared by WSP Parsons, Consultation Response prepared by NLP (Parts 1 and 2), Wind and Microclimate report prepared by RWDI.

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

1.2 The application has been referred to the Mayor of London as it is development which comprises or includes the erection of a building that is more than 30 metres high and is outside the City of London.

1.3 **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The scale of development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The scheme will be an early catalyst adding to the regeneration of Tottenham Hale.
- The applicant proposes 117 shared ownership units which represents 91% provision of affordable housing by habitable room. This overall percentage significantly exceeds local and London Plan policy targets and will allow for increased local home ownership.
- An affordable housing tenure split of 100% shared ownership units meets with the portfolio approach to the management of affordable housing within the Tottenham Hale Housing Zone, and is in the context of the historically high rates of social renting that predominate in Tottenham.
- The loss of existing B Class employment floorspace is offset by the delivery of a commensurate quantum of A Class employment floorspace. The site's

contribution of Town Centre floorspace is consistent with the site size and overall site capacity.

- The density proposed is approximately 1,454 units per hectare. While this exceeds the density range in the London Plan, it is recognised that this is a reflection of the very small and constrained site.
- The site is highly accessible, being located immediately next to Tottenham Hale Station. The site is also in close proximity to a significant open space in the form of Down Lane Park with Lee Valley Regional Park in close proximity. The site is suitable for smaller units and the quality of the scheme supports the proposed density.
- There is considerable policy support for a tall building in this location. The form, scale and massing of the proposed building is appropriate to the site context, and the height of the tower element of the building at 22 stories, will sit comfortably with taller development that is envisaged within the emerging Tottenham Hale District Centre.
- The quality of the scheme is considered to be high given the numerous site constraints, including the site shape, the “island” nature of the parcel bounded by three roads, and the position of the site above a London Underground tunnel.
- The layout and design of the ground floor has maximised the amount of active commercial frontage. The proposed building materials are considered to be high quality and the fenestration arrangement is legible. The delivery of winter garden style space within subject units together with a landscaped communal amenity space at 7th storey level adds to the residential quality of the scheme. The scheme incorporates single aspect units, however these units are generally one and two bedroom units and are minimised within the scheme, given the site constraints.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation at the condition stage, the noise, vibration and air quality impacts to future occupiers of the units are acceptable.
- The scheme is not anticipated to give rise to privacy or overlooking impacts. The scheme’s design mitigates inter-looking impacts between the proposed residential units and existing hotel rooms. The impacts of construction noise are temporary and will be controlled by condition.
- The wind and microclimate impacts in the vicinity of building footprint will be subject to further study as surrounding development parcels come forward

in Tottenham Hale. Further study of wind conditions will allow for mitigation and a possible modification of the scheme. The applicant has committed to modification of the scheme if required by way of a S106 obligation.

- The scheme is sufficiently separated from relevant heritage assets. The proposed building would appear above the roofscape in the Bruce Grove Conservation Area due to its height, but the development would appear as a distant feature. The impact to heritage assets is less than substantial, and this harm is outweighed by the public benefits of the scheme.
- The transportation impacts to the scheme are acceptable. The scheme will not generate a significant increase in traffic or parking demand and a car free scheme is acceptable. The provision of cycle storage is policy compliant.
- Subject to a S106 obligation to provide an updated energy strategy and agree a carbon offset payment if required, the design of the scheme is considered to be sustainable. The applicant has committed to a future district energy connection. The issues of flood risk, drainage, land contamination and waste storage are able to be addressed by the imposition of conditions.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 and Legal Agreement providing for the obligations 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 10th July 2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions – Summary (The full text of recommended conditions is contained in Section 8 of this report)

- 1) Three Year Expiry (HGY Development Management)

- 2) Development in Accordance with Approved Drawings and Documents (LBH Development Management)
- 3) Materials Samples (LBH Development Management)
- 4) Hard and Soft Landscaping (LBH Development Management)
- 5) Confirmation of Site Levels (HGY Development Management)
- 6) Landscaping – Replacement of Trees and Plants (LBH Development Management)
- 7) Drainage Strategy (Thames Water)
- 8) Impact Piling Method Statement (Thames Water)
- 9) Bridging Structure Supplementary Statement - (LBH Development Management)
- 10) Land Contamination – Part A and B (LBH Environmental Services and Community Safety)
- 11) Land Contamination – Part C (LBH Environmental Services and Community Safety)
- 12) Details of Flood Risk Attenuation Measures – (LBH Development Management)
- 13) Drainage (LBH Senior Drainage Engineer)
- 14) Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)
- 15) CHP and Associated Infrastructure Detail (LBH Carbon Management)
- 16) CHP Emissions Level Details – (LBH Environmental Services and Community Safety)
- 17) Development in Conformity with Energy Statement (LBH Development Management)
- 18) Details Roof Top PV Panels (LBH Development Management)
- 19) External Solar Shading and Passive Ventilation Study (LBH Development Management)
- 20) Details of AQDMP – (LBH Environmental Services and Community Safety)
- 21) Plant and Machinery - EU Directives (LBH Environmental Services and Community Safety)
- 22) Registration of NRMM - (LBH Environmental Services and Community Safety)
- 23) Revised Air Quality Assessment (LBH Environmental Health)
- 24) NRMM Inventory and Documentation Availability (LBH Environmental Services and Community Safety)
- 25) Details of Noise Mitigation Measures (LBH Development Management)
- 26) Wheelchair Dwellings (LBH Development Management)
- 27) Accessible and Adaptable Dwellings (LBH Development Management)
- 28) Updated Waste Management Scheme (LBH Environmental Services and Community Safety)
- 29) Cycle Parking Details (Transport for London + LBH Transportation)
- 30) Construction Traffic in accordance with Construction Management Plan (LBH Transportation)
- 31) Updated Servicing and Delivery Plan (SDP) (LBH Transportation)

- 32) Disabled Parking Study (LBH Transportation)
- 33) Details of Central Dish/Receiving System (LBH Development Management)
- 34) Individual Satellite dishes or television antennas precluded (LBH Development Management)

Informatives – Summary (The full text of recommended informatives is contained in Section 8 of this report)

- 1) Working with the Applicant (LBH Development Management)
- 2) Community Infrastructure Levy (LBH Development Management)
- 3) Hours of Construction Work (LBH Development Management)
- 4) Party Wall Act (LBH Development Management)
- 5) Requirement for Groundwater Risk Management Permit (Thames Water)
- 6) Attenuation of Storm Flows. Combined Sewer drain to nearest manhole. Connection for removal of ground water precluded. Approval required for discharge to public sewer. (Thames Water)
- 7) Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres. (Thames Water).
- 8) Water Main Crossing Diversion (Thames Water)
- 9) Minimum Pressure and Flow Rate from Pipes (Thames Water)
- 10) Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)
- 11) Asbestos Survey (LBH Environmental Services and Community Safety)
- 12) New Development Naming (LBH Transportation)
- 13) Environment Agency – Additional Advice (Environment Agency)

Section 106 Heads of Terms:

Affordable Housing

- 1) 117 shared ownership units to remain affordable until and unless affordable occupiers staircase to 100% outright ownership
- 2) Time Limited marketing the scheme, for a period of six months, to persons who live or are employed in Haringey with gross household incomes below £60,000 pa.
- 3) Occupation restriction (market housing) until affordable units transferred to a Registered Provider.
- 4) Recycling of the GLA grant funding of £28k/unit within the Haringey Local Authority area

Local Skills and Training

- 5) Local Labour and Training During Construction (Obligation to seek targeted approach to on-site labour by way of an employment skills plan to ensure not less than 20% of those employed are local residents.
- 6) End User Skills Training (**£29,000 Contribution**) Haringey Employment and Recruitment Partnership's activities to offer employability and vocational skills training targeted at Haringey residents for the purpose of facilitating their access to end use employment opportunities. Payable upon implementation of the development.

Transportation

- 7) Car Free Development – Future Occupiers not eligible for parking permits in any future CPZ.
- 8) Cycle Parking contribution - 4 spaces in the vicinity of the site. (**£500 Contribution**). Payable upon implementation of the development.
- 9) Updated Residential and Commercial Travel Plan
 - a) Travel Plan Coordinator
 - b) Provision of Transport Welcome Packs
 - c) 1 Year Free Car Club Membership and £50 credit voucher to each approved unit in a car club in the vicinity of the site.
 - d) **£3000 Contribution per travel plan** toward Travel Plan monitoring

Public Realm

- 10) Station Road Public Realm Enhancements (**£94,000 Contribution**) – In line with Tottenham Hale District Centre Framework Streets and Spaces strategy. Payable upon implementation of the development.
- 11) Leisure facilities and soft landscaping improvements as part of the third package of installations to facilitate residential access to Down Lane Park (**£225,000 Contribution**). Payable upon implementation of the development.

Binding Interest

- 12) Obligation to bind the applicant's equitable interest in the land with an obligation to bind the legal interest simultaneously upon acquisition of the development site.

Wind Mitigation

- 13) Obligations to incorporate further wind mitigation measures in response to an updated wind assessment as required by condition and modify the scheme if required. The wind assessment to be completed prior to works commencing on site as per relevant planning condition.

Energy Plan

- 14) Obligation to provide an energy plan addressing whether a carbon offset payment is required when details around energy provision are discharged.

Considerate Constructor

- 15) Obligation to register with the scheme during the construction and demolition phase of the development

- 16) Off Site Highway Improvement Works

- 1) Lengthen the exiting lay-by on Hale Road
- 2) Site Clearance
- 3) Drainage
- 4) Earthworks
- 5) Pavements
- 6) Traffic Signs and Street Furniture
- 7) Kerb and Footway
- 8) Street Furniture
- 9) Uplift for works on traffic sensitive street
- 10) TMO / CPZ changes
- 11) Contingency and Fees

Total off site highway contribution of **£49,002** payable upon implementation of the development.

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

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

- i. In the absence of a legal agreement securing 1) the provision of on-site affordable housing 2) a viability review mechanism 3) marketing of the scheme to local residents on targeted incomes, and 4) the recycling of grant funding, the scheme would fail to foster mixed and balanced*

neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. The scheme would not make full use of Haringey's capacity for housing to meet targeted delivery of required homes. As such, the proposal is contrary to London Plan Policies 3.9, 3.11 and 3.12, Strategic Policy SP2, and emerging DPD Policies DM 11 and DM 13, and emerging Policies AAP3 and TH4.

- ii. In the absence of a legal agreement securing local employment, the proposal would fail to facilitate training and employment opportunities for the local population. The scheme would fail to contribute to the social regeneration of the area. As such the proposal is contrary to Local Plan Policies SP8 and SP9, emerging Policy DM48 and emerging Policy AAP4.*
- iii. In the absence of legal agreement securing 1) residential and commercial Travel Plans, and Traffic Management Order (TMO) amendments to preclude the issue of parking permits, and 2) financial contributions toward off site cycle parking, travel plan monitoring, and car club provision, the proposal would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan policies 6.9, 6.11 and 6.13. Spatial Policy SP7, Saved UDP Policy UD3 and emerging Policy DM31 and emerging Policy AAP7.*
- iv. In the absence of a legal agreement securing 1) public realm enhancements 2) leisure facilities and soft landscaping improvements to local green spaces, the proposal would give rise to an illegible public realm, poorly detailed building elevations and poor quality residential access to local green spaces. As such, the proposal would be contrary to London Plan policies 7.1, 7.4, 7.6, 7.18, Strategic Policies SP11 and SP13 and emerging Policies DM1, DM3, DM19 and DM20, and emerging Policies AAP6, AAP9, TH1 and TH4.*
- v. In the absence of a legal agreement securing an obligation to modify the scheme in the event additional wind modelling demonstrates planning harm, the development will give rise to a structure that will impact the amenity of surrounding land and buildings contrary to London Plan Policies 7.6 and 7.7, Strategic Policy SP11, and emerging DPD Policies DM1 and DM6.*
- vi. In the absence of a legal agreement securing an Energy Plan to address a carbon offset payment requirement and demonstrate a connection to a future district energy network, the proposal would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and therefore contrary to London Plan Policy 5.2 and Strategic Policy SP4, and emerging DPD Policies DM 21, DM22 and emerging Policy TH4.*

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

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

CONTENTS

3.0	PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
3.1	Proposed Development
3.2	Site and Surroundings
3.3	Relevant Planning and Enforcement History
4.0	CONSULTATION RESPONSE
5.0	LOCAL REPRESENTATIONS
6.0	MATERIAL PLANNING CONSIDERATIONS
6.2	Principle of the Development - Policy Background
6.3	Principle of the Development – Assessment
6.4	Development Design
6.5	Quality of Residential Accommodation
6.6	Development Impact to Adjoining Occupiers
6.7	Development Impacts to Heritage Assets
6.8	Transportation and Parking
6.9	Flood Risk and Drainage
6.10	Energy and Sustainably
6.11	Waste and Recycling
6.12	Land Contamination
6.13	Summary and Conclusion – Material Planning Considerations
7.0	COMMUNITY INFRASTRUCTURE LEVY
8.0	RECOMMENDATIONS

APPENDICES

Appendix 1	Consultation Responses – Adjoining Occupiers and Internal and External Consultees
Appendix 2	GLA Stage 1 Report
Appendix 3	Plans and Images

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed development

- 3.1.1. This is an application for the demolition of the existing structures on the land, and construction of a mixed used residential and commercial development. The development would consist of a part 7 storey / part 22 storey building incorporating 128 residential units and 420 m² of A1/A3 retail/commercial floor space at ground floor level.
- 3.1.2. The building is proposed to comprise two elements. The first element is an approximately triangular seven storey podium section oriented toward the junction of Station Road and Hale Road. The ground floor commercial element will wrap around and face what is programmed to be a pedestrian area leading from a continuation of Ashley Road southbound. The frontage is double height and the A1/A3 unit incorporates a mezzanine.
- 3.1.3. The second element is a narrower tower that rises above the eastern side of the podium to 22 stories. The taller element of the building will rise to a height of 82.250 metres Above Ordnance Datum (AOD). The podium projection of the building will have height of seven storeys above ground level (34.7 metres AOD). The tower element is set back at the eastern apex above seven stories.
- 3.1.4. Two landscaped spaces are proposed to be incorporated into the scheme. One communal area is proposed on top of the western side of the podium at 7th storey level, and a planted space is also proposed at 1st floor level (above proposed roof plant) however this space is not an accessible amenity area.
- 3.1.5. The building is proposed to be faced with brown brick, bronze anodised aluminium window frames and panels, and extruded brick panels. Fenestration and projecting balconies are aligned in vertical bands, with variations at upper levels.
- 3.1.6. The double height ground floor is proposed to be faced with reconstituted stone panels and a full-height glazed retail frontage at the apex. The applicant proposes screens to the remaining bays constructed of translucent glass or brown facing brick. (Images of the proposed development are attached at Appendix 3 for reference.)
- 3.1.7. Of the 128 residential units, the applicant proposes 71 one-bedroom units (55%) 48 two-bedroom units (38%) and 9 three-bedroom units (7%). 13% of the units will be wheelchair accessible. The provision of affordable housing is proposed to be 117 units, equating to 91% affordable housing by habitable room. Of the 117 affordable units proposed, 100% are proposed to shared ownership.

- 3.1.8. No on-site car parking spaces are proposed, and car free development is to be secured through a S106 obligation. The public realm surrounding the application site outside the redline area is proposed to be improved in a comprehensive manner by way of improvements secured through the Tottenham Hale Housing Zone, and S106 contributions provided by the applicant.
- 3.1.9. The site sits partly above a London Underground (LU) tunnel serving the Victoria Line. The applicant proposes to construct a bridging structure that will straddle the tunnel and allow for piling operations to support the building. The redline area therefore includes parts of the public highway that will require excavation during the construction phase of the development.

3.2. **Site and Surroundings**

- 3.2.1. The application site is the eastern side of a triangular “island” bounded by Hale Road, Station Road and The Hale and abuts a recently constructed hotel to the west. The plot is irregular shaped and 0.22 ha in area. The redline site area also encompasses a portion of the public highway on the eastern side of Station Road to facilitate construction around a LU tunnel.
- 3.2.2. The site currently contains a car park, a small area of scrub land and two single storey buildings/structures. The first building is currently vacant and is 122 m² in area. The other building and its associated yard is occupied by a car repair firm and is 108.5 m² in area.
- 3.2.3. There is a small stand of immature shrubs at the eastern edge of the site and there are several large format advertisements positioned around the perimeter of the site. The site does not contain any locally or statutorily listed buildings and the site does not lie within a conservation area. The Tottenham Green and Bruce Grove Conservation Areas lie 0.5km to the west.
- 3.2.4. The surrounding area is of a mixed use character that is in transition. The application site will lie at the heart of the proposed Tottenham Hale District Centre. The Ashley Road area to the north is predominately of an industrial character, although proposals are coming forward for residential-led mixed uses.
- 3.2.5. A row of 11 terraced dwellinghouses lies to the northwest of the site. A petrol station (incorporating large forecourt and a car wash) lies to north. To the south of Station Road are large shed-type retail units and associated car parking, with Tottenham Hale Retail Park further to the south. To the east are Tottenham Hale Bus and Railway Station, with Tottenham Hale Village further to the east. Further to the west is a predominately residential area consisting of terraced housing.

3.2.6. The site lies within an emerging strategic site (TH4: Station Square West) as per the emerging Tottenham Area Action Plan (AAP). The AAP was subject to Examination in Public (EiP) in September 2016 and no changes to the allocated site are expected at this juncture in the plan making process. The site lies within the emerging Tottenham Hale Distinct Centre Framework (DCF) and within the Lea Valley Opportunity Area Planning Framework (OAPF). The site is located within the boundaries of the Tottenham Hale Housing Zone.

3.2.7. The site is located in Flood Risk Zone 2 and within the Tottenham Hale Growth Area. The site is designated as a Local Employment Area (LEA). The site is also adjacent to but does not lie within an Archaeological Priority Area. The site does not lie within a Controlled Parking Zone (CPZ) but the Tottenham Hale CPZ lies to the northwest. The site attracts a Public Transport Accessibility Level (PTAL) of 6a with indicates excellent access to sustainable transportation.

3.3. **Relevant Planning and Enforcement history**

3.3.1. There is no planning and enforcement history specific to the application site that is relevant, however there is considerable development programmed in the vicinity of the site, at various stages in the planning process.

3.3.2. The Applicant and their development partners are also undertaking the redevelopment of three parcels of land in the area known as Ashley Road South, north of the application site. Three parallel proposals for this strategic site are under consideration by the Council or are pending submission.

- The first application seeks to deliver a new campus building (of up to six storeys and 6,000 m²) for the National College for Digital Skills (NCDS), the redevelopment of Berol House to provide 15 residential units and 185 new build residential units.
- The second application seeks to deliver a mixed use building between eight and 16 storeys, small pavilion building of four storeys and another mixed use building up to seven storeys. An accompanying outline application seeks to provide up to 3,600sqm of commercial floorspace and 265 new units.
- The third application seeks to provide a mixed use building with up to 1,000 m² of uses within Classes A1, A3 and B1 and 400 new units.

3.3.3. The Ashley Road South scheme will strategically link with the application site by way of Ashley Road.

3.3.4. There are additionally a number of development sites in the vicinity of the application site (Monument Way, Welbourne Centre, Transport for London "Over Station" Development site, and a further site on the fringe of the bus station) which have been the subject of recent land disposal by the Council.

3.3.5. On 21st March 2016, the Council entered into the Tottenham Hale Strategic Development Partnership (SDP) with Argent Related Related to progress the above sites within Tottenham Hale. The SDP will secure the comprehensive delivery of a new District Centre at the heart of Tottenham Hale and a significant part of the first phase of the Tottenham Housing Zone.

3.3.6. The Mayor of London resolved to grant the Hale Wharf Development hybrid planning permission subject to the signing of a Section 106 legal agreement on 10th March 2017, and the remaining plot in the Hale Village development (Plot SW) is currently the subject of pre-application discussions with the Council.

Applicant's Consultation

3.3.7. The applicant has undertaken pre-application public consultation prior to the submission of the application, and has sought pre-application guidance from the Council and the Greater London Authority (GLA). The applicant has submitted a Statement of Community Involvement prepared by Belgrave dated November 2016 with the application. The scheme has also previously been considered by Haringey's Quality Review Panel (QRP). A chronology of engagement with Haringey and GLA officers, QRP and Transport for London (TfL) is below:

- 22 June 2016, meeting with Haringey Quality Review Panel (QRP);
- 26 July 2016 pre-application presentation to Planning Sub-Committee
- 4 August 2016, formal pre-application meeting with LB Haringey
- 18 August 2016, design meeting with LB Haringey;
- 30 August 2016, design meeting with LB Haringey;
- 7 September 2016, meeting with LB Haringey, GLA and TfL;
- 7 September 2016, presentation to Haringey QRP;
- 5 October 2016, design meeting with LB Haringey;
- 18 February 2016 presentation to Haringey QRP (Chair's Review)

3.3.8. The applicant has also undertaken three pre-application public consultation events prior to the deposit of the application. These occurred at Berol House, in the vicinity of the application site on 20 July 2016, 13 September 2016 and 10 November 2016. As the applicant sets out, exhibitions were publicised by the delivery of 6,000 leaflets to the surrounding area and the attendees at each event were:

- 20 July 2016 - 53 people
- 13 September 2016 - 15 people
- 10 November 2016 - 20 people

The response to the Council's statutory consultation is tabulated in the section below.

Quality Review Panel

- 3.3.9. The scheme has been presented to Haringey's Quality Review Panel on two occasions, at the pre-application stage and the application stage (Chair's review). The application has also been presented to Planning Sub-committee at the pre-application stage. The application has been presented to DM Forum. The application has been amended during the pre-application process in response to officer and QRP concerns.
- 3.3.10. A summary of the most recent QRP Chair's Review (on 18th January 2017) is contained in the design section of this report.

4. CONSULTATION RESPONSE

- 4.1. The following were consulted regarding the application:

Internal:

- LBH Design Officer
- LBH Head Of Carbon Management
- LBH Regeneration Tottenham Team
- LBH Housing Design & Major Projects
- LBH Flood and Surface Water Drainage
- LBH Economic Regeneration
- LBH Cleansing Team - East
- LBH Parks
- LBH EHS – Pollution, Air Quality, Contaminated Land
- LBH EHS - Noise
- LBH Conservation Officer Conservation Officer
- LBH Emergency Planning and Business Continuity
- LBH Building Control Building Control
- LBH Transportation Group

External:

- Network Rail
- London Fire Brigade
- Lee Valley Regional Park Authority
- Metropolitan Police - Designing Out Crime Officer
- Transport For London – Borough Planning
- Ferry Lane Action Group
- Environment Agency
- London Underground
- Natural England

- Greater London
- Thames Water Utilities
- Historic England - Greater London Archaeology Advisory Service
- London Wildlife Trust
- Tottenham Conservation Area Advisory Committee

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

Internal:

1) LBH Transportation

No objection to the scheme. Subject to the additional details being submitted and approved (i.e. blue badge parking demand study), the Highway Authority is likely to conclude that the development will not generate a significant increase in traffic or parking demand or result in a detrimental impact on the highway and transportation network, subject to S.106 obligations and conditions.

2) LBH Environmental Services and Community Safety.

No objection to scheme. Standard Conditions and Informatives Recommended. No residential parking is proposed but on a development of this scale delivery and service vehicles can make a significant contribution. This has been estimated to be 12 HGV trips and 48 LGV trips daily. However no assessment of the transport emissions has been undertaken in either the dispersion modeling exercise or AQ neutral assessment. A servicing and delivery plan has however been submitted. This should focus on reducing the number of trips and promoting low emission vehicle delivery to reduce NOX emissions. In addition a condition requiring the development to be permit free should be included.

3) LBH Environmental Health Officer – Noise

No objection to scheme. Noise and Vibration Impact Assessment reviewed and considered acceptable. Once more detail about the exact plant and equipment is known a further refreshed assessment should be made. Standard conditions recommended.

4) LBH Carbon Management

At this stage the scheme delivers a 40.1% improvement beyond Building Regulations 2013. The policy requirement is to deliver zero carbon for residential units and 35% improvement beyond Building Regulations 2013 for

the commercial floorspace. However, the overall approach is not policy compliant because the London Plan energy hierarchy has not been followed. (The applicant and the Carbon Management Team have both responded further in the course of the application process, and a full assessment of sustainability issues is below.)

5) LBH Regeneration

No objection to scheme. Based on the vision developed in the DCF, Tottenham Regeneration welcomes the introduction of active frontages on Station Square as they will become a significant component to the establishment of an attractive local hub. Through the development of this scheme, the council has emphasised better treatment to the ground floor units, while recognising the highly constrained nature of the site. S106 obligations included in consultation response.

6) LBH Senior Drainage Engineer

Requirement for the consultant to re-submit a drainage strategy for this site that follows Haringey's guidance and completed pro-formas. Concept drainage strategy has not yet been submitted, and officers would request this, if this information. Outstanding drainage issues to be addressed by condition.

7) LBH Waste Management

Objection to the scheme. Twice weekly collection (given reduced bin store size) is technically feasible however twice weekly collection will have service charge and infrastructure implications. This proposed application will require adequate provision for refuse and recycling off street at the front of the property. Confirmation required that space must be provided for this property.

Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway. The above planning application has been given a RAG traffic light status of RED for waste storage and collection.

External:

8) Thames Water

No objection to scheme in terms of waste water and surface water drainage subject to standard conditions and informatives. These are recommended for imposition as per Section 8.

9) Transport for London

TfL finds the overall scheme to be agreeable, however, a number of revisions are requested to ensure the proposal is London Plan compliant:

- *TfL require further clarification regarding the provision and management of Blue badge spaces*
- *Full details of cycle parking should be secured by condition in consultation with TfL.*
- *Undertake a PERS audit.*
- *Justify the walking mode split in the TA.*
- *Continue to work with TfL regarding the Bridging structure*
- *Produce a CLP and DSP by condition.*
- *Submit a full Travel Plan secured through Section 106 agreement.*

10) Environment Agency

No objection to scheme. Environment Agency is not providing specific advice on the risks to controlled waters for this site to concentrate local resources on the highest risk proposals. Referral to standing flood risk advice.

11) Great London Authority – Greater London Archaeological Advisory Service

While the application is generally acceptable and supported in strategic planning terms, it does not yet comply with the London Plan. However GLA officers note there is no in principle objection and notes several areas where further information is required to ensure compliance with London Plan Policy. GLA officers note that the section 106 agreement for the scheme should specify the affordable housing percentage both with and without grant funding, as well as eligible household income limits for each shared ownership unit size. GLA officers further note the Council should secure M4(2) and M4(3) requirements by condition. Further information is required regarding climate change and transport matters.

12) London Underground

The planning applicant is in communication with London Underground engineers with regard to the development. Therefore, London Underground have no comment to make on the application except that the developer should continue to work with LU engineers.

13) Historic England

No objection to scheme. Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

14) Network Rail

After reviewing the information provided in relation to the above planning application, Network Rail has no objection or further observations to make.

15) Natural England

No objection to the scheme. The location, being over 500m from the Lee Valley Special Protection Area (SPA) and Ramsar site as well as Walthamstow Reservoirs Site of Special Scientific Interest (SSSI) is unlikely to have any impact either directly or indirectly upon the designated sites nearby.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 938 Neighbouring properties consulted by letter
- 1 Resident's Association consulted by letter
- 6 Planning site notices were erected in the vicinity of the site.

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

- No of individual responses: 5
- Objecting: 5
- Supporting: 0
- Others: 0

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

5.4 The issues raised in representations from adjoining occupiers are summarised below:

- The development will give rise to parking pressure in the area.
- The development will alter the character and appearance of the area due to its height and density, and will set a precedent for the area.

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

- Community has no inclination to be consulted by the developer. (Officer response: the applicant has undertaken community consultation prior to the deposit of the application. The Council has undertaken formal statutory consultation. The objections contained in responses addressing planning issues are the material consideration for members.)
- Development may impact view from an adjoining balcony. (Officer comment: views outside protected strategic and local views are not a material planning consideration.)

6 MATERIAL PLANNING CONSIDERATIONS

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

- 1) Principle of the development – Policy Background
- 2) Principle of Development – Assessment
- 3) Affordable Housing
- 4) Development Design
- 5) Quality of Residential Accommodation
- 6) Development Impact to adjoining occupiers
- 7) Heritage Assets
- 8) Transportation and Parking
- 9) Flood Risk and Drainage
- 10) Energy and Sustainability
- 11) Waste and Recycling
- 12) Land Contamination

6.2 Principle of the Development

6.2.1 The NPPF establishes overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process and supports “approving development proposals that accord with the development plan without delay”. The NPPF also expresses a “presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.”

The Development Plan

6.1.1 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan consists of the London Plan (2016), Haringey’s Local Plan Strategic Policies and the saved policies of Haringey’s Unitary Development Plan (2006). The Examination in Public (EiP) into the Council’s suite of forthcoming strategic policy documents, including the

Tottenham Area Action Plan (AAP) and Development Management Policies Development Plan Document (DPD) concluded in September 2016. The Council undertook an 8-weeks public consultation on the Inspector's Main Modifications arising from the Local Plan examination hearings. The consultation concluded January 13th 2017. There were no modifications proposed to the relevant site allocation TH4. The AAP and DPD are track to be adopted by Cabinet later in 2017.

The London Plan

- 6.1.2 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The consolidated London Plan (2016) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) that provide further guidance.

Upper Lea Valley Opportunity Area Planning Framework

- 6.1.3 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London. The OAPF sets out the overarching framework for the area, which includes the application site. The objectives for the Upper Lee Valley. The OAPF identifies the wider Station Square West site as suitable for a new landmark building as a focal point of the new district centre.

Housing Zone

- 6.1.4 Key to the delivery of regeneration at Tottenham Hale is the Council's participation in the Mayor of London's Housing Zone program. Tottenham Hale's designation as a Housing Zone provides funding for new infrastructure and allows policy interventions such as tax incentives, simpler planning regulations and the use of compulsory purchase powers. The program seeks to deliver a total of 5,500 new homes – 1,700 more than would otherwise be viable – through the unlocking of brownfield sites. The Housing Zone approach also seeks a portfolio approach to housing delivery to better align public sector resources. This approach also balances housing tenures and dwelling mixtures across Housing Zone areas.

Haringey Local Plan Strategic Policies (2013)

- 6.1.5 Haringey's Local Plan Strategic Policies document highlights the importance of growth areas within the Borough and notes that Tottenham Hale will be the key locations for the largest amount of Haringey's future growth.

- 6.1.6 Proposed changes to Haringey's Strategic Policies reflect a number of changes in the overarching planning framework at the national and regional level, which affect planning locally.
- 6.1.7 The pre-submission draft of proposed changes to Haringey's Strategic Policies were considered alongside the Tottenham AAP and Development Management DPD at an Examination in Public (EiP) that concluded in September 2016. Post Hearing Modification Consultation on the alterations concluded on 13 January 2017 and if found sound, the modifications to the Strategic Policies are programmed to be adopted later this year.
- 6.1.8 The most significant to the Strategic Policies arise as a result of the adoption of the Further Alterations to the London Plan (FALP) that significantly increased Haringey's strategic housing target from 820 homes per annum to 1,502 homes per annum, effective from April 2015 – an 83% increase. The plan also reflects the more challenging position in respect of affordable housing delivery. Given the progression of the alterations to the Strategic Policies in the plan making progress, they may be given significant weight by the decision maker.
- 6.1.9 The alterations to the Strategic Policies also make clear the need for affordable housing outstrips supply in Haringey. The most recent Strategic Housing Market (SHMA) informing the alterations indicates that with a shortfall in provision of 11,757 homes over the plan period. As a proportion of the total net housing requirement for all tenures (20,172), this equates to 59%. At an annual rate, this is 784 affordable homes out of 1,345.

Emerging Tottenham Area Action Plan (AAP)

- 6.1.10 The Tottenham AAP is considered to be a material planning consideration that can be accorded significant weight given its progression in the plan making process, although not full weight as may be accorded the development plan. The document provides site specific and area based policy to underpin the delivery of the spatial vision set out in the adopted and proposed alterations to the Strategic Policies DPD and the suite of DPDs emerging alongside the Tottenham AAP to articulate the spatial vision for growth.

AAP Site Allocation

- 6.1.11 The site does not fall within any designated 'site specific proposal' allocation pursuant to the Haringey proposals map (Unitary Development Plan 2006), however the site falls within a wider allocated site within the Tottenham AAP (TH4: Station Square West). The Site Requirement for the wider site are:

- Development will be required to be accompanied by a District Centre-wide masterplan showing how it will complement:
 - Existing/retained parts of the site;
 - Existing extant permissions;
 - The requirements of this, and other District Centre policies; and
 - The recommendations of the District Centre Framework, or other adopted masterplans for the District Centre.
- A new active use facing the bus station will be created.
- A new, legible, north-south connection linking the Ashley Road area to the north, through the heart of the District Centre, and to the Tottenham Hale Retail Park site to the south will be created.
- Developments must contribute to the creation of a new urban square serving as the key bus interchange with Tottenham Hale Station. This will incorporate active frontages facing into the new square.
- Tall buildings marking the key transport node at Tottenham Hale Station and the emerging District Centre may be acceptable on this site.
- Ground floor uses on this site must be town centre uses, with residential and office uses permissible above and must avoid presenting blank facades to the streets.

The Design Guidelines for the wider site allocation are:

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

Tottenham Hale District Centre Framework

- 6.1.12 The Tottenham Hale District Centre Framework (DCF) sets out that Tottenham Hale has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential or residential-led mixed-use development. In the next 10-15 years, it is expected that 5,000 homes will come forward on these sites. A mix of housing tenures will be delivered, with emphasis on the affordable end of the market, to provide choice.
- 6.1.13 The DCF is not a Development Plan Document (DPD) but acted as a key part of the evidence base informing the Tottenham APP. The Tottenham AAP will allow for the implementation of proposals for the Tottenham Hale District Centre. The DCF has also been informed through engagement with the community, stakeholders and key landowners / developers in the Tottenham Hale area. The DCF provides design guidance and parameters for the wider allocated site.
- 6.1.14 The Station Island site is envisaged be a new focal point of the new Tottenham Hale District Centre. The station square will be a new high quality point of arrival, departure and interchange flanked by new development on both its east and west side.

Tottenham Hale Streets and Spaces Strategy

- 6.1.15 The Streets and Spaces Strategy sets out how to improve streets and public spaces around the area to make them safer, more user-friendly and inviting. The Strategy speaks to linking Ashley Road and the retail park with a new street, calming traffic by creating a pedestrian friendly environment with new controlled crossings, narrowed roads, wider less cluttered footways and more street activity. The document sits below the DCF and is not a development plan document.

Tottenham Hale Green and Open Spaces Strategy

- 6.1.16 The Green and Open Spaces Strategy suggests way to improve and protect existing green spaces. The strategy suggests making it easier to get to the Lea Valley with new and improved connections. The Strategy speaks to the need to invest in Down Lane Park to boost sports provision and enhance the park's wildlife. The document sits below the DCF and is not a development plan document.

Tottenham Strategic Regeneration Framework

- 6.1.17 The Framework outlines the key strategies that will be used to revitalise Tottenham. It sets seven strategic and overarching priorities for achieving the vision and the aspirations for Tottenham. While inter-related, several of the priorities are less related to the built form of Tottenham and address issues such as educational provision and services. The Framework sets out what the community thinks Tottenham will be and feel like when these strategies have been delivered and what it may mean for Tottenham's different character areas.

Tottenham Physical Development Framework

- 6.1.18 The Tottenham Physical Development Framework (PDF) was produced by Arup in 2012 for Haringey Council and highlights the scale of the opportunities within the Borough. The document was not consulted upon or adopted by the Council as planning policy and as such has no weight in planning terms. It notes that the area is becoming known for a high-quality, well-connected public realm providing a welcoming place to do business and socialise throughout the day and evening.

Urban Characterisation Study

- 6.1.19 Published in February 2015 as part of the evidence base for Haringey's Local Plan documents, the Haringey Urban Character Study is not adopted policy but is a useful guide for assessing development. It identifies the components of local character and distinctiveness and highlights those aspects which make Haringey unique. It also provides guidance on the location, type and form of new development, including the location of tall buildings.

- 6.1.20 The study notes areas in the borough that could be intensified and benefit from an increase in building height. These include areas along main streets, within centres, and areas of regeneration including Tottenham Hale.

Potential Tall Buildings Locations Validations Study

- 6.1.21 The main purpose of the study is to assess the locations for tall buildings already established by the Council and determine what may be appropriate in terms of place-making, townscape and landscape, and views. The Study undertakes an assessment of Tottenham Hale as an area that is suitable for tall buildings. It forms part of the evidence base for the Local Plan.

- 6.1.22 The study confirms the potential for tall buildings in Tottenham Hale to provide a land-marking role for the emerging district centre, as well as identifying the locations of the Tottenham Hale bus and railway station. The study notes the visual relationship between individual locations (as well as

the existing and unimplemented built forms) will need careful consideration to ensure a cohesive building group. Tall buildings must also respond to and maintain the individual neighbourhoods identified in the UCS.

6.2 Principle of Development – Assessment

Principle of Demolition

- 6.2.1 The scheme proposes the full redevelopment of the site, including the demolition of two existing buildings on the land. The existing buildings on the land are of no architectural merit and detract from the character of the area. The principle of the demolition of the existing buildings on the land is considered to be acceptable in principle and will optimise its reuse.

Re-provision of existing employment floor space.

- 6.2.2 The National Planning Policy Framework (NPPF) states at Paragraph 51 that Local Planning Authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.
- 6.2.3 Local Plan Policy SP8 indicates there is a presumption to support local employment and small sized businesses that require employment land and space. Emerging Development Plan Document (DPD) Policy DM40 (B) states that the Council will only consider the loss of employment land or floorspace acceptable subject to new development proposals providing the maximum amount of replacement employment floorspace possible, as determined having regard to viability.
- 6.2.4 The site lies within a Local Employment Area. An auto repair firm (trading as ABC Motors) operates on the site. There will be a loss of 108 m² of existing employment floorspace with re-development.
- 6.2.5 The emerging Tottenham AAP indicates an indicative site capacity for TH4 of 5200 m² of Town Centre space. The wider allocated site is 2.7 Ha in area. The application site is 0.22 Ha and comprises 8.1% of the total allocated site area (the wider site consists of two “island” parcels).
- 6.2.6 The application proposes 434 m² GIA of retail/commercial floorspace (A1/A3). This represents 8.3% of the total site capacity of Town Centre uses by area. While an assessment of provision by site area is indicative, the percentage provision of Town Centre floorspace, given the site area and the available frontage, is considered to be broadly acceptable.

- 6.2.7 The employment generating function of the A1/A3 floorspace is considered to be commensurate with the loss of B1 floorspace on the site, and that provision is inline with Local Plan Policy SP8, which indicates that Local Employment Areas will be treated more flexibly and uses that generate employment not included in the B use class will be considered. It is noted that the A Class floorspace proposed will be a source of employment and contribute to the local economy. The A Class floorspace will be of a higher quality than the B Class floorspace lost and retail or restaurant provision will likely have a higher job density.
- 6.2.8 The 108m² of existing B Class employment floorspace that will be lost with redevelopment is offset by the delivery of new A Class employment floor space, in line with the flexible approach to Local Employment Areas (LEA) articulated in Policy SP8. The site's contribution of Town Centre floorspace to the wider allocated TH4 site is consistent with the parcel size and overall site capacity for main town centre uses. The level of employment generated by the new floorspace considered to be at least commensurate with the existing planning position and will general local employment. The loss of 108 m² of existing B Class employment floorspace within an LEA is therefore acceptable and no off set financial contribution is required from the applicant.

Density

- 6.2.9 London Plan Policy 3.4 (Optimising Housing Potential) indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. The reasoned justification to policy states that it is not appropriate to apply the London Plan Density Matrix mechanistically - its density ranges for particular types of locations are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure. The Mayor's SPG Housing encourages higher density mixed use development in Opportunity Areas. This approach to density is reflected in the Tottenham AAP and other adopted and emerging local policy documents.
- 6.2.10 In calculating density in vertically mixed schemes (i.e. where housing is on top of non-residential uses), it may be appropriate for the size of the site to be reduced by an amount that is equivalent to the proportion of total floorspace allocated to non-residential uses (both below and above ground, measured as GIA) before calculating residential density in the normal way. Given the site size and the quantum of A Class floor space to be delivered, a standard residential density calculation is employed.
- 6.2.11 The applicant proposes the provision of 128 residential units and the site a PTAL rating of 6a. The density of the proposed scheme is 1,454 habitable rooms per hectare (hr/ha), which exceeds the 200-700 hr/ha range set out in

the London Plan Density Matrix (Table 3.2) within the London Plan. The proposal will yield 581 units per hectare (u/ha) which also exceeds the London Plan Density Matrix Range of 70-260 u/ha for an urban site. The scheme yields 331 habitable residential rooms, yielding an average of 2.5 habitable rooms per unit (hr/u). While the number of habitable rooms per unit is comparatively low, this is reflective of a larger number of 1 and 2 bedroom units within the scheme.

6.2.12 The acceptability of any development density is dependent on the particulars of the proposal and other site constraints. The site is in a highly accessible location with excellent access to public transport next to the Tottenham Hale Underground Station. London Plan Policy 3.4 states while there is usually scope to provide a mix of dwelling types in different locations, higher density provision for smaller households should be focused on areas with good public transport accessibility. The Mayor's draft Affordable Housing and Viability SPG also states that on a case-by-case basis, it may be appropriate to explore the potential to increase densities to make the delivery of more affordable homes viable.

6.2.13 In this case, the development is targeted to provide a comparatively high quantum of affordable housing as per the assessment below. The Tottenham AAP also notes flexibility with respect to density. The AAP states that higher densities and capacities may be acceptable in appropriate locations, close to town centres, in areas with good local facilities and amenities and in areas well served by public transport, providing the other policies of the AAP are met.

6.2.14 While the density is considerably above the density range, it is recognised that this is a reflection of the very small and constrained site. The site is also highly accessible, being located immediately next to Tottenham Hale Station. The site is also in close proximity to a significant open space in the form of Down Lane Park, which lies across Hale Road, immediately to the north of the site, with Lee Valley Regional Park in close proximity. Quality considerations are particularly important for high density schemes the quality of the scheme supports the proposed density as is discussed below.

6.3 ***Affordable Housing***

6.3.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site. London Plan Policy 3.11 indicates that Boroughs should set an overall target in LDFs for the amount of affordable housing provision needed over the plan period. The London Plan (2011), Policy 3.12 states that Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes.

- 6.3.2 Amended Strategic Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 40%. This approach is reflected in and emerging Policy DM 13, which also sets out the preferred affordable housing size mix as set out in the Council's Housing Strategy (2017-2022) which was adopted by Cabinet in late 2016. Policy AAP3 Part B relates to the provision of affordable housing within Tottenham in line with Policies SP2 and DM13.
- 6.3.3 The Mayor is currently consulting on an Affordable Housing and Viability Supplementary Planning Guidance (SPG). This consultation draft provides guidance to ensure that existing affordable housing policy is as effective as possible. The SPG focuses on affordable housing and viability and includes guidance on the threshold approach to viability appraisals and on viability assessments.

Affordable Housing Offer

- 6.3.4 The applicant has partnered with a Registered Provider (RP) of affordable housing, Newlon Housing, and proposes 117 shared ownership units which represents 91% provision of affordable housing by habitable room, to be delivered on site. This overall percentage of affordable housing is welcomed by officers and is policy compliant in relation to the London Plan and local policy, subject to an assessment of tenure split dwelling mix. The overall percentage proposed also significantly exceeds the 40% target in the Local Plan and this weighs significantly in favour of the proposal. As per the applicant's Affordable Housing Statement, the 11 units of market housing proposed will be located on the top three floors of the development, with the remaining floors comprising affordable housing.
- 6.3.5 The applicant's delivery of 91% affordable housing by habitable room is dependent on public subsidy of £28,000 per unit above 35% to be secured by grant funding from the Greater London Authority. The affordable units below 35% are delivered by planning gain. The applicant has committed in writing to the delivery of the scheme as applied for at 91% affordable housing by habitable room however a scenario in which grant funding is not secured is discussed below.
- 6.3.6 The applicant has submitted an Affordable Housing Statement prepared by Nathaniel Litchfield and Partners dated January 2017. An assessment of the tenure split of the affordable housing offer, the affordable and overall dwelling unit mix and shared ownership obligations are considered in the sections below.

Affordable Housing Tenure Split

- 6.3.7 The applicant proposes that 100% of the 117 affordable units are offered as intermediate shared ownership units. No affordable rented or social rented units are therefore offered.
- 6.3.8 The affordable housing tenure split in Haringey is typically required to be 40% intermediate accommodation and 60% affordable rented accommodation, in accordance with Policy SP2 and emerging Policy DM13. However emerging Policy AAP3 and DM13A(c) provide that this split should be reversed in Tottenham to rebalance the historically high levels of social rented accommodation. Policy therefore requires 60% intermediate accommodation and 40% affordable rented accommodation in this area.
- 6.3.9 Policy DM13 also states the Council may seek to alter the tenure of affordable provision to be secured on a case-by-case basis, to avoid affordable housing of a certain tenure being over or under represented in an area. This approach is in line with London Plan Policy 3.9 (Mixed and Balanced Communities) which states that a more balanced mix of tenures should be sought in neighbourhoods where social renting predominates and there are concentrations of deprivation.
- 6.3.10 The Haringey Housing Strategy (2017-2022) seeks to encourage mixed tenures to improve access to home ownership for those able to consider alternatives to social housing, or who do not qualify for it. The Strategy also provides that homes for lower cost shared ownership offer the most realistic chance for people unable to purchase on the open market to get on the housing ladder. The Mayor's draft Affordable Housing and Viability SPG indicates that Tottenham Hale is a suitable location for shared ownership products given prevailing market values for housing would not result in unrestricted values in excess of £600,000 per unit.
- 6.3.11 The Strategy also specifically notes that in Tottenham, the level of social rented homes is already high. The Haringey Strategic Housing Market Assessment (SMHA) indicates that 52.9% of households in the Tottenham and Seven Sisters Local Housing Market Area (LHMA) own their property on a mortgage or outright. This is comparatively lower than the borough average of 68% and an indication the provision of a higher proportion of affordable shared ownership properties would be appropriate in this location in Haringey.
- 6.3.12 The site is also located within the boundaries of a Housing Zone. The Housing Zone programme is explicitly designed to encourage developers, boroughs and other key partners to consider innovative and flexible approaches to accelerate sustainable development and increase housing delivery.

- 6.3.13 The affordable housing tenure split proposed by the applicant is consistent with the Housing Zone approach in which various sites may each contribute a higher or lower proportion of a particular affordable housing tenure, in line with an overall Zone-wide target. The contribution will depend on individual site characteristics and viability. The affordable housing tenure mix was agreed with the applicant at the pre-application stage.
- 6.3.14 The provision of a scheme offering an affordable housing tenure split of 100% shared ownership units is considered to be acceptable given the location of the site within a Housing Zone, and the historically high rates of social renting that predominate in Tottenham. Shared ownership is a suitable product for Tottenham Hale given prevailing land values, and will offer opportunities for lower cost home ownership in the area.
- 6.3.15 The proposed affordable housing tenure split is therefore considered to deliver a balanced and diverse housing sector that reflects local strategic priorities, in line with London Plan Policy 3.11. The variation to the Council targeted affordable housing tenure split in Tottenham also accords with the 'case-by-case' flexibility noted in emerging Policy DM 13 and the negotiated approach to affordable housing articulated in Strategic Policy SP2.

Dwelling Unit Mix

- 6.3.16 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. Amended Strategic Policy SP2 (Housing) and Policy DM11 of the Council's emerging Development Management DPD continue this approach.
- 6.3.17 Haringey's Housing Strategy (2017-2022) does not set out a target dwelling mix for market housing, however emerging Policy DM11 states that Council will not support proposals which result in an overconcentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.
- 6.3.18 The scheme proposes the following mix, which is set out by tenure type.

Housing Mix: Intermediate Housing (100% Shared Ownership)

No. of bedrooms	No. of units	% of affordable units
1 bed units	68	58%
2 bed units	42	36%
3 bed units	7	6%
Total	117	100%

Housing Mix: Market Housing

No. of bedrooms	No. of units	% of market units
1 bed units	3	27%
2 bed units	6	55%
3 bed units	2	18%
Total	11	100%

6.3.19 Haringey's Housing Strategy (2017-2022) sets out the following target dwelling mix for Intermediate Housing:

- 30 % one bedroom units
- 60 % two bedroom units
- 10 % three bedroom (or more) units

6.3.20 The proposed dwelling mix is mostly of 1 and 2 bedroom units for both the affordable and market components of the scheme, however the proposal is not considered to represent an unacceptable over-concentration of 1 and 2 bedroom units given the site location, which is not considered suitable for a larger proportion of family housing, and the portfolio approach being taken to unit mix within the housing zone.

6.3.21 The dwelling mix is consistent with Housing Zone portfolio approach as it delivers a high density of smaller units on a site within the island site close to Tottenham Hale Station. A greater proportion of family-sized units will be offered in smaller buildings within the Tottenham Hale Housing Zone as other development comes forward, with each site making a Zone-wide contribution based on its characteristics.

6.3.22 The Council will also work, through the Tottenham Area Action Plan, to safeguard family homes within the existing stock in Tottenham. This will include supporting the re-conversion of existing larger units from Houses in Multiple Occupation (HMOs) into family homes in the residential core, in order to promote a mixed and balanced community.

6.3.23 The approaches described above allow for the provision of more units targeted to smaller households in an accessible setting. This approach is also consistent with London Plan Policy 3.4 which speaks to prioritising higher density provision for smaller households in areas with good public transport accessibility.

6.3.24 The dwelling mix of both the affordable and market components of scheme is therefore considered to offer a suitable range of housing choice in line with London Plan Policy 3.8 and is consistent with emerging Policy DM11 seeking

to preclude an overconcentration of 1 and 2 bedroom units within schemes. This is in consideration of AAP objectives to revert HMOs to family homes elsewhere in Tottenham and the targeted management of the housing stock in the Tottenham Hale Housing Zone to allow different sites to contribute varied dwelling mixes.

Shared Ownership Eligibility and Affordability

6.3.25 London Plan Policy 3.12 (Negotiating Affordable Housing) states that criteria for intermediate housing may be set locally to recognise the individual characteristics of local housing markets. London Plan Policy 3.10 also notes that affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

6.3.26 The Haringey Housing Strategy outlines three “cost elements” of shared ownership products (mortgage costs on the percentage share purchased, rent charged on the unsold equity and service charges) should not exceed 45% of net income received by a household.

6.3.27 The applicant notes in the Affordable Housing Statement that effective management will in part allow for affordability and the RP partner, Newlon Housing, has experience in the management of affordable housing in the locality to ensure cost elements are proportionate. The affordability of the units will also be secured by a S106 obligation to set eligible household income limits for buyers.

6.3.28 While the final income limits will be determined by negotiation in the S106 process, the London Plan draft Affordable Housing and Viability SPG notes the income cap for all intermediate products is £90,000 per household per annum. To ensure the units are effectively targeted to Haringey residents and workers the applicant’s have agreed to a S106 obligation to market the scheme, for a time-limited period of six months, to persons who live or are employed in Haringey with gross household incomes below £60,000 per annum. The applicant will also be required to recycle the grant subsidy as part of GLA grant funding requirements within Haringey.

6.3.29 The affordability and eligibility for the shared ownership units, subject to S106 negotiations, are considered to respond to the characteristics of the local housing market and will be comparatively affordable for eligible purchasers and allow for the recycling of grant subsidy.

Affordable Housing Viability

6.3.30 The applicant has submitted a viability assessment prepared by Resolution Property Surveyors dated February 2017. This assessment is submitted in

order for the development costs to be assessed and as a benchmark should the developer seek to renegotiate the level of affordable housing at a later date. Should this be the case a new planning application would need to be submitted.

- 6.3.31 The current scheme proposing 91% affordable housing is in line with draft GLA guidance and considered suitable for a 'Route B' approach (where detailed viability information is not required as the scheme provides more than 35% affordable housing). 35% of the scheme is funded by development value and the remainder by grant.

Benchmark Summary - Principle of Development

- 6.3.32 The proposed development will make an overall contribution to targeted housing delivery in the locality and the regeneration of Tottenham Hale. There is no in principle why the site requirements and development guidelines of the emerging site allocation and the general parameters of the District Centre Framework are unable to be met by the proposal. The demolition of the existing buildings on the application site is acceptable and a commensurate quantum of commercial floorspace is proposed to be delivered by the scheme.
- 6.3.33 The scheme significantly exceeds the quantum of affordable housing required by local planning policy. 91% affordable housing by habitable room delivered by way of shared ownership units is welcomed by officers and weighs in favour of the scheme.
- 6.3.34 The scheme is considered to optimise the site potential with respect to development density and the tenure and mix of affordable housing offered is judged to be acceptable given the spatial location of the application site and the prevailing pattern of affordable housing in the area. The site lies within a Housing Zone and the affordable housing tenure of the scheme will be balanced by other development coming forward in the area. This is inline with draft GLA guidance seeking a tailored approach to affordable housing for Housing Zones.
- 6.3.35 The developer has agreed to local marketing of the shared ownership units. The development is acceptable in principle in this regard and the level of affordable housing is particularly welcomed.

6.4 Development Design

- 6.4.1 The NPPF should be considered alongside London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and emerging Policy DM1. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the

prevailing form, scale, materials and architectural detailing. Local Plan policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

Site Constraints

- 6.4.2 Policy 3.5 and the Mayor's SPG Housing speak to the flexibility necessary to respond to the constraints and opportunities presented by individual sites. As with all development proposals, implementation of planning policy should take account of the range of policy concerns and physical characteristics bearing on a particular site. The Mayor's SPG Housing states a consideration of site constraints is particularly relevant in and around town centres.
- 6.4.3 The site is constrained by number factors including its corner location and unusual shape and the existence of adjoining development and associated party wall matters. The site is the corner of an "island" bounded by three roads with an elongated northern edge. The site sits partly above a London Underground Tunnel and has a history that suggests contamination issues. The assessment of development design and quality takes account of the factors that may constrain site delivery in line with the London Plan.

Tall Building Location and Design

- 6.4.4 London Plan Policy 7.7 (Location and Design of Tall and Large Buildings) is the key London-wide policy for determining tall building applications. The policy requires that tall buildings 'should generally be limited to sites in opportunity areas, areas of intensification or town centres that have good access to public transport'.
- 6.4.5 Strategic Policy SP11 (Design) requires all new development to 'enhance and enrich Haringey's built environment and create places and buildings of high quality'. The Council's emerging Development Plan Document (DPD) Policy DM6 (Building Heights) allocates the site (as per Figure 2.2 'Potential Locations Appropriate for Tall Buildings) as suitable for a tall building and set criteria that tall buildings should achieve. When the Quality Review Panel reviewed the District Centre Framework it concluded that the area was suitable for tall buildings.
- 6.4.6 Haringey Council's Urban Characterisation Study, February 2015 (UCS), includes a map indicating the general locations with the potential suitability for tall building(s). This is supplemented by Potential Tall Buildings Locations Validations Study (November 2015) and the Local Plan identifies this as an area for tall buildings.

- 6.4.7 The Study notes that there is potential for tall buildings in Tottenham Hale to provide a land-marking role for the district centre, as well as identifying the locations of the bus and railway station. The visual relationship between individual tall building locations (as well as the existing and unimplemented built form) will need careful consideration to ensure a cohesive building group.
- 6.4.8 The Station Island site within the DCF envisages a tall building at the apex of the “island” parcel, which the proposal delivers. The DCF notes a building of 11+ stories is suitable for the location. The site allocation in the AAP (Policy TH4) states tall buildings marking the key transport node at Tottenham Hale Station and the emerging District Centre may be acceptable on this site.
- 6.4.9 Historic England Advice Note 4 supersedes the document ‘Guidance on Tall Buildings’ produced by English Heritage and CABI in 2007 (as referenced in emerging Policy DM6). While not part of the Development Plan, this Note provides a list of design criteria that should be satisfied when considering the merit of tall buildings. This criteria includes:
- Architectural quality
 - Sustainable design and construction
 - Credibility of the design
 - Contribution to public space and facilities
 - Consideration of the impact on the local environment
 - Provision of a well-designed inclusive environment
- 6.4.10 An assessment of the development against this criteria is undertaken in the context of emerging Policy DM6 which seek to ensure that the development represents a landmark building in addition to being of community benefit.
- 6.4.11 The proposed development is in the Tottenham Hale Opportunity Area as designated in the London Plan. The site is also in close proximity to a major transport interchange and has a PTAL rating of 6a. Given the policy context, the location is judged to be suitable for a tall building. The applicant has submitted a Tall Building Statement included with the Design and Access Statement.
- 6.4.12 Overall there is policy support for a tall building in this location at the local and regional level. The DCF has also identified this site a suitable for a tall building and notes the potential to act as a way finding structure to Tottenham Hale. Subject to a high quality design, which this development delivers as set out below, a tall building is considered acceptable at this location.

Building Scale, Form and Massing

- 6.4.13 The proposed building has been designed to address the corner of a city block with a 22 storey element adjacent to existing Premier Inn creating a corner feature to the block and 7 storey element to abut a future development to the west which will complete the block. It would have a 7 storey element onto Station Road to address the future Argent Relation development across Station Road. The 22 storey element would be a prominent feature which would mark the centre of the District Centre particularly when looking south along Ashley Road where it would be coupled with other tall buildings on the adjacent site.
- 6.4.14 The design of the building has evolved in response to officer feedback and various assessments by the Quality Review Panel. As the applicant notes in the Planning Statement, the overall height of the tower element has been reduced and the applicant has generally responded positively to other officer and QRP comments around the design of the building.
- 6.4.15 The applicant presented further revisions to the proposal in September 2016. These revisions concerned the relationship of the scheme to adjoining Argent Related proposals evolving adjoining the scheme to the east of the site. Key concerns were that the apex of the building may sit in close proximity to the 25-29 storey building that is now intended to be sited adjoining the Tottenham Hale Bus station. There is also development programmed to the south of the site opposite Station Road that will rise to approximately 10 stories. In response to the evolving DCF position, the applicant's design response was a set back to the apex of the building above the 8th storey. This revision added visual interest and will allow for a greater separation distance for future occupiers. The applicant confirms they continue to liaise with Argent Related around the adjoining schemes.
- 6.4.16 The form, scale and massing of the building is considered to be appropriate to the site context, and will sit comfortably with taller development that is envisaged in the Tottenham Hale District Centre. The podium and tower elements of the scheme are a positive response to the constraints of the site that deliver an efficient floor place and continuous frontage, while also creating a visual landmark within Tottenham Hale and optimise the site potential. GLA Officers note that massing and architecture of the building is supported and they consider the design of the building to be of a high quality. The scale, massing and layout of the development is considered to achieve a high standard of design and contribute to the distinctive character and amenity of the local area inline with the aforementioned London Plan and local policy noted above.

6.4.17 As noted above, the proposal has been assessed by Haringey's QRP at the application and pre-application stage. A summary of the most recent Chair's review is below, in addition to the applicant's response and officer comments.

Quality Review Panel Chair's Comment	Applicant Response	Officer Response
<i>Massing and Development Density</i>		
<p>Whilst an argument may be made for the creation of a cluster of taller buildings to the north of Tottenham Hale Station, the panel feels that the site is too constrained to adequately support development of this scale.</p>	<p>The principle of a tall building in this location is firmly supported by policy.</p> <p>The QRP Chair's feedback on this matter does not reflect relevant and guidance which supports the principle of a taller building in this location.</p>	<p>Haringey and GLA Officers note there is considerable policy support for a tall building in this location</p> <p>The site is located within a Housing Zone, and the quantum of development facilitated by the height of the building is considered to optimise the site potential, as required by the London Plan without significant negative impacts.</p>
<p>The Chair notes that the design team have worked hard to address some of the issues arising from the previous review, resulting in an adjustment of the massing of the tower and of the attached wing of accommodation.</p>	<p>The applicant appreciated QRP's acknowledgment that the enhancement to the form and massing of the tower, and its improved relationship with emerging adjacent developments have improved the quality of the scheme.</p>	<p>Haringey Officers note the scheme has been amended significantly from the pre-application position. The applicant has sought to engage with the Panel's concerns during the development process.</p>
<p>The Chair welcomes</p>	<p>QRP comments do not</p>	<p>Haringey and GLA</p>

<p>additional information about the emerging schemes on adjacent sites, and understands that the development aspirations for the area to the north of Tottenham Hale station are moving beyond that envisaged in the DCF.</p>	<p>fully reflect the scale of development activity emerging in the area, nor do they acknowledge the proposed development's response to this emerging character and scale.</p>	<p>Officers note the context of the DCF is emerging, and the scale of the building is generally responsive to the context of the Argent Related master plan for the area.</p>
<p>The Chair's view is that the site constraints and lack of public space immediately adjacent, mean this particular site is not a suitable location for a tall building.</p>	<p>The proposed development is supported by policy and guidance and represents a contextually appropriate response to the existing and emerging townscape.</p>	<p>A generous public realm is to be provided on neighbouring sites and delivered in part by Housing Zone funding, and the developer has agreed to a S106 contribution to address the wider public realm surrounding the site. This is not considered to constrain a high quality tall building.</p>
<p>The resulting scheme would be significantly compromised in terms of the quality of accommodation.</p>	<p>It is not clear which aspects of the proposed units' residential quality the QRP feels would be compromised, but a review of the application drawings and supporting assessments clearly demonstrates that the scheme is in accordance with relevant policy and guidelines in terms of floorspace, amenity space, play provision, daylight/sunlight, privacy and outlook.</p>	<p>Haringey and GLA Officers are supportive of the quality of accommodation. The scheme presents a very efficient floor plate that responds well to the site constraints.</p>
<p>Whilst the GLA offers support for the scheme, the content of the GLA</p>	<p>The GLA Stage 1 report is consistently and resolutely supportive of the</p>	<p>The GLA Stage 1 report is contained in Appendix 2 for</p>

<p>letter of 09/01/17 also repeatedly acknowledges that the scale and constrained nature of the site is compromising the design.</p>	<p>development's scale, height and design.</p>	<p>member's reference. GLA officers support the scheme, subject to the provision of additional details set out Paragraph 47 of the GLA Stage 1 report.</p>
<p><i>Public Realm</i></p>		
<p>The panel would encourage the design team to think beyond the red line boundary, in order to ensure that the scheme makes a positive contribution to the wider area.</p> <p>The panel welcomes the design team's dialogue and collaboration with Argent Related; however, they still have some reservations about the public realm.</p>	<p>The applicant's landscape architect has prepared a suggested landscape strategy for Station Road, which is based on the emerging proposals from both the Local Authority and Argent Related, to demonstrate how the public realm could be enhanced as part of the 1 station Square development and adjacent developments being progressed by Argent Related.</p>	<p>As per the comments above, the policy context regarding the public realm delivery in Tottenham Hale is informed by Housing Zone funding. The applicant's S106 contribution is also noted by Haringey Officers.</p> <p>Haringey Officers considers the indicative landscape plan to be high quality, subject to the provision of details, but the indicative plan is not material to the planning decision before members.</p>
<p>Further thought is needed to ensure the scheme contributes to improvement of the public realm, especially on Station Road.</p>	<p>The development's Station Road frontage will contain the development's primary residential entrance and two active bays serving the commercial space.</p>	<p>Haringey Officers consider the active frontage to Station Road has been maximised and oriented toward the area where pedestrian activity is proposed to be concentrated .</p>
<p>In contrast with the busy nature of the Tottenham</p>	<p>The applicant's landscape architect has</p>	<p>GLA and Haringey Officers notes the</p>

<p>Hale gyratory, there is scope for Station Road to become a haven for pedestrians. This should be addressed as part of this scheme, in collaboration with Argent Related.</p>	<p>prepared a suggested landscape strategy for Station Road, which is based on the emerging proposals from both the Local Authority and Argent Related.</p>	<p>applicant has sought to engage Argent Related in respect of the public realm and generous areas of public realm will be provide on neighbouring sites.</p>
<p>Current proposals for the edge of the development at Station Road promise a rather more 'back of house' environment.</p>	<p>The proposal would not create a 'back of house' environment. The development has a generous double height ground floor and its interface with Station Road will be an active and high quality frontage which will relate appropriately to the adjacent hotel development.</p>	<p>The site cannot incorporate a basement and the servicing areas are therefore required to be at ground floor level. As per the above, officers consider the frontage has been maximised. The frontage would be continuous with the hotel.</p>
<p><i>Environmental Design: Wind Mitigation</i></p>		
<p>The wind analysis in relation to the public realm shows that the downdraught winds resulting from the tall building will be at their worst on Station Road, at the southern edge of the site.</p> <p>This section of Station Road will have the most sunlight, and will potentially be the place where people will want to sit; however, this is unlikely given the currently predicted wind conditions.</p>	<p>By way of clarification, wind conditions on the majority of Station Road with the development in place will be appropriate for standing to strolling conditions around most thoroughfare locations of the proposed development during the windiest season under both the proposed and cumulative assessment scenarios.</p> <p>This is consistent with the use anticipated during these periods.</p>	<p>The assessment of microclimate impacts do not show significant adverse wind conditions.</p> <p>The final wind conditions in the vicinity of the site will be subject to detailed assessment when the built form of adjoining development is known.</p>

<p>The panel think that the microclimate that the development creates should be a factor informing decisions about an appropriate scale and massing.</p>	<p>The applicant is of the view that sufficient assurance has been provided that an acceptable wind environment can be achieved with the development in place.</p>	<p>As noted above, the tall building does not result in significant adverse wind impacts.</p>
<p>If Argent Related create a high quality new public space immediately to the south of the site, wind mitigation measures at Station Square West will help to ensure that it has a pleasant microclimate.</p>	<p>Taking into account these uncertainties in terms of neighbouring developments, there is little merit undertaking further wind analyses at this stage and wind mitigation/enhancement strategies should be considered and defined as necessary when neighbouring proposals are at a more advanced stage.</p>	<p>Haringey Officers consider the issue of further wind modelling may be progressed at the condition stage, subject to the applicant agreeing to a planning obligation to bring forward any necessary modifications to the scheme if final modelling reveals wind impacts that are unable to be moderated by mitigation.</p>
<p><i>Architectural Expression and Scheme Layout</i></p>		
<p>The panel notes that robust, high quality architecture will be needed in this prominent location.</p>	<p>The development will be constructed of a robust palette of suitably high quality materials as illustrated in submitted CGIs.</p>	<p>GLA and Haringey Officers consider the design to be of a high quality, subject to additional details, as per the Stage 1 Report and the assessment below.</p>
<p>The Panel would encourage the design team to reconsider the choice of dark materials. They note that whilst dark grey brick can be an attractive material, it may not be appropriate</p>	<p>While the QRP has questioned the use of grey brick in this location, JMP and the design team disagree and consider the robustness and materiality of the brick are acceptable.</p>	<p>The applicant has supplied higher quality renders of the scheme in the which more fully illustrate the high quality of materials proposed. Material samples will</p>

<p>for a tall north-facing façade, which will not receive any sunlight. This will be a particular issue on north-facing elevations, where windows open into narrow slots.</p>		<p>be assessed by the details stage of the development.</p>
<p>The alignment of the winter gardens is organised in a vertical strip, which tends to emphasise the verticality of the building. Exploration of whether a more relaxed approach to the configuration of the facades would give the building more personality would be welcomed by the panel.</p>	<p>The applicant considers the pronounced glazed projecting bays and the ground floor treatment provide an appropriate mix of robustness, glazing and articulation.</p>	<p>Haringey Officers consider the expression of the verticality of the building to be a positive design feature.</p>
<p>In terms of layout, the Panel accept the requirement to locate the substation, bicycle and bin stores on Hale Road.</p>	<p>Comment noted.</p>	<p>Comment noted.</p>
<p><i>Next Steps</i></p>		
<p>The Quality Review Panel is not able to offer support for the current proposals for Station Square West, and recommends a reduction in scale, and further consideration of the quality of accommodation,</p>	<p>The applicant considers the scheme to be acceptable, and should be granted planning permission inline with the GLA Stage 1 report which was supportive of the development.</p>	<p>Officers note the concerns however the constraints of the site mean a building of any scale will encounter the issues of quality of accommodation and streetscape. Officers consider the</p>

<p>architectural expression and streetscape delivered by the proposals.</p>		<p>architectural expression of the building to be well considered in relation to the location of the site and emerging context.</p>
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As per the above, the applicant has sought to engage with the QRP at various stages in the pre-application and application stages, and the final development seeks to progress a scheme that accords with policy but also takes account of the constraints and the Housing Zone location to optimise the site potential. The result is considered to be a high quality design that will deliver a significant quantum of high quality affordable housing despite the challenging factors that confine delivery.

Townscape and View Management

- 6.4.18 At the Local Level, both the Urban Characterisation Study and emerging Policy DM6 identify Locally Important Views and Vistas as set out in Figure 2.3 of the document. These designated views have been evaluated according to their interest as panoramas, vistas, landmarks and townscapes.
- 6.4.19 A local linear view from Burgoyne Road (near to Queenmore Road and Stapleton Hall Road) crosses Tottenham Hale looking eastbound to a narrow, framed, long distant view of the horizontal skyline (View #15 in Figure 2.3). The development site is within the view cone of the this locally protected view.
- 6.4.20 While the applicant’s HTVIA or Tall Building Statement make no reference to this local view, officers consider the proposal will have a limited impact in the linear corridor given the narrow proportions of the 22 storey element of the tower. It is also noted the tower is programmed to form a cluster of taller buildings within the Tottenham Hale Growth Area and the configuration of tall buildings within the cluster was considered in the formulation of the Tottenham Hale District Centre Framework.
- 6.4.21 The preferred approach to the cluster as per the DCF is a ‘strip’ formation within the centre (as opposed to a ‘node’ or ‘ring’ layout) which will minimise the impact of the cluster to this local view given building orientations. The location of the subject building is consistent with a strip formation in terms of location, and the emerging Argent Related proposals are considered to

compliment this arrangement. The impact of the development on the designated local view from Burgoyne Road is therefore acceptable.

- 6.4.22 The applicant has also presented various AVRs (Accurate Visual Representations) of the scheme from non-designated locations in the vicinity of the site. These AVRs consider the scheme from Jarrow Road, Wakefield Road, the Tottenham Marshes and Wakefield Road, amongst other locations. The above locations are noted in the UTC as sensitive viewpoints from which potential visual effects of development should be considered.
- 6.4.23 The submitted AVR's in the HTVIA indicate the development will sit comfortably within the massing that is envisaged to be created within the wider Tottenham Hale District Centre, and while initially the building will sit in isolation given the trajectory of other development in Tottenham Hale, the building will soon form part of a new urban realm as Tottenham Hale is regenerated and additional development is brought forward within this cluster.
- 6.4.24 With regards to London strategic views, GLA officers confirm via the Stage 1 Planning Report of 9th January 2017 that the proposal will not impact on any view that is subject to the London View Management Framework. The Validations Study confirms that Tottenham Hale is located at over 4.5km away from Alexandra Palace, and the Growth Area at Tottenham Hale would form a new cluster, which would be offset to the east and viewed separately to the two key focal points of Central London and Canary Wharf. The proposed development therefore would not obscure these focal view points.
- 6.4.25 The impacts of the development are therefore acceptable in townscape and view management terms. Officers consider any obstruction to the locally significant view from Burgoyne Road has been minimised in line with DPD Policy DM5(B) and the approach articulated in the Tottenham Hale District Centre Framework, and the cluster approach to building locations in the Tottenham Hale District Centre will mitigate the impacts of the development.

Victoria Line Tunnel

- 6.4.26 The site sits above a London Underground tunnel serving the Victoria Line. This presents several design constraints and the developer is not able to undertake sub-surface works within a linear 'exclusion zone' that radiates outward from the tunnel walls to protect rail infrastructure. A Thames Water sewer also runs beneath the site and incorporates an exclusion zone.
- 6.4.27 The applicant's design response to the presence of the tunnel is the construction of a load bearing 'bridge' that effectively straddles the exclusion zone to allow the creation of suitable structural foundations to support high

rise development. Images of the proposed table structure are contained in Appendix 3.

- 6.4.28 Transport for London notes in its consultation response to the proposal that the applicant's consultants should continue to work with TfL and London Underground (LU) regarding the bridging structure. TfL and LU do not raise an objection to the scheme.
- 6.4.29 Officers are however also concerned the construction of the table, which will mitigate the issue of piling in the vicinity of the exclusion zone, may itself give rise to issues for the provision of utilities along Station Road for other development sites in the area in particular the forthcoming Tottenham Hale District Energy Network (DEN). Emerging Policy DM22 requires all major development located within 500 metres of a DEN 'connection zone' be designed for connection to a DE network. Whilst a DEN may not be in place at the time of a development's construction, it is important that the development is readily able to connect to such a network if or when it becomes available.
- 6.4.30 The Tottenham Hale DEN requires extensive circulation piping throughout the area, and officers consider the applicant should demonstrate by way of a technical feasibility study that prior to the commencement of the development, the subsurface bridge infrastructure will not preclude district energy provision to any development or impact on provision of other utilities. The proposed condition requiring supplementary details of the bridging structure is contained in Section 8 of this report. Officers may seek third party technical assessment of this submission if required, the cost of which will be borne by the applicant.
- 6.4.31 The requirement for the bridge structure has also bound the applicant to include a portion of Station Road within the red line area. Officers do not consider this to be a concern in planning terms. From a design perspective, the table structure will be wholly subsurface and will have no planning impacts to the road or wider area in visual terms.

Access

- 6.4.32 The Mayor's SPG Housing states that all main entrances to communal entrance lobbies should be visible, clearly identifiable, and directly accessible from the public realm. The main residential access to the building is via Station Road, with a secondary access via Hale Road. The accesses to the residential elements of the building area considered to be legible in line with London Plan guidance. The Station Road access is separated from the commercial element and incorporates a distinct design. The recessed reconstituted stone feature above the main access is considered to be a positive design feature separating the access from the commercial realm.

6.4.33 The Hale Road access is narrower but acceptable as a more subservient element of the frontage. The permeability created by the dual access to the central residential lift core is also a welcome design feature that was requested at the pre-application stage. The commercial access to the ground floor A1/A3 unit is proposed to be located at the apex to the building. This is considered to be a reasonable approach in line with the site design guidelines that locates the commercial element toward where future pedestrian activity is programmed and away from high volume vehicular traffic. The access to the site is acceptable in design terms.

Public Realm

- 6.5 A key objective of the Tottenham Area Action Plan is well designed public spaces that will be at the heart of district centres which focus on creating a pleasant and functional pedestrian urban realm. This objective is reflected in London Plan Policies 7.1 and 7.4, Strategic Policy SP11 and emerging Policies DM1 and DM3.
- 6.5.1 The applicant has submitted an indicative landscaping plan prepared by Churchman Landscape Architects. This plan details wider proposals for public realm beyond the redline area based on a liaison with other developers progressing schemes in Tottenham Hale. The illustrative proposal shows the new alignment for Station Road and the proposed new public square to the south of the development site.
- 6.5.2 The relationship of the application site to the wider public realm in this instance is somewhat unique, as the emerging Tottenham Hale DCF (together with the Tottenham Streets and Spaces Strategy and the Tottenham Green and Open Spaces Strategy) will largely articulate the direction and impression of the public realm in Tottenham Hale. This is envisaged to be delivered in a comprehensive way (including landscaping, paving and street furniture) and respond to the Strategic Development Partnership's plans for the wider area. This delivery is partly underpinned by Housing Zone funding.
- 6.5.3 In general, the building is considered to provide a contextually appropriate built form that will not preclude the introduction of a high quality public realm, brought forward on a comprehensive basis. The Tottenham Streets and Spaces Strategy seeks to incorporate the landscape quality of the Lea Valley and its environs into Tottenham Hale. Comprehensive delivery of public realm infrastructure will allow visual consistency and enhanced place making within Tottenham Hale.
- 6.5.4 The Tottenham AAP states that developers and the Council should utilise Housing Zone funding to optimise housing delivery and more effectively meet the objectives of the Haringey Local Plan. Comprehensive delivery of the

public realm is considered to optimise such delivery and would allow the current applicant to defer design and delivery of the public realm to strategic partners.

- 6.5.5 The applicant has agreed to make a proportionate S106 contribution (as per the S106 Heads of Terms above) to ensure the responsibility for a high quality public realm is shared between various interests seeking to develop Tottenham Hale. This approach is in line with Policy TH4 which states that each development in the allocated site will be expected to contribute to the aims of a comprehensive public realm strategy. Basic interim public realm works prior to any comprehensive delivery will be captured by the S106 agreement.
- 6.5.6 Officers consider that despite QRP's comments, the wider strategic approach to place marking as delivered by the Housing Zone and the applicant's financial contribution will deliver a pleasant and functional pedestrian urban realm in accordance with the policy above. This accords with the views of GLA officers.
- 6.5.7 Notwithstanding the delivery of the wider public realm on a comprehensive basis, a detailed landscaping plan is required by condition to ensure appropriate landscaping to the communal amenity areas. A landscaping condition is therefore contained in Section 8.

Building Frontage

- 6.5.8 The Mayor's SPG Housing states that in mixed use development, non-residential ground floor land uses should provide active frontages when facing publically accessible space. Where inactive frontages have to be located on the ground floor these should be interspersed with active frontages and/or carefully located to minimise their overall impact on the public realm. Long contiguous stretches of inactive frontage facing the public realm reduce perceptions of pedestrian safety and can attract anti-social behaviour, and should therefore be avoided. This approach is reflected in the design guidelines for the wider allocated site in the AAP.
- 6.5.9 The proposed total frontage along station road is approximately 16 metres. The run of frontage at the apex of the building (facing the bus station) is approximately 4 metres. The frontage along Hale Road is approximately 29 metres. The total street facing frontage delivered by the scheme is therefore approximately 49 metres. The continuous and active A1/A3 frontage that wraps around the buildings runs approximately 28 metres. The active residential accesses on each side of the building are 2 metres (Station Road) and 1 metre (Hale Road) in width. The remaining inactive frontage (including the glazed area serving the bike store) comprises 18 metres. The

percentage of active frontage in relation to the total run of frontage is approximately 63%.

- 6.5.10 The proposal seeks to maximise the amount of A1/A3 active frontage by wrapping the commercial element around the apex of the building oriented toward Station Road in line with the design guidelines in the emerging site allocation. However it is acknowledged that the current design will give rise to 37% inactive frontage by linear length, primarily comprised of the substation frontage along Hale Road, and the residential and retail waste service accesses along Station Road and Hale Road.
- 6.5.11 The translucent cast glass panels proposed for the bike storage area at ground and mezzanine levels are considered to be a strong design feature that somewhat mitigates the blank frontage on Hale Road. Brown facing brick is proposed to surround the service accesses to the I service areas facing Hale Road and Station Road which will also give some relief to these facades.
- 6.5.12 The total amount of active frontage has been a point of considerable discussion between the applicant and officers given the aspirations of local planning policy to continue Ashley Road in a southward direction to create a high quality pedestrian environment that integrates active town centre uses. It is noted by officers that the site's shape and orientation make the issues of servicing and access complex, and a fully active frontage along all street-facing elevations is not possible. The comments of Haringey's Quality Review Panel have also been taken into consideration in forming an assessment of the frontage design.
- 6.5.13 Officers consider the available ground floor frontage has been maximised at the point where the most pedestrian activity is programmed to occur. The applicant has also interspersed active and non-active elements of the frontage inline with London Plan guidance (i.e. the residential access and the A1/A3 frontage is separated by the residential service area and the glazed bike store).
- 6.5.14 It is also acknowledged that Hale Road would not be suitable for a doors-to-street residential insertion due to vehicular traffic volumes. Hale Road is considered to be the most appropriate location for the substation frontage given the total footprint of the substation within the site. Given the site constraints the layout and design of the frontage to the building is acceptable, and the amount of active frontage is considered to have been maximised.
- 6.5.15 The scheme design will therefore give rise to a safe and overlooked street environment in line with Tottenham AAP design guidelines and provide an active edge to the east side of the station island site, in line with the approach articulated in the Tottenham Hale DCF.

Party Wall

- 6.5.16 The site is constrained by party wall issues that require the facade adjoining the Premier Inn to remain unencumbered. The applicant therefore undertook further design work to the façade through the introduction of slots of windows set back from the party wall to add visual interest.
- 6.5.17 Officers have invited the applicant to provide public art to be displayed on this elevation that will mitigate the appearance of the facade and allow for a distinctive place making feature associated with the Tottenham Hale District Centre, and improve the ill defined character of area of this part of Tottenham Hale. This element of the scheme is proposed to be secured by condition as per Section 8 of this report.

Building Materials and Fenestration

- 6.5.18 The building facades are proposed to be centrally articulated by bands of expressed brickwork, in which alternate courses project by approximately 50mm, and by areas of hit-and-miss extruded brickwork, where alternate bricks in each course are omitted to allow ventilation. The upper floors are accentuated with termination of projecting windows and contrasting brickwork.
- 6.5.19 The applicant has also sought to clearly differentiate the ground floor from the residential floors above through the use of reconstituted stone and double height commercial windows. This is in direct response to officer feedback that the previous scheme did not demonstrate a clearly defined base. The projecting canopies that will mitigate potential wind impacts will be secured by the imposition of a planning condition (together with other wind mitigation measures as required by modelling undertaken). The applicant also proposes a band of black engineering base brick course where the building meets the pavement. Above the retail level, the scheme will be constructed in facing brown brick. The windows are proposed to be bronze anodized/bronze metallic.
- 6.5.20 Officers acknowledge that QRP is of the view the submitted materials pallet is too dark, especially for the northern elevation of the building, which may receive less direct sunlight and appear muted in the winter months. Officers consider that the quality of materials appears generally high subject to specific product details and samples. In response to officer feedback, the applicants produced larger and more detailed vistas to allow the scheme to be viewed in more detail. These renders are a better approximation of the visual appearance of the building and the materials are judged to be high quality

6.5.21 Officers also consider that the specific materials and their relationship to the urban realm may be more successfully addressed by the imposition of a planning condition to allow the submission of samples with specific product specifications. This will allow officers and members to consider the materials in more details once the principle of planning permission has been established. Notwithstanding this, on the details submitted, the materials are considered to be of a high quality and the fenestration arrangement to be legible and in keeping with the building's mixed use and proportions. Subject to condition, the materials and fenestration are acceptable.

Development Design – Summary

6.5.22 The scheme accords with the site requirements and design guidelines of the emerging site allocation. There is considerable policy support for a tall building in this location. The form, scale and massing of the proposed building is appropriate to the site context, and the height of the building at 22 stories, will sit comfortably with taller development that is envisaged within the emerging Tottenham Hale District Centre. The podium and tower elements of the scheme are considered to be a positive response to the constraints of the site, which deliver an efficient floor plate and continuous frontage, while also creating a visual landmark within Tottenham Hale. The applicant has fulfilled the advisory design criteria for tall buildings provided by Historic England.

6.5.23 The layout and design of the ground floor frontage is acceptable, and the amount of active frontage is considered to have been maximised. Subject to condition, the proposed building materials are considered to be of a high quality and the fenestration arrangement is legible and in keeping with the building's mixed use and proportions.

6.5.24 Impacts to the locally protected view from Burgoyne Road arising from the development have been minimised and the proposal will not impact any London Plan strategic view. The design of the development is acceptable.

6.5.25 Subject to additional technical details, the provision of a sub-surface bridging structure to allow construction around the Victoria Line is acceptable. The public realm proposed by the applicant, subject to a S106 contribution, is satisfactory on this basis that a comprehensive approach to public realm delivery will optimise the potential of the Housing Zone.

6.6 Quality of Residential Accommodation

6.6.1 London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Strategic Policy SP2 and Policy DM12 of the Council's emerging Development Management DPD reinforce 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.

- 6.6.2 All of the units in the scheme meet the space standards in the Mayor's SPG Housing and the scheme is considered to provide a high standard of residential accommodation. The internal layout on residential levels achieves an efficient floorplan that provides separation from the northern elevation of the hotel, and deck access to provide a degree of dual aspect to residential units that are close to north-facing. There are 26 single aspect units that are north-east-facing; however it is recognised that this is the result of the spatially constrained site, and is alleviated to a certain degree by projecting bays that will increase light and ventilation to the units. Internal corridors benefit from natural ventilation and lighting, which is strongly supported.
- 6.6.3 Deck access, residential layouts, as well as a planted visual amenity space on level 1 will provide a degree of separation and privacy between the neighbouring hotel and the residential units to the west of the site. The level 7 external residential amenity space has direct access from the core. External amenity space is not provided for units overlooking Hale Road in recognition of traffic impacts; however sufficient additional interior living space is provided in line with Housing SPG requirements.

Unit Privacy

- 6.6.4 The Mayor's SPG Housing seeks to encourage the kind of housing that provides comfortable and enjoyable places of retreat and privacy. The scheme will be in close proximity to an existing hotel development with the deck access units on the lower levels of the proposed development facing the rear aspect hotel rooms. With the exception of the end (western most) deck access units on levels 02-07, the habitable rooms are generally set away from the hotel – any inter-looking would exist between proposed kitchens and the rear of the hotel. At the narrowest point, the distance is less than 10 metres, but this separation distance does widen out westwards.
- 6.6.5 The room layout would mitigate inter-looking (with habitable rooms oriented toward Hale Road on levels 02-07), and the Mayor's Housing SPG speaks to flexibility on separation issues in high density urban settings. It is considered that with the setback to the apex of the buildings above the 8th floor there is sufficient separation distance between the emerging Argent Related scheme and the eastern units within the subject building. The privacy impacts are considered to be acceptable. The privacy impacts to adjoining occupiers are assessed in the section following. Overall, residential quality is of a good standard. This is also the view of GLA Officers.

Inclusive Access

- 6.6.6 Local Plan Policy SP2 and Policy 3.8 of the London Plan require that all housing units are built to Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users.
- 6.6.7 The proposed development provides 13 wheelchair units which meet the 10% requirement in planning policy and the layouts are considered acceptable. As per the Design and Access Statement (DAS) the identified wheelchair units are units 02 located on floors 8-21. The DAS notes that all wheelchair units in the scheme are fully compliant with Building Regulations Approved Document M4(3) and all other units are fully compliant with Approved Document M4(2). This issue of disabled parking is addressed in the transportation section of this report.
- 6.6.8 The applicant further states that level pedestrian access to the scheme will be provided to the commercial/retail unit in accordance with the Equality Act (2010) and the other requirements of Part M of the building regulations. A condition seeking details around the accessibility of the commercial units is included in Section 8. The accessibility of the scheme is judged to be acceptable and in line with the Mayor's Housing SPG and the Mayor's Accessible London SPG.

Daylight/Sunlight Provision to Proposed Units

- 6.6.9 The Mayor's SPG Housing states that in relation to daylight and sunlight provision to new development an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity. The applicant has submitted a Daylight/Sunlight Assessment prepared by Nathaniel Lichfield & Partners dated November 2016.
- 6.6.10 The assessment concludes the scheme will deliver very high levels of compliance with the guide levels for interior daylighting for an urban development project of this scale and character. This includes all of the main habitable rooms within the developments (living rooms/kitchens) which comply with the guide levels.
- 6.6.11 Likewise, officers are in agreement with the applicant's consultant's conclusion that the levels of annual sunlight availability within the proposed units are considered acceptable for an urban development project having regard to the suburban basis of the BRE guidance, the orientation and

configuration of the site. This is also the view of GLA officers. The scheme is acceptable from a daylight/sunlight perspective.

Wind Impacts to Private and Communal Amenity Areas

- 6.6.12 The applicant has submitted a Wind and Micro-climate Assessment prepared by RWDI dated 17th January 2017. While the Assessment primarily assesses the wind impacts on the public realm surrounding the site, an assessment of the usability of amenity spaces created by the development is also undertaken. The Assessment concludes that higher wind speeds, usually suitable for standing and strolling uses (as per the Lawson Scale) are expected across most of the large communal terrace located at 7th storey level. This is likely due to the prevailing and secondary winds accelerating around these amenity areas of the site. While the smaller south-facing amenity private areas are not assessed, these spaces are inset within the building fabric, and less exposed than the deck access amenity area.
- 6.6.13 The Assessment concludes that wind conditions created on the 7th storey amenity area are up to two categories windier than desired for the intended amenity space usage during the summer and would require mitigation to achieve an appropriate comfort level. It is considered that this issue may be addressed by the imposition of a planning condition, to provide a good quality and useable amenity area.
- 6.6.14 In terms of specific mitigation, the wind report recommends landscaping (of a minimum of 1.5 metres in height) be introduced to create a beneficial effect to conditions around the terrace edges by providing further shelter than the balustrade alone. A condition requiring wind mitigation in broad conformity with the report is included in Section 8 of this report. Subject to the provision of mitigation details, the wind and microclimate conditions to the communal and private amenity areas are acceptable. The wind and microclimate impacts to adjoining occupiers and the public realm are assessed in the section below.

Noise and Vibration Impacts to Future Occupiers

- 6.6.15 London Plan Policy 7.15 (Reducing and Managing Noise) states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. This policy also indicates that where it is not possible to achieve separation of noise sensitive development and noise sources, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles. This approach is reflected in the NPPF, Saved UDP Policy UD3 and emerging Policy DM1 and DM23.

- 6.6.16 The applicant has submitted a Noise and Vibration Impact Assessment prepared by Ramboll Environ dated November 2016. The applicant's consultant has undertaken a baseline noise and vibration survey in the vicinity of the application site. Attended and unattended noise level measurements were recorded on Thursday 1st September and Friday 2nd September 2016. Vibration levels were also measured at a strategic location to determine the possible vibration impacts arising from the railway lines located 65 metres to the south-east of the application and the Victoria Line running under the site.
- 6.6.17 The Assessment concludes that potential impacts on the proposed occupiers of the development are primarily noise break-in from traffic on the surrounding roads, which may be controlled by providing adequate façade and ventilation design to achieve suitable indoor ambient noise level criteria. The Assessment also concludes the vibration impacts to the proposal may be addressed by mitigation.
- 6.6.18 The Assessment outlines the minimum sound insulation requirements for glazing and ventilation to the façade required to achieve the BS8233:2014 indoor ambient noise level criteria. These results are based on the output of the 3D acoustic modelling predictions of the sound pressure level. Compliance with the rating noise levels would mean that no significant adverse impacts occur.
- 6.6.19 Vibration levels from the proposed operation of the Victoria Line during the night time periods could result in a significant adverse impact upon the residents within the proposed development, however, with the adoption of appropriate mitigation measures, no residual significant adverse effects are predicted. These mitigation measures are proposed to be secured by condition and an updated noise impact assessment once further design details are progressed.
- 6.6.20 The Council's Environmental Health Officer (Noise) has reviewed the noise impacts to the residential units created, and does not raise an objection subject to the imposition of suitable planning conditions including an updated noise assessment proposing mitigation to be progressed when full design details are known. On this basis the noise impacts to the future residential units are considered acceptable and in accordance with London Plan and local policy seeking to control and mitigate noise through the application of good acoustic design principles.

Noise Impacts to External Amenity Area

- 6.6.21 The applicant's noise assessment undertakes a consideration of the noise impacts to the 7th storey external amenity area. The assessment notes that the noise generated at 7th storey level to the amenity space is predicted to be between 55 to 61 dB. The Assessment also recognises that it is not

always possible to meet an upper noise limit of 55 dBA in all amenity spaces as per British Standards, and this must be weighed against other planning considerations. Officers are in general agreement with this assessment, and it is also noted that the wind mitigation is required to be installed may also serve to address the impacts of noise external.

6.6.22 It is also recognised the site is constrained by the parcel shape and the noise exposure of the amenity space is inevitable with high volume traffic on Hale Road, a source that is unable to be separated from the receptor. On balance, given the comparatively high number of units that benefit from a private amenity space within the scheme, and the other mitigation that will be brought forward to address wind impacts, the noise levels on the rooftop amenity area are considered to be acceptable. This approach is considered to be inline with London Plan Policy 7.15 which seeks to address noise by way of mitigation where separation is not possible through design. This conclusion also takes into consideration the other positive benefits of the scheme, including the delivery of a high quantum of affordable housing.

Child Play Space

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

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

6.6.25 Notwithstanding this, the proposal includes 54 m² of play space targeted to under-fives within the level 7 external amenity area, which is welcomed, and it is noted that the play facilities of Down Lane Park are in close proximity. Landscaping and wind mitigation details for this space are proposed to be secured by condition. GLA officers support the play space provision within the scheme.

6.6.26 The applicant has agreed to make a S106 contribution to address the provision of leisure facilities and soft landscaping improvements as part of the third package of installations to facilitate residential access to Down Lane

Park. This weighs in favour of the scheme. The site has good access to the wider amenities of the Lea Valley. Given the child yield, the applicant's proposed S106 contribution and the site location, the development is considered to provide suitable for play and recreation for young people, in accordance with the London Plan and local policy above.

Air Quality

- 6.6.27 The NPPF states that planning decisions should ensure that any new development in Air Quality Management Areas (AQMAs) is consistent with the local air quality action plan. London Plan Policy 7.14 sets out the Mayor's commitment to improving air quality and public health and states that development proposals should minimise increased exposure to poor air quality. At the Local level, Policy SP7 states that in order to control air pollution developers must 'carry out relevant assessments and set out mitigating measures in line with national guidance. This approach is reflected by emerging Policy DM23 which states that air quality assessments will be required for all major development and other development proposals, where appropriate. Policy indicates that where adequate mitigation is not provided, planning permission will be refused.
- 6.6.28 The applicant has provided an Air Quality Assessment prepared by Ramboll Environ dated November 2016. The site falls within the LBH Air Quality Management Area (AQMA) which is a borough-wide designation due to measured exceedances of the air quality objectives for nitrogen dioxide (NO₂) and particulate matter (as PM₁₀). The primary source of emissions of these pollutants in the Borough is road traffic.
- 6.6.29 The Council's Environmental Officer has assessed the application. The construction phase impacts are considered to be addressed by the imposition of a planning condition, around the provision of a detailed Air Quality and Dust Management Plan (AQDMP). Such a condition is recommended for imposition in Section 8.
- 6.6.30 The Assessment concludes that the proposed development would introduce new residential receptors into a location which is expected to currently exceed the annual mean NO₂ objective. A proposed development and ventilation strategy has been developed to limit potential exposure to poor air quality and to provide residents with a clean source of make up air. As such, it is considered that existing air quality is considered to have a Slight Adverse Effect on the proposed development.
- 6.6.31 The mitigation noted in the assessment indicates each unit would be provided with mechanical ventilation with heat recovery system. Make up air would either be pulled from the roof of the building or where air intakes cannot be provided at roof level, these would be fitted with suitable filters to

remove oxides of nitrogen and particulates from the incoming air. These details are proposed to be secured by condition and updates to the air quality assessment. With respect to building emission benchmarks, the assessment concludes that the proposed development can be considered to be air quality neutral.

- 6.6.32 Subject to the provision of an AQDMP to address air quality construction impacts, and details of an updated Air Quality to ensure appropriate mitigation to future occupiers is incorporated into the operational phase of the development, the air quality impacts of the scheme are considered to be acceptable and in accordance with the policy above.

Summary – Quality of Residential Development

- 6.6.33 The scheme is considered to deliver dwellings of sufficient size and quality. On balance and given the site constraints, including the site shape with an elongated northern edge, the incorporation of single aspect units into the scheme is considered to be acceptable.
- 6.6.34 The delivery of winter garden style space within subject units together with a landscaped communal amenity space at 7th storey level adds to the residential quality of the scheme. The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. The scheme does not require provision for child play space on site based on the child yield, however the communal amenity area will include 54m² of space targeted to under-fives. Subject to mitigation at the condition stage, the noise, vibration and air quality impacts to future occupiers of the units are acceptable. The wind and noise impacts to the communal amenity area are also able to be satisfactorily mitigated. Overall the residential quality of the development is considered to be high and responds well to the constrained nature of the site.

6.7 Development Impact to Adjoining Occupiers

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

Daylight/Sunlight BRE Assessment Methodology

- 6.6.3 The Mayor's SPG Housing indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.
- 6.6.4 The impacts of daylight provision to adjoining properties arising from proposed development is considered in the planning process using advisory Building Research Establishment (BRE) criteria. A key measure of the impacts is the Vertical Sky Component (VSC) test. BRE criteria suggest a VSC of 27% or more should be achieved if a room is to be adequately day lit.
- 6.6.5 In conjunction with the VSC tests, the BRE guidelines and British Standard 8206-Part 2:2008 indicate that the distribution of daylight should be assessed using the No Sky Line (NSL) test. This test separates those areas of a 'working plane' that can receive direct skylight and those that cannot.
- 6.6.6 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.
- 6.6.7 The acceptable level of sunlight to adjoining properties is calculated using the Annual Probable Sunlight Hours (APSH) test. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March.

Assessment of Daylight/Sunlight Impacts to Adjoining Occupiers

- 6.6.8 The applicant has submitted a Daylight/Sunlight Assessment prepared by Daylight/Sunlight Assessment prepared by Nathaniel Lichfield and Partners dated November 2016.
- 6.6.9 The assessment has considered the effects of the development on the levels of daylight received by neighbouring residential accommodation within Nos.1-29 Hale Road (odd), the upper floor of Nos 29-31 The Hale, Nos. 32-86 Hale Gardens and the lower floors of Emily Bowes Court. Other buildings in the vicinity of the site are non-residential in use or are situated a sufficient distance from the site to be unaffected in daylight terms. The applicant has considered two scenarios with respect daylight, one with the proposed

development and current conditions, and one with the development in the context of DCF massing.

Daylight – Scenario 1 (Development in Isolation)

- 6.6.10 The applicant has tested adjoining windows surrounding the development for daylight impacts using the Vertical Sky Component (VSC) test. The assessment incorporates 543 windows to 322 rooms in the vicinity of the proposed development.
- 6.6.11 The results of the daylight analysis under Scenario 1 demonstrate that the majority of the neighbouring windows requiring assessment will achieve the BRE guide levels for VSC with the development in place. Overall, 222 of the 233 neighbouring windows assessed will comply with the guide levels (95.3%). This is a high level of compliance for a high density development in London given that the BRE guide is predicated on a suburban scale of development.
- 6.6.12 The 11 non-compliant windows serve Nos. 13-21 Hale Road in the terrace of dwellinghouses north of the application site. These windows will experience only marginal effects; retaining VSC levels between 64% and 78% of the baseline VSC levels. The applicant concludes the retained levels of VSC remain acceptable for a development of this character in London. Officers are in agreement with this perspective.
- 6.6.13 The applicant concludes the effects of the development on the daylight levels experienced by neighbouring properties in Scenario 1 are acceptable in the context of the BRE guidance and relevant policy.

Daylight - Scenario 2 (Development with DFC Massing)

- 6.6.14 The results of the daylight analysis under Scenario 2 again demonstrate that the majority of the neighbouring windows requiring assessment will achieve the BRE guide levels for VSC with the proposed development in place alongside the massing of development envisaged elsewhere in Tottenham Hale under the DCF. Overall, 214 of the 230 neighbouring windows assessed under this scenario will comply with the guide levels (93%). The remaining windows will again experience only marginal effects.
- 6.6.15 The level of compliance with the guide levels under this alternative scenario (93%) is again high for a development of this character in London given that the BRE guide is based on a suburban scale of development. The applicant concludes the cumulative daylight effects of the development in isolation and with the DCF massing are, therefore, considered acceptable. Officers are in agreement with this assessment.

Sunlight – Scenarios 1 and 2

6.6.16 The results of the applicant's cumulative analysis under both Scenarios 1 (in isolation of proposed DCF massing) and 2 (with the DCF massing in place) demonstrate that all of the neighbouring windows requiring assessment will achieve the BRE guide levels for annual sun lighting.

Daylight/Sunlight - Summary

6.6.17 The majority of tested windows in the vicinity of the site will receive compliant levels of daylight and sunlight. Where breaches of the BRE guidance are experienced by neighbouring properties in respect of daylight provision, they are marginal and above reductions that might be experienced in an urban setting in London. There have been no objections to the scheme on the basis of daylight or sunlight impacts from any adjoining occupier.

6.6.18 It is, therefore, concluded that the development will not result in any materially unacceptable impacts on the daylight and sunlight levels to neighbouring residential properties. Officers have reached this conclusion in consideration of the Mayor's guidance around the flexible application of BRE criteria and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development.

Privacy of Existing Adjoining Occupiers

6.6.19 The Mayor's SPG Housing notes that designers should consider the position and aspect of habitable rooms, gardens and balconies, and avoid windows facing each other where privacy distances are tight.

6.6.20 The development site is currently somewhat isolated in Tottenham Hale, and would not be expected to give rise to privacy concerns to adjoining residential occupiers to the west of the site within Hale Gardens, or to the terraced dwellings on Hale Road as the north facade of the scheme does not incorporate private external amenity areas.

6.6.21 However, the layout of scheme will result in the units in the projecting wing of the development facing the existing hotel rooms to the southwest of the development site. As noted above the habitable rooms are generally set away from the hotel and any inter-looking would exist between the proposed deck access dwellings and the rear of the hotel. At the narrowest point, the separation distance is less than 10 meters, but this distance does widen out westwards.

6.6.22 The applicant has followed the approach to privacy articulated in the Mayor's SPG Housing in that the affected units are oriented with habitable rooms to the rear and the inter-looking will generally occur between the hotel rooms

and residential kitchens. The units are also buffered by the deck width and balustrades in line with the approach noted in London Plan guidance. The Housing SPG also notes that a rigid adherence to typical separation distances can limit the variety of urban spaces and housing types in the city. In light of this flexibility and high quality design, the privacy impacts to adjoining occupiers are considered acceptable.

6.6.23 Officers also note the applicant has amended the design of the scheme to set back the upper floors of the tower portion of the scheme at the apex to ensure the sufficient separation distance to potential future occupiers of the forthcoming Argent Related scheme. This alteration is welcomed by officers.

Noise and Disturbance

6.6.24 Saved 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. Emerging Policy DM23 also reflects this approach.

6.6.25 While the introduction of mixed use development will give rise to additional noise and comings and goings generated from future occupiers, the potential noise emanating from the scheme would not create a level of noise and disturbance over and above that of typical dwellings/flats or small scale commercial uses in an urban location. As noted above, the site is generally isolated from existing residential uses.

6.6.26 Given that a noise intensive use in the form of auto repair currently operates from the site, the conversion of the site to predominantly residential use is considered to be an improvement in planning terms. The noise and disturbance impacts generated by future occupiers of the land are acceptable in planning terms.

6.6.27 The impacts are of construction noise are temporary and are proposed to be controlled by condition. The applicant has submitted a Construction Logistics Plan prepared by WSP Parsons Brinckerhoff dated November 2016. The applicant will also be required to join the Considerate Contractors scheme, with proof of registration provided to the Local Authority.

6.6.28 The temporary noise impacts during the construction are, subject to condition, judged acceptable. The long term noise impacts introduced by the development are acceptable given the existing planning position and the nature of the scheme.

Wind and Microclimate Impacts

- 6.6.29 London Plan Policy 7.6 and 7.7 state that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to wind and microclimate. This is particularly important for tall buildings. Emerging Policy DM6 states that proposals for tall buildings should consider the impact on microclimate. Policy DM3 more broadly requires improvements to the public realm for pedestrians and cyclists in Haringey, and this approach is reflected in emerging Tottenham Area Action Plan Policy AAP6.
- 6.6.30 The Lawson Criteria (Bristol Method) may be used to determine the acceptability of wind conditions for pedestrian safety and comfort in baseline and proposed scenarios. The Lawson Criteria provide it is not only the velocity of wind that is considered but also the frequency of occurrence of these velocities. The frequency of occurrences is used as an indicator of the likely duration of certain wind speeds.
- 6.6.31 The applicant has submitted a Wind and Microclimate Assessment prepared by RWDI dated 17th January 2017. The assessment is informed by a Computational Fluid Dynamics (CFD) simulation considering prevailing winds from various directions. The methodology adopted for the assessment combines the use of CFD to predict air flow patterns and wind velocities around the site, and incorporates the use of wind data from the nearest suitable meteorological station.
- 6.6.32 Following discussions with Officers, the applicant has submitted a supplementary letter dated 17th February 2016 authored by RWDI further discussing the impact of future development in the vicinity of the site and the consequent limits of wind modelling for the scheme at this juncture in the planning process.
- 6.6.33 The submitted assessment considers three scenarios, the existing site with existing surrounding buildings, the proposed development with the existing surrounding buildings and the proposed development in the context of future development as generally envisaged by the Tottenham Hale DCF.
- 6.6.34 The report concludes that predominantly “standing” to “strolling” conditions (as characterised by the Lawson scale) are expected around most thoroughfare locations around the proposed development without DCF massing during the windiest season, which would generally correlate to conditions suitable for the intended thoroughfare usage.
- 6.6.35 However, two large areas to the south-east and north-west corners of the proposed development (without DCF massing) that are likely to have walking conditions during the windiest season which are one category windier than desired for the intended thoroughfare use and would require mitigation to suitable.

- 6.6.36 The Tottenham Hale DCF envisages a high quality pedestrian area leading from Ashley Road southbound. It is noted however the most severe impacts would occur during the winter months, when an outdoor seating area for a cafe would not be in use, and that conditions appear to improve with DCF massing in place (i.e. Configuration 3 in the applicant's assessment).
- 6.6.37 A key factor that will influence final wind conditions in the vicinity of the site will be the form and location of surrounding development that may exceed the parameters of the DCF and result in wind conditions that will further enclose a future pedestrian area. It is not possible to come to a definitive view on wind conditions until we know the form of the surrounding development.
- 6.6.38 On this basis, the applicant has agreed to undertake updated wind modelling to a milestone agreed in the S106 agreement, and the applicant has further agreed to a S106 obligation that will compel the developer to progress an amendment to the scheme by way of a non-material amendment application or a variation application, if required. This will ensure the scheme is revised in the event that updated wind modelling indicates that conditions in the future pedestrian realm would continue to be of concern. It is clear that mitigation for thoroughfare use will be required in any event.
- 6.6.39 A condition around mitigation is contained in Section 8 of this report. The scheme is therefore not considered to unacceptably harm the amenity of surrounding land and buildings in line with the aforementioned London Plan and local policy.

Summary - Development Impact to Adjoining Occupiers

- 6.6.40 The scheme is not anticipated to give rise to privacy or overlooking impacts given its separation distance from existing residential development. The scheme's design mitigates inter-looking impacts between the proposed residential units and existing hotel rooms adjoining the site. Given the existing commercial use of the land, the change of use to residential-led mixed use is considered reduce the noise impacts to any adjoining occupier. The impacts of construction noise are temporary and will be controlled by condition.
- 6.6.41 The daylight/sunlight impacts to adjoining occupiers are acceptable for an urban site in London. There have been no objections to the scheme on the basis of daylight or sunlight impacts from any adjoining occupier. The wind and microclimate impacts in the vicinity of building footprint prior other development parcels coming forward in Tottenham Hale are not ideal, however further study of the future wind conditions will allow for mitigation and a possible modification of the scheme. The applicant has committed to

modification of the scheme if required by way of a S106 obligation. On this basis, the wind impacts of the scheme are considered acceptable. No wind conditions that would be classified as dangerous would be created by the proposal.

6.7 *Development Impacts to Heritage Assets*

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

Legal Position and Policy – Heritage Assets

- 6.7.2 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case indicates that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise." The Forge Field Society v Sevenoaks District Council case indicates that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit.
- 6.7.3 When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.
- 6.7.4 The presumption is a statutory one, but it is not irrefutable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

- 6.7.5 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.7.6 Policy 7.8 of the London Plan requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Saved policy CSV5 of the Haringey Unitary Development Plan (UDP) (2006) requires that alterations or extensions preserve or enhance the character of the Conservation Area. Policy DM9 of the Councils Development Management DPD pre-submission version 2016 continues this approach.

Impacts to Heritage Assets

- 6.7.7 The applicant has submitted a Heritage, Townscape and Visual Impact Assessment dated November 2016 prepared by Nathaniel Lichfield and Partners. The assessment has identified the heritage assets which would be likely to be affected by the proposed development. The potential effects on significance have been established, including impacts arising through effects on setting.
- 6.7.8 Locally listed Berol House lies approximately 50m to the north, whilst the Markfield Pumping Station Building and Engine (Grade II); Ferry Boat Inn (Grade II) and 62 High Cross Road (Grade II), Tottenham High Cross (Grade II) and The Green School (at rear of former Grammar School) and No. 2 Cooperative Workshops (former Tottenham Grammar School) (Locally Listed) lie between 500 to 750m away.
- 6.7.9 Approximately 500m to the west is The Tottenham High Road Historic Corridor which includes several conservation areas - Seven Sisters/Page Green, Tottenham Green, Bruce Grove, Bruce Castle, and Clyde Circus. The assessment has found that the proposed development would preserve the settings of the heritage assets identified. 1 Station Square would be only partially visible in views from the identified listed buildings, screened by intervening development and seen within the context of existing new and taller development.
- 6.7.10 GLA officers have assessed the impact to heritage assets in issuing the Stage 1 Report. GLA officers conclude there would be limited visibility to the scheme from Tottenham High Road due to the enclosed nature as a

transport corridor with frontages either side. There would, however, be a more open view to the application site from Bruce Grove which enables a vista to the application site. The proposed development would appear above the roofscape, but the development would appear as a distant feature in the setting of the Conservation Area and due to the distance the proposed design would not detract from the Conservation Area's historic detailing and sense of domestic scale. Haringey Officers are in agreement with this assessment.

6.7.11 As set out in the NPPF paragraph 134 where a development proposal would lead to less than substantial harm the public benefits of the proposal should be weighed against this harm. The overall effect of balancing both the harm caused and heritage and benefit derived, leads to an overall heritage assessment of less than substantial harm which is outweighed by other planning and regeneration benefits of the proposal, including the provision of a high level of affordable housing. In making this assessment great weight has been given to the preservation or enhancement of the heritage assets as per the Council's statutory requirement.

6.8 **Transportation and Parking**

6.8.1 Strategic Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in emerging DM Policies DM31 and DM32.

6.8.2 London Plan Policy 6.13 sets out that the Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. In locations with high public transport accessibility, car-free developments should be promoted (while still providing for disabled people).

6.8.3 The site has an excellent public transport accessibility level (PTAL) of 6a and is located close to Tottenham Hale bus station with a number of nearby bus stops providing access to some 6 bus routes with a combined frequency of 83 buses per hour (two way). The site is also within 230 metre walking distance of Tottenham Hale railway and tube stations. The nearest car club bay is located on Antill Road approximately 400m away.

Trip Generation

6.8.4 In order to assess the potential multimodal trips likely to be generated by the proposed development, the industry standard TRICS database has been

interrogated. Trip rates for the typical morning (0800-0900) and evening (1700-1800) peak traffic hours have been extracted from comparable sites.

- 6.8.5 These trip rates have then been applied to the proposed development and demonstrate that peak hour multi modal trip generation (excluding servicing and vehicle trips) for the proposals would be up to approximately 10 arrivals and 51 departures for the am peak period and up to 37 arrivals and 17 departures in the pm peak period. It is to be noted that as this development will not be providing off-street car parking spaces, it is expected that the majority of the proposed trips will be by sustainable modes of transport.
- 6.8.6 The multi modal trip rate assessment contained in the accompanying Transport Assessment is considered to be relatively modest and unlikely to give rise to any significant impact on local transport network.

Parking

- 6.8.7 Owing to the 'car free nature' of the scheme, the multimodal trip rate assessment assumed that the vehicular trip generation/parking demand is likely to be negligible.
- 6.8.8 Whilst it is considered reasonable to assume that a 'car free development' in such a location (i.e. high PTAL) is likely to generate fewer car trips, there is still potential for the proposal to generate some parking demand, which in the absence of on-site parking, has the potential to be displaced on street.
- 6.8.9 The majority of roads in close proximity of the site are controlled by yellow line 'at any time restrictions' including Station Road, Hale Road, Watermead Way and sections of Ashley Road. Additionally, 'no loading at anytime' restrictions are in force on Station road and Hale Road immediately adjacent to the site.
- 6.8.10 A number of Controlled Parking Zones (permit only parking) are located in close proximity of the site including, 'Seven Sisters CPZ' to the south of the site with controls in operation Monday to Saturday 8:30am – 6:30pm, and 'Tottenham Hale CPZ' to the north of the site with controls in operation Monday to Friday 8am to 6.30pm for zone.
- 6.8.11 Taking the above parking constraints into consideration, the only opportunity for legal parking is on Ashley Road (in parts), Mill Mead Road and Jarrow Road (in parts), it is however unlikely that Mill Mead Road and Jarrow Road will be impacted by the development given the separation (indirect access) and distance from the development.
- 6.8.12 It is also noted that as part of the consent for the neighbouring hotel development, the council required a financial contribution by way of a S.106

agreement towards the implementation of a parking control scheme on Ashley Road. Any residual parking demand as a result of the development proposal being considered will be minimised by the above mentioned controls.

- 6.8.13 Based on the above parking constraints and excellent transport accessibility level of the site and, a 'Car Free' proposal would be supported in this location. A car free development in this location is considered consistent with policy SP7 of the Council's Local Plan. In coming to this conclusion, officers have had regard for the objections of adjoining occupiers around parking.

Disabled Parking

- 6.8.14 Disabled parking is shown to be accommodated on street within 3 no. spaces on Station Road approved as part of the neighbouring hotel development. As with all on-street provision, this provision cannot be dedicated to the proposed development.
- 6.8.15 With regard to disabled parking provision the London Plan states that the appropriate number of disabled parking bays will vary with the size, nature and location of the development, the levels of on and off street parking and the accessibility of the local area. It seeks to ensure adequate parking spaces for disabled people are provided and recommends at least one accessible on or off street car parking bay designated for Blue Badge holders, even if no general parking is provided.
- 6.8.16 The Policy therefore allows flexibility on disabled parking provision if a parking space for each accessible unit (as recommended by the Housing SPD) can be demonstrated to excessive for a site.
- 6.8.17 The applicant has cited the existing underground tunnel below the site which prohibits the ability to create any basement structure for parking, as one of the reasons why it has been difficult to provide dedicated off-street parking provision.
- 6.8.18 .The accompanying Transport Assessment provides evidence of disabled parking occupancy at a number of recently constructed and fully occupied residential developments in Greater London. The study suggests that in areas of high public transport accessibility, the demand for disabled parking provision is likely to be relatively low (0%). In addition it is noted that Tottenham Hale Station has step-free access.

- 6.8.19 In light of the local context and the specific site constraints detailed above, flexibility of London Plan and the council's Blue Badge parking standards may be justified in this location.
- 6.8.20 The provision of shared on-street provision on Station Road can only be considered if it is clear that the level of provision (3no.of spaces on Station Road) will be sufficient to meet the demand generated by the adjacent hotel and the development being considered. A parking demand study should be submitted confirming the above requirement. The applicant should refer to the Blue Badge study/discussion as part of the wider Ashley Road sites in carrying out the above assessment. Officers are seeking to address disabled parking requirements through the development of the wider area. A condition requiring this study is contained in Section 8 below.

Access and Servicing Arrangements

- 6.8.21 The applicant has proposed providing residential refuse storage and waste collection on the ground floor along the station road frontage. It is proposed that residential refuse stores can be accessed from the loading bay secured as part of the neighbouring hotel development on Station Road. An assessment of the cumulative servicing demand of both the existing hotel and the proposed residential use demonstrates that a single bay on Station Road is likely to be sufficient to meet the servicing needs of both sites.
- 6.8.22 The waste storage for the commercial unit is located along the Hale Road frontage and it is expected that due to the location of the storage area, that the most convenient and likely place for vehicles to stop will be Hale Road, including the closures (footway re-instatement) of 2 no. redundant vehicular crossovers. In the interest of minimising impacts on traffic (servicing) in the adjoining road (Hale Road), it is advised that the applicant is required to pay a sum to cover the highway works necessary to lengthen the exiting lay-by as identified in the Tottenham Hale District Centre Framework Regeneration Plans - Street and Spaces Strategy, Nov 2015. The applicant will be required to enter into an agreement with the Council pursuant to s.278 of HA 1980, to pay the Council for above necessary highway improvement works. The draft Heads of Terms for such an agreement are set out in the section above. An assessment of waste storage is in the section below.

Travel Plan

- 6.8.23 The applicant has provided a draft travel plan which includes interim modal shift targets, a monitoring schedule and measures including free car club membership for three years for each household. It is expected that a full travel plan will be submitted and thereafter re-submitted in accordance with a

S106 Travel Plan obligation. The travel plan must promote the development as a 'Car Free' scheme and support sustainable travel choice and modal shift. The council will seek a Section 106 travel plan fee totalling £3000 to cover the cost of reviewing the TP at each reporting stage. It will be necessary to secure its delivery via a S106 agreement.

Conclusion

- 6.8.24 Subject to the additional details being submitted and approved (i.e. Blue Badge parking demand study), the Highway Authority is likely to conclude that the development will not generate a significant increase in traffic or parking demand or result in a detrimental impact on the highway and transportation network, subject to the S106 obligations at the head of this report.
- 6.8.25 Transport for London and the Greater London Authority have commented on the scheme and have raised no objection. The scheme is not considered to give rise to cumulative transportation impacts in relation to the operation of the highway network and highway safety that may be considered to be severe in relation to Paragraph 34 of the National Planning Policy Framework.

6.9 Flood Risk and Drainage

- 6.9.1 The site is located within Flood Zone 2 and is therefore considered to have a low probability of flooding from rivers and sea. As the development site is less than 1 hectare, a Flood Risk Assessment (FRA) is not required to support the application.
- 6.9.2 London Plan (2011) Policy 5.13 (Sustainable drainage) and Local Plan (2013) Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.
- 6.9.3 Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme.
- 6.9.4 The applicant has submitted a Flood Risk Assessment and Outline Drainage Strategy prepared Ramboll dated November 2016. The assessment concludes that Environment Agency (EA) hydraulic modelling demonstrates that, after consideration of catchment-wide flood defences, no flooding of the

site is predicted during events with up to a 1 in 1,000 (0.1%) annual probability. Therefore, the actual risk of flooding at the Site is considered to be equivalent to land within Flood Zone 1 (Low Probability). Flood risks from sewer surcharging, overland pluvial flow and groundwater emergence are also demonstrated to be low.

- 6.9.5 The Assessment notes that detailed drainage design has not yet been completed for the proposed development and would be prepared post-determination of the application following further consultations with the EA and Thames Water.
- 6.9.6 It is concluded in the Assessment that the potential volume of a living roof system cannot be relied upon as a storm water attenuation system and the only feasible option for storm water attenuation is, therefore, considered to be a tank system at or below ground floor level. The final location of such a tank would be confirmed at detailed design stage.
- 6.9.7 The Council's Senior Drainage Engineer has assessed the scheme and requires the imposition of planning conditions to secure drainage details. Thames Water and the Environment Agency do not raise an objection to the scheme subject to condition. Subject to the imposition of the condition noted above, the development is acceptable in Flood Risk Terms.

6.10 Energy and Sustainably

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

6.10.3 The applicant has submitted a Sustainable Design Energy and Construction Statement prepared by WSP by dated November 2016. The applicant has also provided supplementary comments in response to internal consultee comments from LBH Carbon Management. The Statement indicates that the proposed development will exceed the energy targets set out by Haringey Council and the Greater London Authority (GLA) and development is expected to achieve the necessary energy and CO2 requirements within the London Plan and Haringey Council's Local Plan. A consideration of the applicant's proposed energy strategy pursuant to the Mayor's Energy Hierarchy is below.

Energy – Lean

6.10.4 The Carbon Management Team note that the applicant has proposed an improvement of beyond Building Regulations by 8.9% through improved energy efficiency standards in key elements of the build. The Carbon Management Team considers this to be acceptable, subject to condition these improvements are secured on the site. Such a condition is contained in Section 8.

Energy – Clean

6.10.5 A community CHP system with Low Temperature Hot Water Heating (LTHW) system is proposed to serve the heating and hot water loads. This will meet 75% of annual space and hot water loads. The remaining 25% of space heating will be supplied by condensing boilers with a minimum seasonal efficiency of 92%. This is considered to be acceptable by the LBH Carbon Management.

6.10.6 The Carbon Management Team note that Tottenham Hale has been identified as an area where a District Energy Network will be delivered. Therefore, connectivity is expected, and an energy centre capable of connecting to the future DE network must be designed into the development.

6.10.7 The applicant's statement notes that due to the presence of proposed heat networks in close proximity to the proposed development, it has been identified that there is potential for a connection when it is implemented. Given the current specification of the heating systems, the LTHW flow and return temperatures will be consistent with that of typical decentralised heat network, meaning that connection to the proposed network can be facilitated in the building services design proposal. A condition around a DEN connection is contained in Section 8.

Energy – Green

- 6.10.8 The Council's Carbon Management Team notes that in line with Haringey's Local Plan the development must deliver 20% on site renewables, after it has delivered the other elements of the energy hierarchy – Be lean, Be Clean. Officers seek that maximum opportunities are delivered on the PV panels.
- 6.10.9 The applicant has proposed approximately 100m² PV panels that would produce regulated CO₂ savings of approximately 5.3%. These are fitted on to the roof space of the building. Not all roof space has been used for energy generation. The Carbon Management Team has sought clarification on this issue from the developer to ensure that all roof space is used for PV panels in an efficient manner.
- 6.10.10 The applicant has responded noting that the uppermost 'overrun' part of the roof cannot be used to mount a PV array, and so this presents an overshadowing issue for the PV, as does the proposed parapet wall to run around the edge of the roof. For this reason, the PV cannot be placed to the north of the overrun, or too close to the edge of the roof as it will be over-shaded, rendering it much less effective. Officers consider that the issue may be addressed by the imposition of a planning condition. Such a condition is contained in Section 8 to bring forward full PV details.

Overheating Risk

- 6.10.11 Haringey's Carbon Management Team notes that the results of the applicant's submitted overheating analysis shows that living areas within dwellings pass the TM52 overheating criteria using the current London DSY file, on the condition that blinds are closed when irradiance reaches a level of 500 W/m² and that windows can be opened for prolonged periods based on the modelling assumptions above. Similarly, using a percentage hours exceed measure, it was found that bedrooms pass the assessment in the case of the current London DSY. In addition, there are a number of single aspect units.
- 6.10.12 The applicant has responded to the Carbon Management Team's consideration of the over heating analysis and the assessment criteria for overheating. It is considered the issue of overheating risk may be addressed by the imposition of a planning condition. Such a condition is contained in Section 8.
- 6.10.13 Subject to the conditions noted above, the proposal is considered to meet standards of sustainable design as set out in the London Plan and local policy and the development will conserving and enhancing the natural environment and make the required carbon saving identified in policy.

6.11 Waste and Recycling

- 6.11.1 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. 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. The approach is reflected in emerging DPD Policy DM4. The applicant has submitted a Delivery and Servicing Plan prepared by WSP Parsons Brinckerhoff dated November 2016.
- 6.11.2 The proposed bin store is provided at ground floor level with an entrance from Station Road on the southern elevation. Management staff will move full bins to the doorway for collection by LBH refuse operatives. An on street collection space is identified on plans on Station Road.
- 6.11.3 The commercial bin stores are separately located to the northern boundary with direct access on street to Hale Road. Servicing for both elements will primarily be via Station Road, however the exact serving arrangements will be the subject of a planning condition, as discussed below.
- 6.11.4 The applicant’s have amended the bin storage arrangement in the course of the application process to ensure there is sufficient on site storage in line with Haringey local policy. There will be management issues associated with the storage of waste given the tandem arrangement; however it is considered this can be addressed by the imposition of a planning condition.

6.12 Land Contamination

- 6.12.1 Saved Policy ENV1 and emerging 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. The applicant has submitted a Preliminary Risk Assessment prepared by Ramboll dated November 2016.
- 6.12.2 This Assessment comments on a previous investigation undertaken at the site which identified contamination of the soil with metals, hydrocarbons and moderately elevated land gases. It is acknowledged that the investigation was limited as it related to the commercial use of the site. The report also describes potentially contaminative historic uses of the application site including buildings of an unknown use, small garages which have been present since the mid-1980s and the electricity sub-station since the 1990s.
- 6.12.3 In addition the application site has been surrounded by mixed residential, industrial and commercial use with potential historic contaminative uses

including an electricity sub-station, works, printing and stationary works, depot, and a Petrol Filling Station north of the application site.

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

6.13 Summary – Material Planning Considerations

- 6.13.1 The development is acceptable in principle and the quantum of affordable housing exceeds the targets in the Development Plan. The development is considered to be well designed and the height of the building is acceptable given the site context and planning policy position. The scheme will deliver high quality residential units and a high quality commercial space. Any harm to heritage assets is less than substantial and outweighed by the public benefits of the scheme. The scheme is not anticipated to give rise to any planning harm in transportation terms and a car free scheme is acceptable given the site location. The scheme's impacts to adjoining occupiers are negligible and the scheme is considered to be sustainable subject to the provision of additional details and S106 negotiations. Issues of waste, land contamination, and drainage are able to be addressed by the imposition of standard planning conditions.

- 6.13.2 The Greater London Authority supports the proposal subject to the provision of additional information

7 COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1.1 Based on the information given on the plans, the Mayoral CIL charge will be **£493,080.95** (11,463 sqm x £35 x 1.229) and the Haringey CIL charge will be **£181,230** (11,463 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. The applicant may apply for relief as a Registered Provider of social housing following on from the grant of planning permission.

8 RECOMMENDATIONS

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

Subject to the following condition(s) and informatives:

1) Three Year Expiry (HGY Development Management)

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

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

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

The approved plans comprise drawing nos: Site Location Plan 1711-G100-XP-AL-001; Site Plan – Existing 1711-G100-XP-AL-002; Site Plan - Proposed 1711-G100-P-AL-001; Proposed Ground Floor Plan 1711-G200-P-00-001; Proposed Mezzanine Floor Plan 1711-G200-P-M1-001; Proposed First Floor Plan 1711-G200-P-01-001; Proposed Second Floor Plan (Typical 02-06) 1711-G200-P-02-001; Proposed Seventh Floor Plan 1711-G200-P-07-001; Proposed Eighth Floor Plan 1711-G200-P-08-001; Proposed Ninth Floor Plan (Typical 09-19) 1711-G200-P-09-001; Proposed Twentieth Floor Plan (Typical 20-21) 1711-G200-P-20-001; Proposed Roof Floor Plan 1711-G200-P-RF-001; Proposed Section AA 1711-G200-S-AA-001; Proposed Section BB 1711-G200-S-BB-001; Proposed Section CC 1711-G200-S-CC-001; Proposed Section DD 1711-G200-S-DD-001; Proposed Section EE 1711-G200-S-EE-001; Proposed Section FF 1711-G200-S-FF-001; Existing North East Elevation 1711-G200-XE-NE-001; Existing East Elevation 1711-G200-XE-E-001; Existing South-East Elevation 1711-G200-XE-SE-001; Proposed North East Elevation 1711-G200-E-NE-001; Proposed East Elevation 1711-G200-E-E-001; Proposed South East Elevation 1711-G200-E-SE-001; Proposed South West Elevation 1711-G200-E-SW-001; Proposed South Elevation 1711-G200-E-S-001; Details of North East Elevation 1711-G251-D-TY-001 P8/9 12351979v1; Details of South East Elevation 1711-G251-D-TY-002 Bridging Foundation Over Tunnels 143292-RDG-XX-FN-PL-S-2005 Bridging Foundation Sections 143292-RDG-XX-XX-SE-S-2006

The approved documents comprise:

Planning Statement; prepared by NLP; Design and Access Statement, prepared by John McAslan + Partners; Flood Risk Assessment and

Outline Drainage Strategy, prepared by Ramboll; Preliminary Risk Assessment, prepared by Ramboll Environ; Noise Impact Assessment, prepared by Ramboll Environ; Air Quality Assessment, prepared by Ramboll Environ; Environmental Wind Assessment, prepared by Ramboll Environ; Historic Environment Assessment, prepared by Ramboll Environ; Statement of Community Involvement, prepared by Belgrave Communications; Transport Assessment, prepared by WSP Parsons Brinckerhoff; Residential Travel Plan, prepared by WSP Parsons Brinckerhoff; Construction Logistics Plan, prepared by WSP Parsons Brinckerhoff; Delivery and Servicing Plan, prepared by WSP Parsons Brinckerhoff; Daylight Sunlight Assessment, prepared by NLP; Heritage, Townscape and Visual Impact Assessment, prepared by NLP; and Sustainable Design, Energy and Construction Statement, prepared by WSP Parsons, Consultation Response prepared by NLP (Parts 1 and 2), Wind and Microclimate report prepared by RWDI.

The development shall be completed in accordance with the approved plans and documents except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

3) Materials Samples (LBH Development Management)

Prior to the commencement of the development (excepting demolition works) and notwithstanding the information submitted with this application, precise details of the external materials to be used in connection with the development hereby permitted shall 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. The details shall include samples of the type and shade of cladding, window frames and balcony frames, sample panels and brick types and a roofing material sample combined with a schedule of the exact product references.

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

4) Confirmation of Site Levels (HGY Development Management)

Prior to the commencement of the development (excepting demolition works) details of all existing and proposed levels on the site in relation to the adjoining properties be submitted to and approved by the Local Planning Authority.

The development shall be built in accordance with the approved details.

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

5) Hard and Soft Landscaping (LBH Development Management)

Prior to the commencement of the development (accepting demolition works), full details of both hard and soft landscape works shall be submitted to and approved by the Local Planning Authority.

Details of hard landscaping works shall include:

- hard surfacing materials
- minor artefacts and structures (eg. furniture, refuse or other storage units, signs, lighting etc.)
- bat/bird boxes
- proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc) including details of the re-located sub-station on the site.

Details of soft landscape works shall include:

- planting plans (for both amenity areas)
- a full schedule of species of new trees and shrubs proposed to be planted
- written specifications (including cultivation and other operations) associated with plant and grass establishment;
- schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- an implementation programme.

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

Reason: to protect the amenity of the locality.

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

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

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

Reason: to protect the amenity of the locality.

7) Drainage Strategy (Thames Water)

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted in writing to and approved 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 sewage 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.

The local planning authority is satisfied that the pre-commencement requirement of the condition is so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

8) Impact Piling Method Statement (Thames Water)

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

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

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

9) Bridging Structure Supplementary Statement - (LBH Development Management)

Prior to the commencement of the development (excluding demolition) a statement detailing the technical feasibility of the bridging structure over the Victoria Line Underground tunnel in relation to any future District Energy Network (DEN) and utility infrastructure to and from and in the vicinity of the application site shall be submitted to and approved by the Local Planning Authority. The statement shall be authored by a suitably qualified person. The cost of third party assessment of any supplementary statement shall be borne by the applicant.

Reason: to ensure the development proposal contributes to the provision and use of Decentralised Energy network infrastructure and utility provision in the locality.

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

10) Land Contamination – Part A and B (LBH Environmental Services and Community Safety)

A) Before development commences other than for investigative work: Using the information from the Preliminary Risk Assessment (UK18-23523) submitted with the planning application by Ramboll Environ, a site investigation shall be designed for the site. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

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

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

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

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

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

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

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

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

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

12) Details of Flood Risk Attenuation Measures – (LBH Development Management)

Prior to the commencement of the development full details of attenuation infrastructure shall be submitted in writing to and for approved by the Local Planning Authority. The attenuation measures shall demonstrate compliance with relevant London Plan standards in relation to greenfield run off rates. The approved details shall be implemented as approved and maintained thereafter.

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

13) Drainage (LBH Senior Drainage Engineer)

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

- a) Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the

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

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

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

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

14) Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)

Prior to the installation of any Ultra Low NOx boilers for space heating and domestic hot water on the application site, details of the relevant boiler's product specification and dry NOx emissions shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate dry NOx emissions not exceeding 31 mg/kWh @0% O₂ in conformity with the approved document Air Quality Assessment (Ramboll Environ UK18-23523). The boilers shall be installed in accordance with approved details and maintained thereafter.

Reason: To protect local air quality

15) CHP and Associated Infrastructure Detail (LBH Carbon Management)

Prior to the commencement of the development, details of the Combined Heat and Power (CHP) facility and associated infrastructure shall be submitted in writing to and for approval by the Local Planning Authority.

The details shall include:

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

The Combined Heat and Power facility and infrastructure shall be constructed in accordance with the details 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.

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

16) CHP Emissions Level Details – (LBH Environmental Services and Community Safety)

Prior to commencement of the development (excluding demolition), details of the Combined Heat and Power (CHP) unit shall be submitted in writing to and for approval by the Local Planning Authority. The details shall 1) demonstrate the installed unit will have dry NO_x emissions not exceeding 10mg/m³ @5% O₂ in conformity with the emissions levels set out in the approved document Air Quality Assessment (Ramboll Environ UK18-23523) and 2) include the submission of a CHP Information Form. The relevant unit shall be installed in conformity with the approved details and maintained thereafter.

Reason: To protect local air quality.

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

17) Development in Conformity with Energy Statement (LBH Development Management)

The development hereby approved shall be constructed and delivered to the U-values set out in the approved document Sustainable Design, Energy and Construction Statement prepared by WSP Parsons Brinckerhoff dated November 2016 and the development shall achieve the agreed carbon reduction of 8.9% beyond Building Regulations 2013

Reason: to mitigate the impacts of climate change.

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

Prior to the occupation of the development for residential purposes, details of the layout and specification of the PV solar panel installation hereby approved shall be submitted in writing to and approved by the Local Planning Authority. The installation shall be constructed in accordance with the approved details and maintained thereafter.

Reason: To address climate change.

19) External Solar Shading and Passive Ventilation Study (LBH Development Management)

Prior to the commencement of any superstructure work on the building hereby approved, an external solar shading and passive ventilation study shall be submitted in writing to and for approval by the Local Planning Authority. The study shall include design measures to ensure the risk of overheating is low and adaptation to higher temperatures is included. The details shall be implemented as approved and shall be maintained there after.

To ensure sustainable development and mitigate the impacts of climate change.

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

Prior to the commencement of the development (excepting demolition), an Air Quality and Dust Management Plan (AQDMP) shall be submitted in writing to and for approval by the Local Planning Authority. The (AQDMP) shall be in accordance with the GLA SPG Dust and Emissions Control and include a Dust Risk Assessment. The plan shall be implemented as approved and maintained for the duration of the construction phase of the development.

Reason: to protect local amenity.

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

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

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

Reason: to protect local air quality

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

Prior to the commencement of development (excepting demolition), all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW shall have been registered at <http://nrmm.london/> and proof of registration shall be submitted to the Local Planning Authority.

Reason: to protect local air quality.

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

23) Revised Air Quality Assessment (LBH Environmental Health)

Prior to the commencement of the development, a revised air quality assessment shall be submitted in writing to and for approval by the Local Planning Authority. The revised assessment shall propose details of a mechanical ventilation and/or filtration system for the development to mitigate air quality impacts. The development shall be constructed in accordance with the approved details, and maintained thereafter.

Reason: To mitigate air quality impacts

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

24) NRMM Inventory and Documentation Availability (LBH Environmental Services and Community Safety)

An inventory of all NRMM shall be kept on site during the course of the demolitions, site preparation and construction phases of the development. All machinery should be regularly serviced and service logs kept on site for inspection. Records shall be kept on site which detail 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

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

Prior to the commencement of the development (excepting demolition), an updated Noise and Vibration Assessment proposing details of mitigation measures to demonstrate compliance with relevant British Standards and in general conformity with the approved document Noise and Vibration Assessment (Prepared by Ramboll Environ dated November 2016) shall be submitted in writing to and approved by the Local Planning Authority. The mitigation measures shall be installed in accordance with approved details prior to the occupation of the development for residential purposes and maintained thereafter.

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

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

26) Wheelchair Dwellings (LBH Development Management)

At least 10% of all dwellings hereby approved shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) in conformity with Design and Access Statement, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure inclusive and accessible development

27) Accessible & Adaptable Dwellings

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

Reason: To ensure inclusive and accessible development

28) Updated Waste Management Scheme (LBH Environmental Services and Community Safety)

Prior to the commencement of any superstructure works on the approved building, and notwithstanding the approved Delivery and Servicing Plan (Prepared by WSP Parsons Brinckerhoff dated November 2016) details of an updated scheme setting out the collection and storage of waste and recycled materials shall be submitted in writing to and for approval by the Local Planning Authority.

The updated scheme shall address:

- 1) Waste and recycling collection frequency, following liaison with Haringey's Waste Management Team and Veolia (Haringey's waste service provider)
- 2) The cost implications of collection frequency to future occupiers
- 3) The management of waste on site, including bin rotation and storage layout
- 4) The collection storage area on Station Road

The details shall be implemented as approved prior to the occupation of the development for residential purposes, and maintained thereafter.

Reason: to protect the amenity of the locality.

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

Prior to any superstructure works on the approved building, details of arrangements for cycle storage (including means of enclosure for the storage area and the bicycle stairway and trough system) shall be submitted to, and approved in writing by, the Local Planning Authority and the approved arrangements shall be completed to the satisfaction of the Authority before any part of the development is first occupied, and permanently maintained thereafter to the Authority's satisfaction.

Reason: To ensure that adequate cycle storage facilities are provided and promote sustainable travel.

30) Construction Traffic in accordance with Construction Management Plan (LBH Transportation)

All construction traffic (including HGV movement) shall be managed in accordance with the approved document Construction Logistics Plan prepared by WSP Parsons Brinckerhoff dated November 2016 unless otherwise agreed in writing with the local planning authority.

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

31) Updated Servicing and Delivery Plan (SDP) (LBH Transportation)

Prior to any superstructure works on the approved building and notwithstanding the approved document Delivery and Servicing Plan Prepared by WSP Parsons Brinckerhoff dated November 2016, an updated Servicing and Delivery Plan (SDP) shall be submitted in writing to and for approval by the Local Planning Authority.

The updated SDP shall demonstrate, following liaison with Transport for London:

- 1) The feasibility of the long term use of the existing Hale Road layby for commercial and residential servicing for the development AND proposed full details of servicing and deliveries via the relevant laybys OR
- 2) Full details of all commercial and residential servicing by way of the layby on Station Road.

The scheme shall also demonstrate that delivery vehicle movements are planned and coordinated to avoid the AM and PM peak travel periods. The updated SDP shall be implemented as approved and maintained thereafter.

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

32) Disabled Parking Study (LBH Transportation)

Prior to any superstructure works on the approved building, A disabled parking demand study shall be submitted in writing to and approved by the Local Planning Authority. The study shall demonstrate that level of provision of 3 disabled parking spaces on Station Road is sufficient to meet the demand generated by both the adjacent hotel and the development hereby approved. The study shall propose alternative offsite provision in the event of provision is insufficient.

Reason: to ensure the delivery accessible parking

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

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

System shall be implemented in accordance with approved details and maintained thereafter.

Reason: to protect the amenity of the locality.

34) Individual Satellite dishes or television antennas precluded (LBH Development Management)

The placement of any satellite dish or television antenna on any external surface of the development is precluded, excepting the approved central dish/receiving system noted in the condition above.

Reason: to protect the amenity of the locality.

35) Facade Improvement Scheme (LBH Development Management)

Prior to the residential occupation of the development, details of a facade scheme to improve the building elevation above the Premier Inn shall be submitted in writing to and for approval by the Local Planning Authority. The details shall include provision for improvements to this facade that incorporate way finding to Tottenham Hale. The scheme shall be implemented as approved prior to the residential occupation of the development and maintained thereafter.

Reason: to ensure a high quality public realm.

36) Retention of Architects

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

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

INFORMATIVES

1) Working with the Applicant (LBH Development Management)

INFORMATIVE: In dealing with this application, the London Borough of Haringey has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management

Procedure) (England) Order 2015 to foster the delivery of sustainable development in a positive and proactive manner.

2) Community Infrastructure Levy (LBH Development Management)

INFORMATIVE: The Community Infrastructure Levy will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

3) Hours of Construction Work (LBH Development Management)

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

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

4) Party Wall Act (LBH Development Management)

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

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

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

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

INFORMATIVE: In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

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

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

- 8) Water Main Crossing Diversion (Thames Water)

INFORMATIVE: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

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

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

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

INFORMATIVE: Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

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

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

12) New Development Naming (LBH Transportation)

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

13) Environment Agency – Additional Advice (Environment Agency)

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

Appendix 1 –Consultee and Neighbour Responses

CONSULTEE	COMMENT	OFFICER RESPONSE
<p>Environment Agency</p>	<p>Thank you for your consultation on the above. We have not reviewed the Flood Risk Assessment for this site as this site being within Flood one 2 falls within our Flood Risk Standing Advice: https://www.gov.uk/guidance/flood-risk-assessment-local-planning-authorities</p> <p>We are currently operating with a significantly reduced resource in our Groundwater and Contaminated Land Team in Hertfordshire and North London Area. This has regrettably affected our ability to respond to Local Planning Authorities for some planning consultations. We are not providing specific advice on the risks to controlled waters for this site as we need to concentrate our local resources on the highest risk proposals. We recommend however that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be additional to the risk to human health that your Environmental Health Department will be looking at.</p> <p>We expect reports and Risk Assessments to be prepared in line with our ‘Groundwater protection: Principles and practice’ document (commonly referred to as GP3) and CLR11 (Model Procedures for the Management of Land Contamination).</p> <p>In order to protect groundwater quality from further deterioration:</p> <ul style="list-style-type: none"> - 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. <p>End :\\Documents\2016 Admin and Progression Plan\DPS Letter Template.docx 2</p> <p>The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the</p>	<p>Response noted. Application has been circulated to LBH LLFA. The applicant has submitted a risk assessment.</p>

Appendix 1 –Consultee and Neighbour Responses

	<p>groundwater beneath the site:</p> <ul style="list-style-type: none"> - From www.gov.uk: Groundwater Protection: Principles and Practice (August 2013) Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency’s Guiding Principles for Land Contamination) in the ‘overarching documents’ section Use MCERTS accredited methods for testing contaminated soils at the site - From the National Planning Practice Guidance: Land affected by contamination - British Standards when investigating potentially contaminated sites and groundwater: BS 5930: 1999+A2:2010 Code of practice for site investigations BS 10175:2011 Code of practice for investigation of potentially contaminated sites BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters <p>All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.</p>	
LBH Head of Organisational Resilience	No comments on this application	Response noted.
Historic England Greater London Archeological	<p>Thank you for your consultation dated 30 November 2016.</p> <p>The Greater London Archaeological Advisory Service (GLAAS) provides</p>	Response noted.

Appendix 1 –Consultee and Neighbour Responses

<p>Advisory Service (GLAAS)</p>	<p>archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.</p> <p>Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p> <p>No further assessment or conditions are therefore necessary.</p> <p>Please note that this response relates solely to archaeological considerations. If necessary my Historic Buildings and Areas colleagues should be consulted Separately regarding statutory matters.</p>	
<p>Lead Officer – Pollution. Environmental Services and Community Safety</p>	<p>Air Quality</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 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 onsite. <p>A CHP unit and boilers are proposed but no detailed information on these is provided within the energy and sustainability statement. The transport assessment concludes that due to the</p>	<p>Response noted. Condition around the preclusion of issue of car parking permits to future occupiers is recommended for imposition.</p>

Appendix 1 –Consultee and Neighbour Responses

	<p>highly accessible nature of the proposed development it is proposed to be car free and therefore no parking is proposed with the expectation that existing disabled parking and servicing bays already provided on street will be sufficient. A Travel Plan and Delivery and Servicing plan has also been submitted.</p> <p>An Air Quality Assessment by Ramboll Environ dated November 2016 has been submitted. This assumes a 50 kWe micro CHP unit with NOx emissions of 10mg/Nm³ and 3 x 60 kWh boilers with NOx emissions of 31 mg/kWh will be employed. These emissions have been used as the basis for both the dispersion modelling exercise and the air quality neutral assessment. It is therefore important that the combustion plant that is installed meet these emission standards.</p> <p>No residential parking is proposed but on a development of this scale delivery and service vehicles can make a significant contribution. This has been estimated to be 12 HGV trips and 48 LGV trips daily. However no assessment of the transport emissions has been undertaken in either the dispersion modeling exercise or AQ neutral assessment. A servicing and delivery plan has however been submitted. This should focus on reducing the number of trips and promoting low emission vehicle delivery to reduce NOX emissions. In addition a condition requiring the development to be permit free should be included.</p> <p>Contaminated Land</p> <p>A Preliminary Risk Assessment (UK18-23523 by Ramboll Environ dated November 2016) has been submitted. This report comments on a previous investigation undertaken at the site which identified contamination of the soil with metals, hydrocarbons and moderately elevated land gases. It is acknowledged that the investigation was limited as it related to the commercial use of the site. The report also describes potentially contaminative historic uses of the application site including buildings of an unknown use, small garages which have been present since the mid-1980s and the electricity sub-station since the 1990s. In addition the application site has been surrounded by mixed residential, industrial and commercial use with potential historic contaminative uses including an electricity sub-station, works, printing and stationary works, depot, and a Petrol Filling Station north of the application site.</p> <p>Recommended conditions</p> <p>Combustion and Energy Plant:</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<p>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 31 mg/kWh @0% O2 as set out in the Air Quality Assessment (Ramboll Environ UK18-23523).</p> <p>Reason: To protect local air quality</p> <p>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 levels set out in the Air Quality Assessment (Ramboll Environ UK18-23523), that is, shall have dry NOx emissions not exceeding 10mg/m3 @5% O2. 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> <p>Contaminated land: (CON1 & CON2)</p> <p>CON1:</p> <p>a) Before development commences other than for investigative work: Using the information from the Preliminary Risk Assessment (UK18-23523) submitted with the planning application by Ramboll Environ, a site investigation shall be designed for the site. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> • a risk assessment to be undertaken, • refinement of the Conceptual Model, and • the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<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>Management and Control of Dust:</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>Reason: To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> • 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. <p>Reason: To Comply with Policy 7.14 of the London Plan</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 have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on 	
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Appendix 1 –Consultee and Neighbour Responses

	<p>site.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</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>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>London Underground Infrastructure Protection</p>	<p>Thank you for your communication of 30th November 2016.</p> <p>I can confirm that the planning applicant is in communication with London Underground engineers with regard to the development above. Therefore, we have no comment to make on the application except that the developer should continue to work with LU engineers.</p> <p>These comments relate only to the London Underground infrastructure protection issues raised by the application. They should not be taken to be representative of the position which may be taken by the Mayor and/or another part of TfL. You are advised to consider whether it is also necessary or appropriate to consult other parts of TfL and whether the application should be referred to the Mayor as an application of potential strategic importance pursuant to the provisions of the Town and Country Planning (Mayor of London) Order 2008. All other consultations with TfL should be made by emailing boroughplanning@tfl.gov.uk.</p>	<p>Response noted.</p>

Appendix 1 –Consultee and Neighbour Responses

<p>Natural England</p>	<p>Many thanks for consulting Natural England regarding the above planning application at Station Square in Haringey. Having taken a look at the documentation and given the location Natural England would have no specific comment to make regarding the proposals. The location, being over 500m from the Lee Valley Special Protection Area (SPA) and Ramsar site as well as Walthamstow Reservoirs Site of Special Scientific Interest (SSSI) is unlikely to have any impact either directly or indirectly upon the designated sites nearby.</p> <p>As such the only comments to make would be in relation to ensuring as much is gained from green infrastructure implementation as possible in the development, with the known benefits of this for both biodiversity and for human health and wellbeing. The use of green or brown walls or roofs and rain gardens within the development would greatly help to mitigate for future climate change impacts through better resilience to heavy rainfall events as well as being a great resource for local wildlife.</p>	<p>Response noted. Green communal areas are programmed into the development.</p>
<p>Network Rail</p>	<p>Thank you for consulting Network Rail with regards to the reference HGY/2016/3932. After reviewing the information provided in relation to the above planning application, Network Rail has no objection or further observations to make.</p>	<p>Response noted.</p>
<p>Transport for London – Borough Planning</p>	<p>Station Square West – TfL’s initial comments</p> <p>The following comments represent the views of Transport for London officers and are made on a “without prejudice” basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority.</p> <p>Proposal</p> <p>Site Description</p> <p>The site is bounded to the north by Hale Road and Station Road to the east and south. The nearest section of the Transport for London Road Network is The Hale 80m to the west. Tottenham Hale bus station is located to the south east of the site which serves 6 routes. Tottenham Hale Station provides access to the Victoria Line which operates a 24 hour service on Friday and Saturday in addition to national rail services. A taxi rank is also available at the station.</p>	<p>Response noted. Conditions around a PERS audit, cycle parking, Blue Badge Parking, CLP and DSP are recommended for imposition.</p> <p>A travel plan obligation is included in the Heads of Terms.</p>

Appendix 1 –Consultee and Neighbour Responses

	<p>As such the site records a Public Transport Accessibility Level (PTAL) of 6a on a scale of 1 to 6b, which indicates an excellent level of accessibility. Cycle Superhighway 1 can also be accessed on High Road 750m to the west.</p> <p>Access</p> <p>Access to the site for pedestrians and cyclists can be achieved from Station Road and Hale Road which TfL have no objection however the applicant should ensure that all doors are wide enough to allow cycles to pass.</p> <p>Car Parking</p> <p>The applicant proposes a car free development with Blue Badge parking provided at three bays at the hotel next to the site and on Ashley Road to the north. As this is below London Plan standards, TfL require the applicant to clarify; how it will be controlled and whether it will be sufficient for the adjacent hotel and this development. All prospective residents should also be prevented from accessing on street permits for any existing or future controlled parking zone (CPZ) secured through Section 106 agreement.</p> <p>Cycle Parking</p> <p>The applicant proposes 185 long stay and 4 short cycle spaces for the residential element and 3 long stay spaces for the commercial use which complies with London plan standards. The applicant should nonetheless clarify design matters and the provision of end of journey facilities for the commercial use. Full details of cycle parking with reference to the London Plan and London Cycling Design Standards (LCDS) should be secured by condition.</p> <p>Pedestrian Environment</p> <p>The site is identified as a key location within an emerging district centre and should therefore contribute to a high quality pedestrian environment required. It should also contribute to the delivery of the ‘Healthy Streets’ agenda. As such TfL requests that a</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<p>Pedestrian Environment Review System (PERS) audit be undertaken to identify any deficiencies in the public realm. The applicant should liaise with Haringey Council to ensure there is an appropriate overarching wayfinding strategy; a contribution towards Legible London wayfinding signage may be required accordingly.</p> <p>Impact Assessment</p> <p>The applicant has submitted a multi modal impact assessment using a combination of TRICs sites and Census data. The applicant should justify the high mode split of 44% By comparing to 2011 Census data.</p> <p>Servicing</p> <p>The applicant has provided an outline Delivery and Servicing Plan (DSP) which states that Servicing take place from Station Road or Hale Road. TfL would prefer Station Road as it is less busy. The applicant forecasts 29 servicing movements per day and should provide details of how servicing movements will be regulated in a full Delivery and Servicing Plan, secured by condition.</p> <p>Further guidance on producing a DSP can be found at:</p> <p>https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessmentguide/guidance-by-transport-type/freight</p> <p>Bridging structure</p> <p>Part of the site lies above Victoria Line tunnels. The applicant has proposed a Bridging structure to support the tunnels and should continue to work with TfL.</p> <p>Construction</p> <p>The applicant has provided an outline Construction Logistics Plan (CLP) which TfL finds acceptable. Given the proximity to the Lea navigation, TfL requests that serious consideration is given to water freight for demolition and construction related trips. A full Construction Logistics Plan should be secured by condition.</p> <p>Further guidance on producing a CLP can be found at: https://tfl.gov.uk/infofor/</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<p>urban-planning-and-construction/transport-assessment-guide/guidance-bytransport-type/freight</p> <p>Travel Plan</p> <p>The applicant has submitted a residential travel plan which TfL find broadly acceptable. A full Travel Plan should be secured through Section 106 agreement. Community Infrastructure Levy</p> <p>In accordance with London Plan policy 8.3, Community Infrastructure Levy, the Mayor agreed to commence CIL charging for developments permitted on or after 1 April 2012. It is noted that the proposed development is within LB Haringey, where the Mayoral charge is £35 per square metre Gross Internal Area (GIA). http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy.</p> <p>Summary</p> <p>In summary TfL finds the overall scheme to be agreeable, however, a number of revisions are requested to ensure the proposal is London Plan compliant:</p> <ul style="list-style-type: none"> • TfL require further clarification regarding the provision and management of Blue badge spaces • Full details of cycle parking should be secured by condition in consultation with TfL. • Undertake a PERS audit. • Justify the walking mode split in the TA. • Continue to work with TfL regarding the Bridging structure • Produce a CLP and DSP by condition. • Submit a full Travel Plan secured through Section 106 agreement. 	
Thames Water	<p><u>Waste Comments</u></p> <p>Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning</p>	Response Noted. All conditions and informative received recommended for imposition on the decision notice.

Appendix 1 –Consultee and Neighbour Responses

	<p>Authority look to approve the application, Thames Water would like the following 'Grampian Style' condition imposed.</p> <p>“Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved 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 sewage 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.</p> <p>Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be 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>There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer.</p> <p>Thames Water will usually refuse such approval in respect of the construction of new</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<p>buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.</p> <p><u>Surface Water Drainage</u> - 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.</p> <p>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.</p> <p>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. The contact number is 0800 009 3921.</p> <p>Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</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>“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.”</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<p>Water Comments</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface 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 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 water utility infrastructure. Piling has the potential to impact on local underground water 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>Thames Water recommend the following informative be attached to any planning permission:</p> <p>There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer’s cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.</p> <p>Thames Water recommend the following informative be attached to any planning permission:</p> <p>There are large water mains crossing the proposed development site. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.</p>	
<p>Neighbourhood Action Team Leader. Waste</p>	<p>Further to your request concerning the above planning application I have the following comments to make:</p>	<p>Comments noted. Condition around a waste management plan is</p>

Appendix 1 –Consultee and Neighbour Responses

<p>Management Comments</p>	<ul style="list-style-type: none"> • Street-based households receiving kerbside collection services require space for the ‘Standard kerbside collection full set’ to be left for collection within the area of the property as close as possible to the access point to the property for collection teams. Details of the ‘Standard kerbside collection full set’ are given below. • Wheelie bins or bulk waste containers must be provided for household collections. • Wheelie bins must be located no further than 25 metres from the point of collection. Bulk waste containers must be located no further than 10 metres from the point of collection. • If waste containers are housed, housings must be big enough to fit as many containers as are necessary to facilitate once per week collection and be high enough for lids to be open and closed where lidded containers are installed. Internal housing layouts must allow all containers to be accessed by users. Applicants can seek further advice about housings from Waste Management if required. • All doors and pathways need to be 200mm wider than any bins that are required to pass through or over them. • If access through security gates/doors is required for household waste collection, codes, keys, transponders or any other type of access equipment must be provided to the council. No charges will be accepted by the council for equipment required to gain access. • Adequate waste storage arrangements must be made so that waste does not need to be placed on the public highway other than immediately before it is due to be collected. Further detailed advice can be given on this where required. <p>This proposed application 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 this property. The information indicated above and below provides some detail about accessibility, design and space requirements.</p> <ul style="list-style-type: none"> • 21 x 1100L bin for refuse • 13 x 1100L bin for recycling • 128 x food waste kitchen caddy 	<p>recommended for implementation.</p>
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Appendix 1 –Consultee and Neighbour Responses

	<ul style="list-style-type: none"> • 9 x 140L food waste exterior box <p>Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway.</p> <p>The application provided seems to suggest there is not enough Storage Area provision for the requirements.</p> <p>The above planning application has been given a RAG traffic light status of RED for waste storage and collection.</p>	
<p>Greater London Authority</p>	<p>(The full text of the Greater London Authority Stage 1 report for the proposal is attached at Appendix 2)</p>	<p>Response noted. The officer response to the GLA’s comments around S106 provisions for affordable housing area addressed in the main body of the report in Section 6.</p> <p>The conditions around Part M4(2) and M4(3) of the building regulations are recommended to be imposed as per Section 8 of this report.</p> <p>The additional information around carbon savings has been provided by the applicant as per Section 6 of this report.</p>

Appendix 1 –Consultee and Neighbour Responses

<p>LBH Transportation</p>	<p>Ref: HGY/2017/3932 Transport Context</p> <p>The application site is bounded by Hale Road along its northern boundary and Station Road along its southern boundary.</p> <p>The site has an excellent public transport accessibility level (PTAL) of 6a and is located close to Tottenham Hale bus station with a number of nearby bus stops providing access to some 6 bus routes with a combined frequency of 83 buses per hour (two way). The site is also within 230 metre walking distance of Tottenham Hale railway and tube stations. The nearest car club bay is located on Antill Road approx. 400m away.</p> <p>Description of Development</p> <p>The proposals are for the redevelopment of the site to provide a 22 storey building comprising 128 residential units and 420 sqm (GIA) retail floor space (A1/A3). Pedestrian access to the residential units is proposed from Station Road and access to the commercial units is likely to be from Hale Road. A total of 203 cycle parking spaces (long stay) will be provided in accordance with London Plan Standards.</p> <p>Trip Generation</p> <p>In order to assess the potential multimodal trips likely to be generated by the proposed development, the industry standard TRICS database has been interrogated. Trip rates for the typical morning (0800-0900) and evening (1700-1800) peak traffic hours have been extracted from comparable sites. These trip rates have then been applied to the proposed development and demonstrate that peak hour multi modal trip generation (excluding servicing and vehicle trips) for the proposals would be up to approx. 10 arrivals and 51 departures for the am peak period and up to 37 arrivals and 17 departures in the pm peak period. It is to be noted that as this development will not be providing off-street car parking spaces, it is expected that the majority of the proposed trips will be by sustainable modes of transport.</p> <p>The multi modal trip rate assessment contained in the accompanying Transport Assessment is considered to be relatively modest and unlikely to give rise to any</p>	<p>Comment Noted. A full transport assessment is contained in Section 6 of this report.</p>
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Appendix 1 –Consultee and Neighbour Responses

	<p>significant impact on local transport network. Parking</p> <p>Owing to the ‘car free nature’ of the scheme, the multimodal trip rate assessment assumed that the vehicular trip generation/parking demand is likely to be negligible. Whilst it is considered reasonable to assume that a ‘car free development’ in such a location (i.e. high PTAL) is likely to generate fewer car trips, there is still potential for the proposal to generate some parking demand, which in the absence of on-site parking, has the potential to be displaced on street.</p> <p>The majority of roads in close proximity of the site are controlled by yellow line ‘at any time restrictions’ including Station Road, Hale Road, Watermead Way and sections of Ashley Road. Additionally, ‘no loading at anytime’ restrictions are in force on Station road and Hale Road immediately adjacent to the site.</p> <p>A number of Controlled Parking Zones (permit only parking) are located in close proximity of the site including, ‘Seven Sisters CPZ’ to the south of the site with controls in operation Monday to Saturday 8:30am – 6:30pm, and ‘Tottenham Hale CPZ’ to the north of the site with controls in operation Monday to Friday 8am to 6.30pm for zone.</p> <p>Taking the above parking constraints into consideration , the only opportunity for legal parking is on Ashley Road (in parts), Mill Mead Road and Jarrow Road (in parts), it is however unlikely that Mill Mead Road and Jarrow Road will be impacted by the development given the separation (indirect access) and distance from the development.</p> <p>It is also noted that as part of the consent for the neighbouring hotel development, the council required a financial contribution by way of a S.106 agreement towards the implementation of a parking control scheme on Ashley Road. Any residual parking demand as a result of the development proposal being considered will be minimised by the above mentioned controls.</p> <p>Based on the above parking constraints and excellent transport accessibility level of the site and, a ‘Car Free’ proposal would be supported in this location. A car free development in this location is considered consistent with policy SP7 of the Councils</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<p>Local Plan.</p> <p>Disabled Parking</p> <p>Disabled parking is shown to be accommodated on street within 3 no. spaces on Station Road approved as part of the neighbouring hotel development. As with all on-street provision, this provision cannot be dedicated to the proposed development. The applicant has cited the existing underground tunnel below the site which prohibits the ability to create any basement structure for parking, as one of the reasons why it has been difficult to provide dedicated off-street parking provision. The accompanying Transport Assessment provides evidence of disabled parking occupancy at a number of recently constructed and fully occupied residential developments in Greater London. The study suggests that in areas of high public transport accessibility, the demand for disabled parking provision is likely to be relatively low (0%). The study presented in the TA is not by itself sufficient to justify the absence of dedicate off street peaking, particularity in light of similar studies that suggest that blue badge take up can, on occasion, be higher.</p> <p>In light of the local context and the specific site constraints detailed above, flexibility of London Plan and the councils Blue Badge parking standards may be justified in this location.</p> <p>The provision of shared on-street provision on Station Road can only be considered if it is clear that the level of provision (3no.of spaces on Station Road) will be sufficient to meet the demand generated by the adjacent hotel and the development being considered. A parking demand study should be submitted confirming the above requirement. The applicant should refer to the blue badge study/discussion as part of the wider Ashley Road sites in carrying out the above assessment.</p> <p>Access and Servicing Arrangements</p> <p>The applicant has proposed providing residential refuse storage and waste collection on the ground floor along the station road frontage. It is proposed that residential refuse stores can be accessed from the loading bay secured as part of the neighbouring hotel development on Station Road. An assessment of the cumulative servicing demand of both the existing hotel and the proposed residential use demonstrates that a single bay on Station Road is likely to be sufficient to meet the</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<p>servicing needs of both sites.</p> <p>The waste storage for the commercial unit is located along the Hale Road frontage and it is expected that due the location of the storage area, that the most convenient and likely place for vehicles to stop will be Hale Road, including the closures (footway re-instatement) of 2 no. redundant vehicular crossovers.</p> <p>In the interest of minimising impacts on traffic (servicing) in the adjoining road (Hale Road), it is advised that the applicant is required to pay a sum totally (x) to cover the highway works necessary to lengthen the exiting lay-by as identified in the Tottenham Hale District Centre Framework Regeneration Plans - Street and Spaces Strategy, Nov 2015. The applicant will be required to enter into an agreement with the Council pursuant to s.278 of HA 1980, to pay the Council for above necessary highway improvement works.</p> <p>Travel Plan</p> <p>The applicant has provided a draft travel plan which includes interim modal shift targets, a monitoring schedule and measures including free car club membership for three years for each household. It is expected that a full travel plan will be submitted and thereafter re-submitted in accordance with a S106 Travel Plan obligation. The travel plan must promote the development as a 'Car Free' scheme and support sustainable travel choice and modal shift. The council will seek a Section 106 travel plan fee totalling £3000 to cover the cost of reviewing the TP at each reporting stage. It will be necessary to secure it's delivery via a S106 schedule.</p> <p>Conclusion</p> <p>Subject to the additional details being submitted and approved (i.e. blue badge parking demand study), the Highway Authority is likely to conclude that the development will not generate a significant increase in traffic or parking demand or result in a detrimental impact on the highway and transportation network, subject to the following S.106 obligations and conditions:</p> <p>Section 106 Obligations/Undertaking</p> <ol style="list-style-type: none">1. The applicant will be required to enter into a Section 278 Agreement to secure	
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Appendix 1 –Consultee and Neighbour Responses

	<p>a sum of £TBC for works related to the extension of the existing inset bay, creation of 1no. 12m loading bay on Hale Road including any associated traffic order amendments and removal of 2 no. redundant vehicular crossovers (re-instalment of footways). Unavoidable works required to be undertaken by Statutory Services will not be included in LBH Haringey Estimate or Payment.</p> <p>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. (£TBC) Cycle parking contribution for 4no, cycle parking spaces within proximity 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> <ul style="list-style-type: none"> a) The developer must appoint a travel plan co-ordinator to monitor the travel plan initiatives annually. b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents. c) The developer must offer one years free membership and £50 credit to each new residential unit. 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. 	
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Appendix 1 –Consultee and Neighbour Responses

	<p>Conditions:</p> <ol style="list-style-type: none"> 1. All construction traffic (including HGV movement) shall be managed in accordance with the Construction Logistics Plan unless otherwise agreed in writing with the local planning authority. 2. Details of arrangements for cycle storage (including means of enclosure for the area concerned and the bicycle stairway and trough system) shall be submitted to, and approved in writing by, the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed to the satisfaction of the Authority before any part of the development is first occupied, and permanently maintained thereafter to the Authority’s satisfaction. Reason: To ensure that adequate cycle storage facilities are provided. <p>Informative</p> <p>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>LBH Environmental Health Officer – Noise</p>	<p>No objection to scheme. Noise and Vibration Impact Assessment reviewed and considered acceptable. Once more detail about the exact plant and equipment is known a further refreshed assessment should be made. Standard conditions recommended.</p>	<p>Comment Noted.</p>
<p>LBH Carbon Management</p>	<p>Energy – Overall At this stage the scheme delivers a 40.1% improvement beyond Building Regulations 2013. The policy requirement is to deliver zero carbon for residential units and 35% improvement beyond Building Regulations 2013 for the commercial floorspace. However, the overall approach is not policy compliant because the London Plan energy hierarchy has not been followed.</p> <p>Energy – Lean The applicant has proposed an improvement of beyond Building Regulations by 8.9% through improved energy efficiency standards in key elements of the build.</p>	

Appendix 1 –Consultee and Neighbour Responses

	<p>This should be conditioned to be delivered on site: Suggested Condition:</p> <p>You must deliver the energy efficiency standards (the Lean) as set out in the Energy Strategy, by WSP Parsons Brinckerhoff, Revision 2, dated November 2016. This Building Element Proposed specification for the development (u-values)</p> <p>External walls 0.15 Roof 0.1 Ground floor 0.1 Windows 1.2 Glazing g-value 0.3 Air tightness 3 m3/hr/m2</p> <p>The development shall then be constructed and delivered to the U-values set out in the Energy Strategy document. Achieving the agreed carbon reduction of 8.9% beyond BR 2013. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.</p> <p>The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council. Should the agreed target not be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04 Energy – Clean A community CHP system with Low Temperature Hot Water Heating system is proposed to serve the heating and hot water loads. This will meet 75% of annual space and hot water loads. The remaining 25% of space heating will be supplied by condensing boilers with a minimum seasonal efficiency of 92%. Tottenham Hale has been identified as an area where a District Energy Network will be delivered.</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<p>Therefore, connectivity is expected, and an energy centre capable of connecting to the future DE network must be designed into the development. Action: Applicant must submit details of location and size [m2] of energy centre for connection to future DE network. We recommend that these are addressed through the following condition: Suggested Condition:</p> <p>Details of the Combined Heat and Power facility and associated infrastructure, which will serve heat and hot water loads for all the units on the site. This shall provide for no less than 26.9% total CO2 reduction 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:</p> <ul style="list-style-type: none"> a) location of the energy centre; b) specification of equipment; c) flue arrangement; d) operation/management strategy; and e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) <p>Once these details are approved the Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>The Combined Heat and Power 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.</p> <p>REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22. Suggested condition for condensing boilers: That all condensing gas boilers that are to be installed across the development are to have a</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<p>minimum SEDBUK rating of 92%. The applicant will demonstrate compliance by supplying installation specification at least 3 months post construction. Once installed they shall be operated and maintained as such thereafter. Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04 Energy – Green</p> <p>In line with Haringey’s Local Plan the development must deliver 20% on site renewables, after it has delivered the other elements of the energy hierarchy – Be lean, Be Clean. We seek that maximum opportunities are delivered on the PV panels. This is not policy compliant. PV Panels - They have concluded that approximately 100m2 PV panels would produce regulated CO2 savings of approximately 5.3%. These are fitted on to the roof space of the building. Not all roof space has been used for energy generation. Action: For the applicant to review number of PV panels and maximise area of panels on roof. A revised schematic, with the increased coverage is to be submitted prior to determination. This should include area [m2] and output [kWp] of panels. A condition will be worded to ensure delivery of this once the schematics have been submitted and approved. Should the target not be able to be achieved on site through renewable energy technologies, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04 Sustainability Assessment The applicant is expected to submit a Sustainability Assessment with their Energy Strategy. For the commercial spaces the applicant is expected to undertake BREEAM and achieve ‘Very Good. Action: The applicant must confirm how the sustainability assessment will be undertaken for the domestic dwelling Suggested condition for BREEAM: You must submit for our written approval a design stage accreditation certificate confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent) a minimum of 6 months prior to commencement on site. 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 then be issued by the Building Research Establishment or other</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<p>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.</p> <p>Suggested condition: 3 months prior to commencement on site a renewable energy strategy will be submitted to the council for approval (including a map with the area, capacity and location of renewable, solar PV).</p> <p>This strategy will set out how the development will maximise opportunities for renewable energy generation and work towards the delivery of the policy requirement of a minimum of 20% carbon reduction through the use of renewable technologies on site. Should the target not be able to be achieved on site through renewable energy technologies, then any shortfall should be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04 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.</p> <p>Suggested condition for Home Quality Mark sustainability assessment: The development shall then be constructed in strict accordance of the details so approved, and shall achieve the rating of Home Quality mark level 4 for all units on the site, and shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval. In the event that the development fails to achieve the agreed rating for the whole 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</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<p>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.</p> <p>Overheating Risk</p> <p>The results of the analysis show that Living areas within dwellings pass the TM52 overheating criteria using the current London DSY file, on the condition that blinds are closed when irradiance reaches a level of 500 W/m2 and that windows can be opened for prolonged periods based on the modelling assumptions above. Similarly, using a percentage hours exceedance measure, it was found that bedrooms pass the assessment in the case of the current London DSY. In addition, there are a number of single aspect units.</p> <p>The mitigation strategy proposed is not acceptable – having open-able windows and blinds to prevent overheating. Blinds are not a planning issue. These are occupant and behavioural solutions and are not acceptable. Furthermore, the location of the site adjacent to the junctions of several A roads means it will have a high concentration of air pollution and noise. Opening windows are not a sensible solution. As the site is allocated for approximately 90% ‘affordable’ housing (shared ownership) – on going running costs for heating and electricity should be considered within the affordability of the units, and the risk of overheating should be designed out. This is therefore not policy compliant.</p> <p>Action: Applicants to clarify what design measures will be implemented to reduce the overheating risk (such as Brise soleil) or energy loads (such as air conditioning) are incorporated to the design of the development and its Energy Strategy. Suggested Condition The applicant must submit report to 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 the risk of overheating is low and adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given.</p>	
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Appendix 1 –Consultee and Neighbour Responses

	<p>Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority. Reason: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development. Drafted by: Sadhbh Ní Hógáin, Housing Retrofit Project Manager, Carbon Management Team</p>	
<p>LBH Regeneration</p>	<p>The Tottenham Hale District Centre Framework (DCF) adopted by the council in March 2016 sets the regeneration and delivery framework for Tottenham Hale. 1 Station Square lies at the heart of the new district centre, along the axis of the key north-south connection that runs past the site. This route is critical to establishing a new network of Streets and Spaces at the heart of Tottenham Hale.</p> <p>This site is at the heart of the Strategic Development Partnership with Argent Related which the Council agreed to enter into July 2016. The sites around 1 Station Square are set to be delivered by the Council’s strategic partner, Argent Related.</p> <p>Based on the vision developed in the DCF, Tottenham Regeneration welcomes the introduction of active frontages on Station Square as they will become a significant component to the establishment of an attractive local hub. Through the development of this scheme, the council has emphasised better treatment to the ground floor units, while recognising the highly constrained nature of the site.</p> <p>The public realm in and around 1 Station Square is currently being developed and refined through the finalisation of the Streets and Spaces Strategy. This document sets out the movement framework and public realm strategy for Tottenham Hale. The developer is continuing to engage with the Council and neighbouring landowners through this process. The Council’s Green and Open Spaces Strategy sets out the council’s approach to enhancing and protecting green spaces, and the links between them, within Tottenham Hale.</p> <p>Coordinated approach to the delivery of the Tottenham Hale District Centre With the future redevelopment of Tottenham Hale, the council has set up a Landowner and Developer Forum. There are three main areas of work – coordination (infrastructure, utilities, logistics etc), communications and skills/employment initiatives. As part of this forum, the council will expect all the landowners to collaborate to agree a</p>	<p>Comments Noted</p>

Appendix 1 –Consultee and Neighbour Responses

	<p>coordinated construction logistics plan and programme for the delivery of the many sites of Tottenham Hale and to contribute to the position of a new project manager employed by the council, who will be in charge of coordinating and leading on this important piece of work.</p> <p>S106 Contributions</p> <p>The council has been working with developers and major landowners to develop an approach to the delivery of key infrastructure to support the delivery of the required infrastructure necessary to support the development coming forward. S106 contributions are requested for:</p> <ul style="list-style-type: none"> - Leisure facilities and soft landscaping eisure improvements as part of the third package of improvements to Down Lane Park (£225,000). Reference: Green and Open Spaces Strategy. - Station Road public realm enhancements (£94,000). Station Road will be an important urban feature and connection to a vibrant Station Square. Concept and detailed designs for the road and public realm have been developed and will be refined through the current phase of the Streets & Spaces strategy. Station Road’s upgrade will be funded through contributions from two sites on the Station Square West site allocation. - End user skills training (£29,000). The contribution will be supported the Haringey Employment and Recruitment Partnership’s activities to offer employability and vocational skills training targeted at Haringey residents for the purpose of facilitating their access to end use employment opportunities. 	
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<p>Peter Timmer 49 Clonmell Road N176JY</p> <p>Objects to the</p>	<p>The 'Statement of Community Involvement' comprises 6 documents, only 1 of which seems to show 'data'. It seems to suggest just 21 people's views (via a survey) have been assembled by the planning applicant.</p> <p>I'd say the way the Council has handled Wards Corner and Apex House (amongst others)</p>	<p>Objection noted. The Council has undertaken statutory consultation in conformity with relevant legislation and guidance.</p>
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Appendix 1 –Consultee and Neighbour Responses

<p>proposal.</p>	<p>means the community has ceased to take such processes seriously, through 'breach of trust' in fake consultation. 4,600 invitations to see an 'exhibition' of the building, 0.45% views presented in the application. Yeah gods!</p> <p>I'd just like to point out that you have no community involvement from what I can read on this application, and I can't see many people having any 'growing faith' in our Council's ability to listen to the people who live in spaces like Tottenham Hale and Seven Sisters, and will live under the shadows of such buildings - 22 storeys, it's Apex House all over again.</p> <p>It seems all community appetite for active participation has gone, and I will not be expressing a view beyond leaving this comment. You have no community data.</p>	<p>The consultation in respect of the application is considered to be acceptable.</p>
<p>J Skuse High Cross Road London N17 9PE</p> <p>Objects to the proposal.</p>	<p>I have two primary concerns arising from my reading of the submitted planning documents:</p> <p>1) Car parking. It has been suggested that the development will be 100% car free (aside from the blue-badge spaces). I feel that this is an obtuse statement. Look at the surrounding areas to the proposed site and it is clear to see the large number of cars parked - showing demand from residents, with minimal space for any more.</p> <p>To say that public transport satisfies the needs of people movement is inaccurate, as evidenced by the large modal share of transport by road. It is a noble ambition, but does not seem to be evidenced (or reasonable).</p> <p>This demand for car-parking will only increase from this specific proposal (as well as when time goes on with proposed further developments increasing the housing density around the Tottenham Hale area), this has knock-on effects on parking on local roads.</p> <p>This leads on to my second point.</p> <p>2) Character and appearance of the area. Tottenham Hale is a primarily low-to-medium rise developed area on the outskirts of inner London (or the inner parts of outer London,</p>	<p>Objection Noted. The transportation impacts of the scheme (including parking) are considered in Section 6 of this report.</p> <p>The impacts to the character and appearance of the area are also assessed in Section 6 of this report.</p>

Appendix 1 –Consultee and Neighbour Responses

	<p>depending on your criteria used). The creation of a 22 storey building very much changes both the character and appearance of the area. Other areas in similar parts of London such as around Stratford's East Village and Nine Elms have resulted in areas with vast quantities of generic & dense tall residential buildings, oppressive skylines and channelled wind at ground level. These can be considered unattractive and unacceptable.</p> <p>Individually this planning application does not take into account of local needs and the area's character. Additionally, if this sets the template for further developments then the area will significantly change - and not in my view for the better.</p>	
<p>Connie Meade Flat 3 79 High Cross Road</p> <p>Objects to the proposal.</p>	<p>Hello, I am concerned that the proposed development will impact on the view from our balconies (as the Premier Inn) did. Also we have a huge problem with parking on High Cross Road, it does not sound like there are any plans to create car parking spaces for these new residents. They will inevitably try to park on our road as it is within closest walking distance to the proposed new properties.</p>	<p>Objection noted. The transportation impacts of the scheme (including parking) are considered in Section 6 of this report.</p>
<p>Sacha Wooldridge Flat 2 79 High Cross Road Tottenham Hale London</p>	<p>I don't object with the development in principle. However I think it is imperative that the the development makes better consideration and provision to address the parking congestion that is an existing problem - High Cross Road N17 9NR is already horrifically congested, with residents double parking and blocking in other residents. It is inconceivable that such a large development won't worsen an already un-livable situation for existing tenants. The parking concerns are something that we are in the process of undergoing a parking consultation application in request to get Haringey council to address this - there is a live petition on Change.org for this and photo evidence had been provided to the Haringey Front Line Parking Consultations team. Further, the one way system there is already very heavily congested with drivers regularly undertaking illegal u-turns on the road. Adding 128 residential units will no doubt only worsen this position. It is unsafe and poses a significant and real danger to pedestrians as it is.</p>	<p>Objection noted. The transportation impacts of the scheme (including parking) are considered in Section 6 of this report.</p>

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1 Station Square, Tottenham Hale

in the London Borough of Haringey

planning application no. HGY/2016/3932

Strategic planning application stage 1 referral

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

The proposal

Demolition of existing buildings and erection of a 22 storey building, providing 434 sq.m. (GEA) of commercial floorspace (Class A1/A3), 128 residential units (Class C3), landscaped amenity space, cycle parking and associated works.

The applicant

The applicant is **Micuber Estates Limited**, the architect is **John McAslan & Partners**, and the agent is **Nathaniel Litchfield & Partners**.

Strategic issues summary

Affordable housing: 90% (by habitable room) on-site, based on £28,000 per unit grant funding as set out in the Mayor's draft Affordable Housing and Viability SPG, made up of 117 shared ownership units. 35% affordable housing without grant. The high proportion of affordable housing is strongly supported. The Council has identified that the Opportunity Area site is well-suited to smaller intermediate tenure units, particularly as Tottenham has a large proportion of social rent tenure. Therefore, the provision of all of the affordable units as shared ownership tenure is acceptable. The section 106 agreement should specify the affordable housing % both with and without grant funding, as well as eligible household income limits for each shared ownership unit size (Para's 17-19).

Urban design and tall buildings: The height, layout, massing and architecture of the building is supported, and residential quality is good (Para's 26-30).

Recommendation

That Haringey Council be advised that while the application is generally acceptable and supported in strategic planning terms, it does not yet comply with the London Plan for the reasons set out in paragraph 47 of this report; however the possible remedies set out in that paragraph could address these deficiencies.

Context

1 On 30 November 2016, the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor has until 10 January 2016 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Category 1C(c) of the Schedule to the 2008 Order:

- *1C(c) "Development which comprises or includes the erection of a building that is more than 30 metres high and is outside the City of London."*

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

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

Site description

5 The 0.22 hectare site occupies a prominent corner at the junction of Hale Road and Station Road, with a recently constructed 96-bed Premier Inn hotel on the western boundary of the site. On the northern side of Hale Road lies a two storey residential terrace and a petrol station. Ashley Road to the north is predominately in industrial use, including the locally listed Berol House, although proposals are coming forward for residential-led mixed uses. To the south of Station Road are large shed-type retail units and associated car parking, with Tottenham Hale Retail Park further to the south. To the east is Tottenham Hale Bus and Railway Station, with Tottenham Hale Village further to the east. Further to the west is a predominately residential area consisting of terraced housing. The site was formerly in industrial use and it includes two small one storey buildings and a yard used for informal parking. A small parking area occupies the corner of the site adjacent to the junction with Hale Road and Station Road.

6 The site lies within a potential District Centre, as identified in the Tottenham Area Action Plan (Pre-Submission Version, January 2016). The site is also within the Tottenham Housing Zone and the Upper Lee Valley Opportunity Area.

7 The nearest section of the Transport for London road network is The Hale, 80 metres to the west. Tottenham Hale bus station is located to the south-east of the site, which serves 6 routes. Tottenham Hale Station provides access to the Victoria line, which operates a 24 hour service on Friday and Saturday; in addition to national rail services. A taxi rank is also available at the station. As such the site records a public transport accessibility level (PTAL) of 6a, on a scale of 1 to 6b, which indicates an excellent level of accessibility. Cycle Superhighway 1 can also be accessed on Tottenham High Road, 750 metres to the west.

Details of the proposal

8 The application seeks to demolish the existing buildings and erect a 22 storey building including 434 sq.m. (GEA) of commercial floorspace (Class A1/A3) at ground/mezzanine level, 128 residential units (Class C3), landscaped amenity space at levels 1 and 7, cycle parking and associated works.

Case history

9 On 7 September 2016, a pre-application meeting was held at City Hall for a detailed application for 129 residential units and ground floor retail of approximately 380 sq.m., in a building of up to 22 storeys. The GLA's pre-application advice report of 19 September 2016 concluded that the principle of the proposal was supported; however issues relating to affordable housing, housing, urban design and tall buildings, inclusive design, transport, and climate change should be addressed in any application.

Strategic planning issues and relevant policies and guidance

10 The relevant issues and corresponding policies are as follows:

- Employment *London Plan*
- Town centre uses *London Plan; Town Centres SPG*
- Housing *London Plan; Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG*
- Affordable housing *London Plan; Housing SPG; draft Affordable Housing and Viability SPG; Housing Strategy*
- Density *London Plan; Housing SPG*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Tall buildings *London Plan*
- Historic Environment *London Plan*
- Inclusive design *London Plan; Accessible London: achieving an inclusive environment SPG*
- Parking *London Plan; the Mayor's Transport Strategy*
- Transport *London Plan; the Mayor's Transport Strategy*
- Crossrail *London Plan; Mayoral Community Infrastructure Levy*
- Climate change *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy*

11 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is made up of Haringey's Strategic Policies DPD (2013), the Saved Policies within the Unitary Development Plan, and the 2016 London Plan (Consolidated with Alterations since 2011).

12 The following are also relevant material considerations:

- The National Planning Policy Framework, Technical Guide to the National Planning Policy Framework and National Planning Practice Guidance.
- The Upper Lee Valley Opportunity Area Planning Framework (ULV OAPF) (July 2013).
- The Tottenham Area Action Plan (Pre-Submission Version, January 2016).
- The Site Allocations DPD (Pre-Submission Version, January 2016).
- The Development Management DPD (Pre-Submission Version, January 2016).
- Alterations to Strategic Policies (Pre-Submission Version, January 2016).

Principle of development

Residential/town centre uses/employment

13 The site lies within the boundary of the Upper Lee Valley Opportunity Area, as identified in London Plan Policy 2.13 and Table A1.1, which states that the Opportunity Area is capable of accommodating at least 20,100 homes up to 2031. London Plan Policy 3.3 'Increasing Housing Supply' recognises the pressing need for new homes in London and Table 3.1 gives an annual monitoring target of 1,502 new homes per year in Haringey between 2015 and 2025. The site is also located within the Tottenham Housing Zone, which has a target for approximately 2,000 new homes. The Tottenham Area Action Plan (AAP) identifies the site as part of site TH4 Station Square West, with a target of approximately 300 net residential units.

14 The site is designated as a Local Employment Area, although it is currently largely unused, other than for car parking. London Plan Policy 4.4 'Managing Industrial Land and Premises' provides a strategic aim for boroughs to adopt a rigorous approach to industrial land management, but recognises that managed release may be required to provide other uses in appropriate locations. The Tottenham AAP proposes to remove the Local Employment Area designation and identifies the site for new District Centre uses at ground and first floor, with residential and commercial above. The site is also within the potential District Centre identified in the AAP.

15 The proposal for a residential led mixed-use development is consistent with London Plan policies and emerging local policies and is therefore supported. The inclusion of 434 sq.m. ground/mezzanine floor retail uses are in line with London Plan Policies 2.15 'Town Centres', 4.7 'Retail and town centres', 4.8 'Supporting a successful and diverse retail sector' and supplementary planning guidance 'Town Centres'.

Housing

16 The unit numbers proposed are as follows:

Units	Market	Intermediate (shared ownership)	Total
One-bed	3	68	71 (55%)
Two-bed	6	42	48 (38%)
Three-bed	2	7	9 (7%)
Total	11	117	128
		90% by habitable room	

Affordable housing

17 London Plan Policy 3.9 'Mixed and Balanced Communities' seeks to promote mixed and balanced communities by tenure and household income. Policy 3.12 'Negotiating Affordable Housing' seeks to secure the maximum reasonable amount of affordable housing. The Mayor's recently published draft Affordable Housing and Viability SPG introduces a threshold approach, whereby schemes meeting or exceeding 35% affordable housing without public subsidy are not required to submit a viability assessment. London Plan Policy 3.11 'Affordable Housing Targets' requires that 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale, with priority given to affordable family housing. The Mayor's draft Affordable Housing and Viability SPG sets out a preferred tenure split of at least 30% low cost rent, at least 30% intermediate, and the remaining 40% to be determined by the LPA; however more flexibility is encouraged in Opportunity Areas.

18 The application proposes 90% affordable housing. Further discussions have taken place with the Registered Provider (RP) involved, which has confirmed that 35% affordable housing without grant is expected to be committed to as a minimum with any future grant of planning permission; and 90% to be secured based on £28,000 per unit grant funding as per the Mayor's draft Affordable Housing and Viability SPG. All of the affordable units will be in the form of intermediate shared ownership units.

19 The high proportion of affordable housing is significantly above the Council's strategic target for 50% affordable housing and is strongly supported. The Council's AAP encourages alternative affordable tenures to the social rented accommodation that currently dominates Tottenham, and its pre-application advice has identified that the site is well-suited to smaller intermediate tenure units. Therefore, the provision of all of the affordable units as shared ownership tenure is acceptable. As per the draft SPG, the section 106 agreement should specify the affordable housing % both with and without grant funding; include a review mechanism to be triggered if an agreed level of progress on implementation is not made within two years of permission being granted; and include an agreed Benchmark Land Value. The shared ownership units should also meet the affordability requirements of paragraphs 2.36-2.43 of the draft SPG.

Housing choice

20 London Plan Policy 3.8 'Housing Choice' encourages a choice of housing based on local needs, while affordable family housing is stated as a strategic priority. Policy 3.11 also states that priority should be accorded to the provision of affordable family housing.

21 The mix of units is for 93% to be two-bed or smaller and 7% family-sized units. It is recognised that a large proportion of one and two bed units are appropriate in a high density scheme in this highly accessible location, and smaller intermediate units are also likely to encourage 'entry-level' access to home ownership, which is welcomed. During pre-application discussions, the Council has agreed that this site is well-suited to smaller intermediate tenure units, with other sites in Tottenham Hale coming forward with a higher proportion of family-sized units. The housing mix is therefore supported.

Density

22 London Plan Policy 3.4 'Optimising Housing Potential' states that taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output within the relevant density range shown in Table 3.2. The site is within an 'urban' setting where the density matrix sets a guideline of 45-260 units or 200-700 habitable rooms per hectare with a PTAL of 4-6.

23 The density proposed is approximately 1,454 units per hectare. While this is considerably above the density range, it is recognised that this is a reflection of the very small and constrained site. The site is also highly accessible, being located immediately next to Tottenham Hale Station. The site is also in close proximity to a significant open space in the form of Down Lane Park, which lies across Hale Road, immediately to the north of the site, with Lee Valley Regional Park in close proximity. Quality considerations are particularly important for high density schemes, and as discussed in this report, the quality of the scheme supports the proposed density.

Children's play space

24 Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation, with further detail in the 'Shaping Neighbourhoods: Play and Informal Recreation' SPG, which sets a benchmark of 10 sq.m. of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum.

25 The proposals indicate a child yield of 9, which is below the trigger point for on-site play space as defined in the Mayor's SPG. Notwithstanding this, the proposals include 54 sq.m. of play space targeted to under-fives within the level 7 external amenity area, which is welcomed, and it is noted that the play facilities of Down Lane Park are in close proximity.

Urban design and tall buildings

26 The proposals involve the redevelopment of a challenging spatially constrained and prominent corner site, forming part of a wider 'island' site surrounded by roads, with Victoria Line service tunnels running beneath its eastern edge. The applicant has engaged in pre-application discussions with the GLA and the Council and has responded positively to officers comments.

27 The inclusion of a corner retail unit positively addresses adjacent streets and provides the potential to encourage street-based activity. In response to GLA officers concerns about the extent of inactive frontage along the proposed Hale Road frontage, a secondary residential access has been introduced, which is welcomed. Although an element of inactive frontages remain, including refuse, plant and cycle storage, it is recognised that alternative arrangements are not possible due to the spatial restrictions of the site, which also limits any potential to introduce a basement level.

28 The internal layout on residential levels achieves an efficient floorplan that provides separation from the northern elevation of the hotel, and deck access to provide a degree of dual aspect to residential units that are close to north-facing. There are 26 single aspect units that are north-east-facing; however it is recognised that this is the result of the spatially constrained site, and is alleviated to a certain degree by projecting bays that will increase light and ventilation to the units. The application includes a daylight/sunlight assessment, which shows that very good levels of interior daylight will be achieved for the residential units, in both the existing context and the District Centre Framework massing. Internal corridors benefit from natural ventilation and lighting, which is strongly supported. Deck access, residential layouts, as well as a planted visual amenity space on level 1 will provide a degree of separation and privacy between the neighbouring hotel and the residential units to the west of the site. A level 7 external residential amenity space is also provided, with direct access from the core. External amenity space is not provided for units overlooking Hale Road in recognition of traffic impacts; however sufficient additional interior living space is provided in line with Housing SPG requirements. Overall, residential quality is of a good standard.

29 A tall building is supported in this prominent location, close to the station and within the proposed district centre, and the proposals are of a good quality. At pre-application stage, it was recognised that the proposals relate well to the District Centre Framework proposed layout and massing, as demonstrated by the applicant's heritage, townscape and visual impact assessment; however some concerns were raised about the relationship to the forthcoming Argent-led scheme to the east. It is recognised that the proposals for that site are at an early stage of development; however the applicant has engaged with Argent and in direct response to those proposals, revisions have been introduced since pre-application stage, including setting back the eastern elevation from level 8 and above, which is welcomed. The blank western elevation adjacent to the existing hotel has also been relieved by the addition of window openings allowing light into the core, which is welcomed.

30 In summary, the height, layout, massing and architecture of the building is supported, and residential quality is good.

Historic environment

31 London Plan Policy 7.8 'Heritage Assets and Archaeology' states that development should identify, value, conserve, restore, re-use and incorporate heritage assets where appropriate. Locally listed Berol House lies approximately 50 metres to the north; while Markfield Pumping Station Building and Engine (Grade II), Ferry Boat Inn (Grade II), 62 High Cross Road (Grade II), Tottenham High Cross (Grade II), and The Green School, 2 Cooperative Workshops (Locally Listed) lie 500-750 metres away. Approximately 500 metres to the west of the site are a cluster of conservation areas located around Tottenham High Road.

32 The applicant has provided a heritage, townscape and visual impact assessment (HTVIA), which provides an analysis of heritage assets, including a views assessment. The HTVIA finds that the proposed development would preserve the settings of the heritage assets identified. It would be only partially visible in views from the identified listed buildings, largely screened by intervening development and seen within the context of existing new and taller development. There would be limited visibility of the scheme from Tottenham High Road, and due to the intervening distance the proposal would not detract from the conservation areas. GLA officers agree with this assessment. In coming to this conclusion, officers have taken account of the strong presumption against granting permission that would harm the character or appearance of the conservation areas, and have given considerable importance and weight to the assessment of harm to the setting of listed buildings. The proposals will not impact on any strategic views.

Inclusive design

33 Policy 3.8 'Housing Choice' requires that 90% of new housing meets Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and 10% meets Building Regulation requirement M4(3) 'wheelchair user dwellings', that is, designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. The application demonstrates that these requirements will be met and the plans identify the location of the 13 wheelchair accessible homes. The Council should secure M4(2) and M4(3) requirements by condition.

34 As discussed under 'transport' below, all wheelchair units would normally be expected to have access to a Blue Badge parking space, which in this case would be 13 spaces (10% of units). It is recognised that the proposal is car free, and the scheme will utilise nearby Blue Badge parking spaces; however further detail should be provided as discussed under 'transport' below.

Transport

35 The applicant proposes a car free development, with three Blue Badge parking bays provided at the hotel next to the site and on Ashley Road to the north. Whilst a car free development is strongly supported in principle, the provision of Blue Badge parking is below London Plan standards, and therefore the applicant should provide further details on how these will be managed. Residents should also be prevented from accessing on-street permits for any existing or future controlled parking zone (CPZ), to be secured through section 106 agreement.

36 The applicant should provide further detail on the design/layout of the 185 long-stay and 4 short-stay cycle spaces for the residential element, and 3 long-stay spaces for the commercial use. Details of end of journey facilities for commercial uses should also be provided. Full details of cycle parking, with reference to the London Plan and London Cycling Design Standards, should be secured by condition.

37 The site is identified as a key location within an emerging district centre and should therefore contribute to a high quality pedestrian environment and the 'Healthy Streets' agenda. A pedestrian environment review system audit is required to identify any deficiencies in the public realm. In liaison with the Council, the applicant should provide further details on an overarching wayfinding strategy, and a contribution towards Legible London signage may be required.

38 The applicant has submitted a multi-modal impact assessment using a combination of TRICs sites and Census data. The applicant should justify the high pedestrian mode split of 44%.

39 Part of the site lies above Victoria Line tunnels. The applicant has proposed a bridging structure and should continue to develop this with TfL.

40 The applicant has provided an outline delivery and servicing plan, which states that servicing will take place from Station Road or Hale Road. This plan should prioritise the use of Station Road as it is less busy. A full delivery and servicing plan should be secured by condition. The applicant has provided an outline construction logistics plan, and given the proximity to the Lea navigation, consideration should be given to water freight for demolition and construction related trips. A full construction logistics plan should be secured by condition. A residential travel plan has been submitted and a full travel plan should be secured by section 106 agreement.

Climate change

41 Based on the energy assessment, an on-site reduction of 65 tonnes of CO₂ per year in regulated emissions is expected, compared to a 2013 Building Regulations compliant development, equivalent to an overall saving of 41%; however the applicant should provide the carbon emissions for domestic and non-domestic elements separately in light of the zero carbon target for residential elements.

42 Although there are no existing district heating networks, one planned network is within the vicinity of site and the applicant should provide further information on the proposed links to this network. Further information on the combined heat and power (CHP) system should be provided, including the size of the engine proposed, the total space heating and domestic hot water demand, the efficiency of the engine, and the proportion of heat met by the CHP. The applicant is proposing to install 100sq.m. of photovoltaic (PV) panels; however there is additional space available for PV installation, which the applicant should utilise. Full details of the further information required has been provided direct to the applicant.

Local planning authority's position

43 Haringey Council has been in pre-application discussions with the applicant since July 2016. Officers are understood to be generally supportive.

Legal considerations

44 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008, the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application.

45 There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

46 There are no financial considerations at this stage.

Conclusion

47 London Plan policies on town centre uses; employment; housing; affordable housing; urban design and tall buildings; historic environment; inclusive design; transport; and climate change are relevant to this application. While the application is generally acceptable in strategic planning terms, it does not yet comply with the London Plan for the following reasons:

- **Residential/town centre uses/employment:** The principle of the proposed residential led mixed-use development is consistent with London Plan and emerging local policies and is supported.
- **Housing:** The principle of residential use is consistent with London Plan policies, and is supported. The housing mix, density, and play space proposals are supported.
- **Affordable housing:** 90% (by habitable room) on-site, based on £28,000 per unit grant funding, made up of 117 shared ownership units. 35% affordable housing without grant. The high proportion of affordable housing is strongly supported. The Council has identified that the site is well-suited to smaller intermediate tenure units, particularly as Tottenham has a large proportion of social rent tenure. Therefore, the provision of all of the affordable units as shared ownership tenure is acceptable. The section 106 agreement should specify the affordable housing % both with and without grant funding, as well as eligible household income limits for each shared ownership unit size.
- **Urban design and tall buildings:** The height, layout, massing and architecture of the building is supported, and residential quality is good.
- **Historic environment:** The proposed development would preserve the settings of heritage assets.
- **Inclusive design:** The proposals are acceptable in relation to inclusive design, subject to confirmation of Blue Badge parking arrangements. The Council should secure M4(2) and M4(3) requirements by condition.
- **Transport:** The applicant should justify the mode split in the transport assessment; address concerns regarding Blue Badge parking; continue to work with TfL regarding the bridging structure; provide further details of cycle parking; and provide a pedestrian environment review system audit. A full delivery and servicing plan and a full construction logistics plan should be secured by condition. A full travel plan should be secured through the section 106 agreement.
- **Climate change:** Further information is required in order to verify the carbon savings.

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

Colin Wilson, Senior Manager – Development & Projects

020 7983 4783 email colin.wilson@london.gov.uk

Sarah Considine, Strategic Planning Manager – Development Decisions

020 7983 5751 email sarah.considine@london.gov.uk

Martin Jones, Senior Strategic Planner, Case Officer

020 7983 6567 email martin.jones@london.gov.uk

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APPENDIX 3A – Plans and Site Images



Development Render 1 – Looking southwest along Hale Road (Source: Applicant)



Development Render 2 – Looking east along Hale Road (Source: Applicant)



Development Render 4 – Looking south from Ashley Road (Source: Applicant)



Development Render 5 – Looking west from Tottenham Hale Bus Station (Source: Applicant)



Development Render 6 – Looking south from Tottenham Marshes Car Park (Source: Applicant)



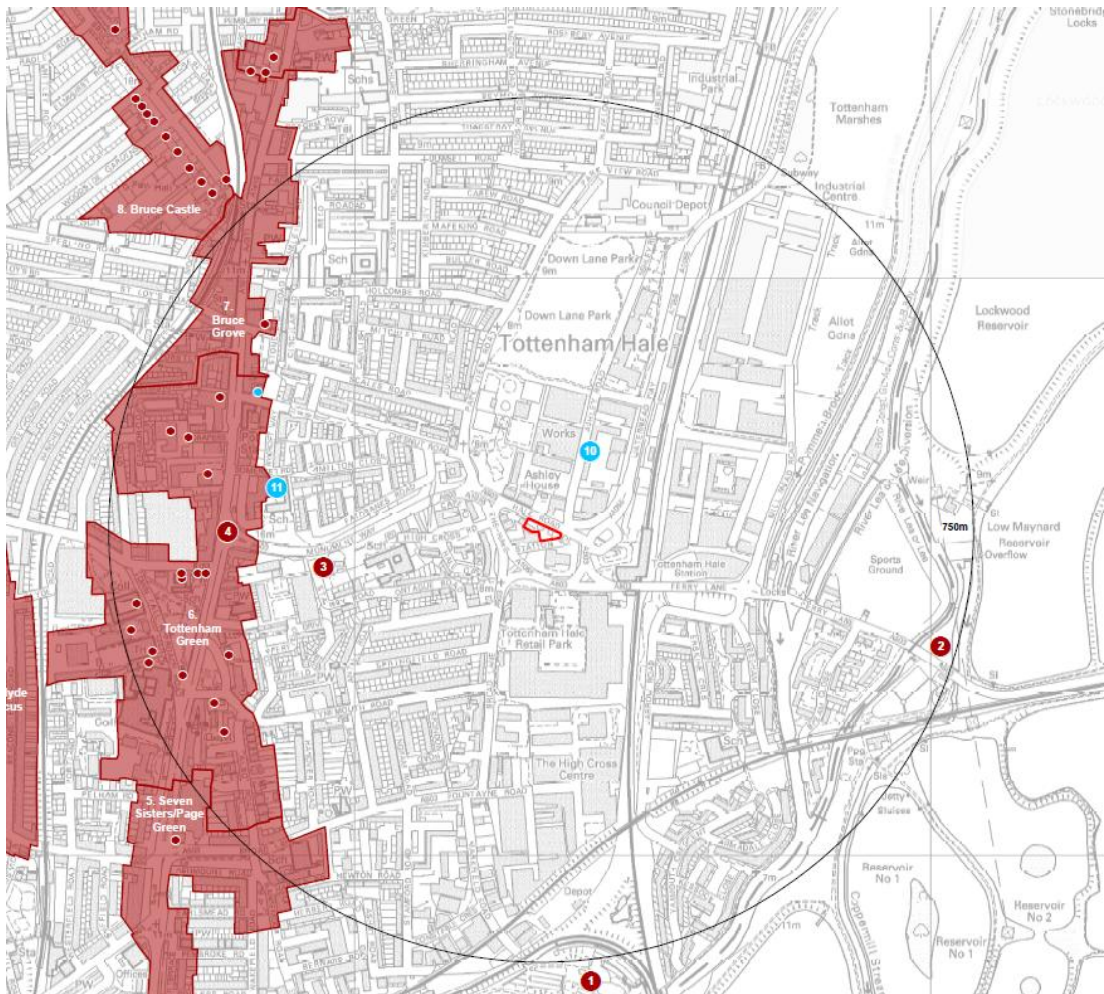
Development Render 7- Hale Road Looking West



Development Render 8 - Hale Road looking west.



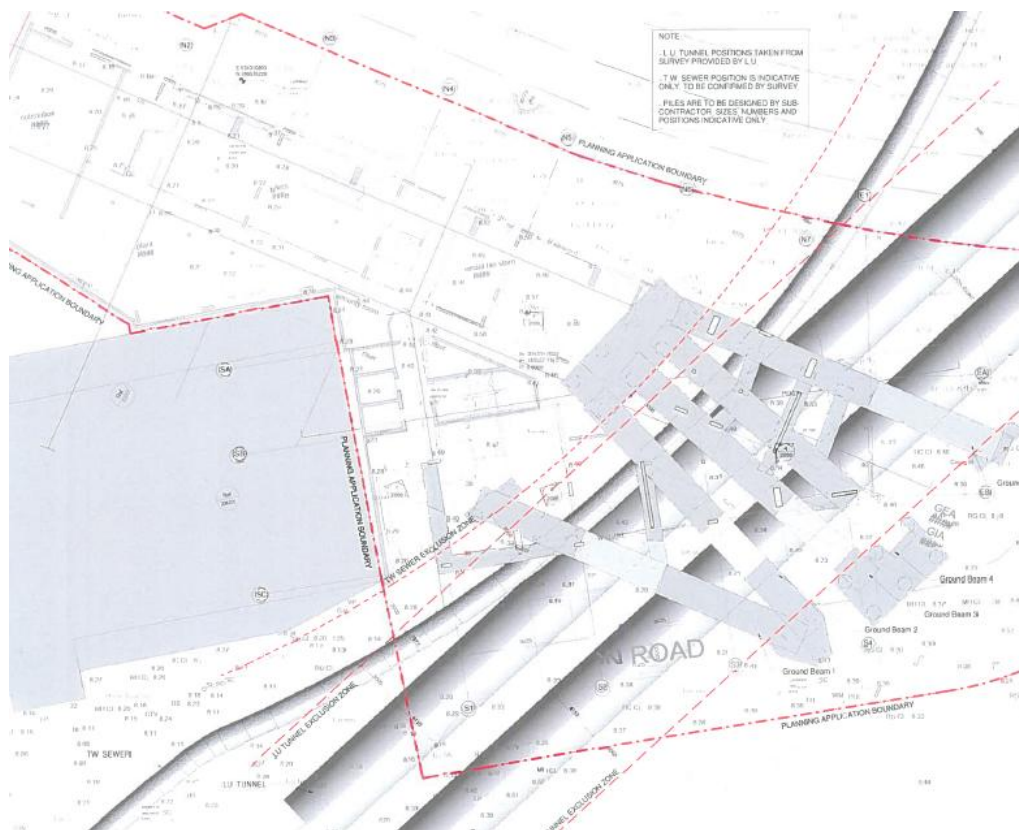
Development Render 9 –Station Road Looking East



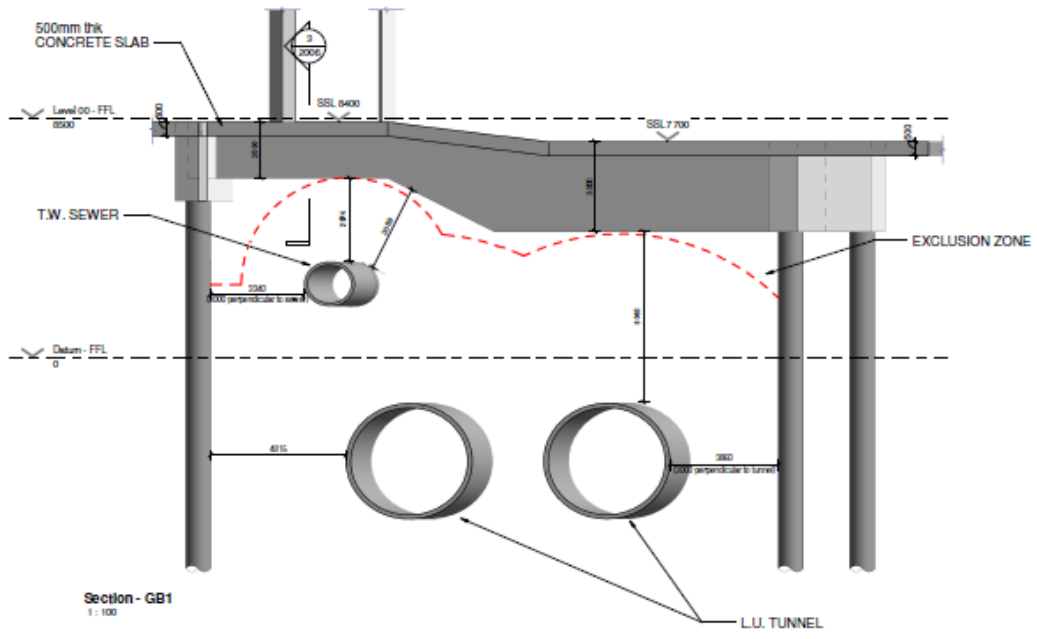
Application site in relation to heritage assets. (Source: Applicant)

Key

- Proposed Development Site
 - Conservation Areas
 - Nationally Listed Building: Grade II
 - Locally Listed Building
- 1 Pumping Station Building and Engine
 - 2 The Ferry Boat Inn
 - 3 62 High Cross Road
 - 4 Tottenham High Cross
 - 5 Seven Sisters/Page Green Conservation Area
 - 6 Tottenham Green Conservation Area
 - 7 Bruce Grove Conservation Area
 - 8 Bruce Castle Conservation Area
 - 9 Clyde Circus Conservation Area
 - 10 No. 25 (Berol House) Ashley Road (former Eagle Penoil Works)
 - 11 The Green School (at rear of former Grammar School) and No. 2 Co-operative Workshops (former Tottenham Grammar School)



Plan of Bridge Structure – Victoria Line Tunnel



Section of Bridge Structure – Victoria Line

APPENDIX 3B – Plans and Site Images



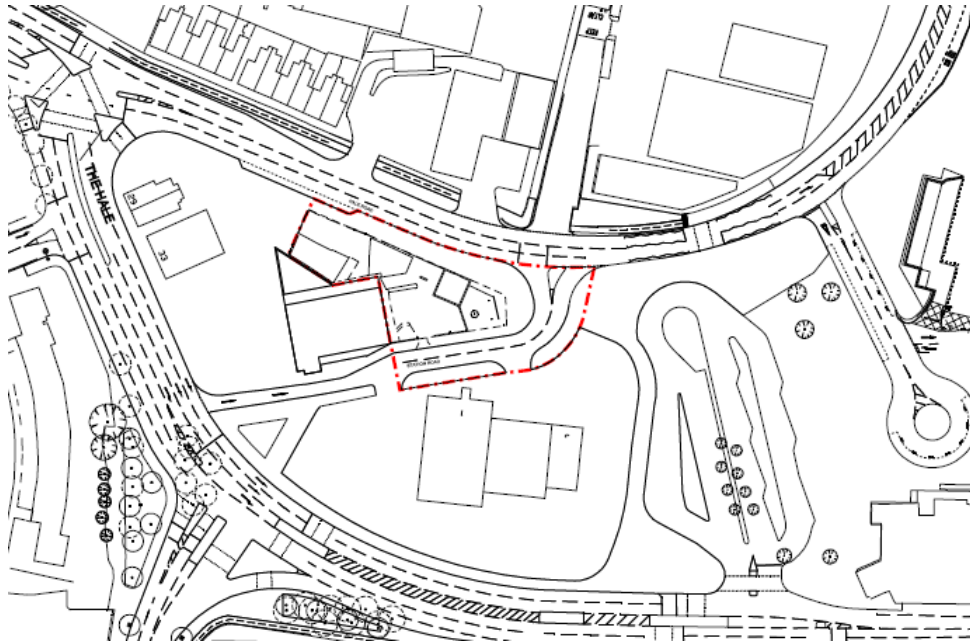
Images 1 – Existing site – looking west along Station Road. (Source: LPA Case Officer)



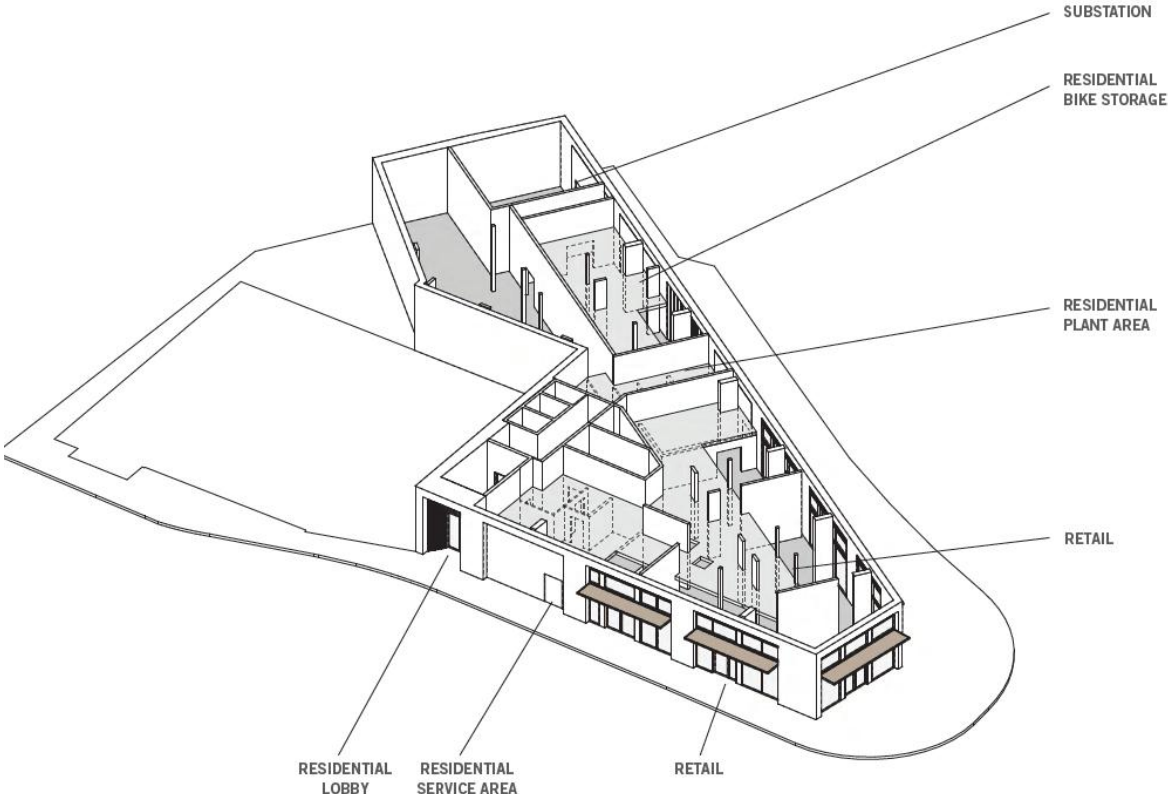
Image 2 - Existing site – looking west along Station Road. (Source: LPA Case Officer)



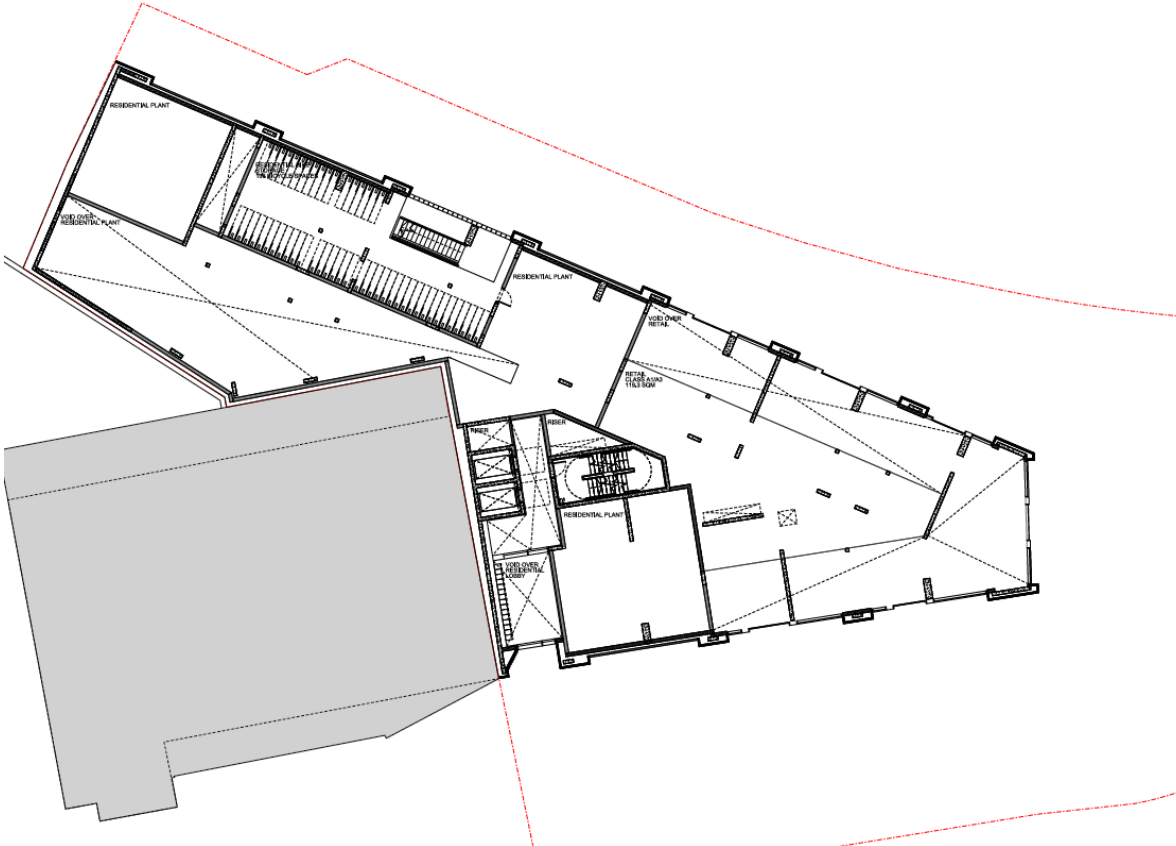
Image 3 - Existing site – looking east along Hale Road. (Source: LPA Case Officer)



Plan 1 – Existing Location Plan



Ground Floor – 3D Image (Source: Applicant)



Plan 4 – Proposed Mezzanine Floor Plan (Source Applicant)



Plan 5 – Proposed First Floor Plan (Source Applicant)



Plan 6 – Proposed Plan 2-6 Typical (Source Applicant)



Plan 7 – Proposed Plan 7 Floor (Source Applicant)



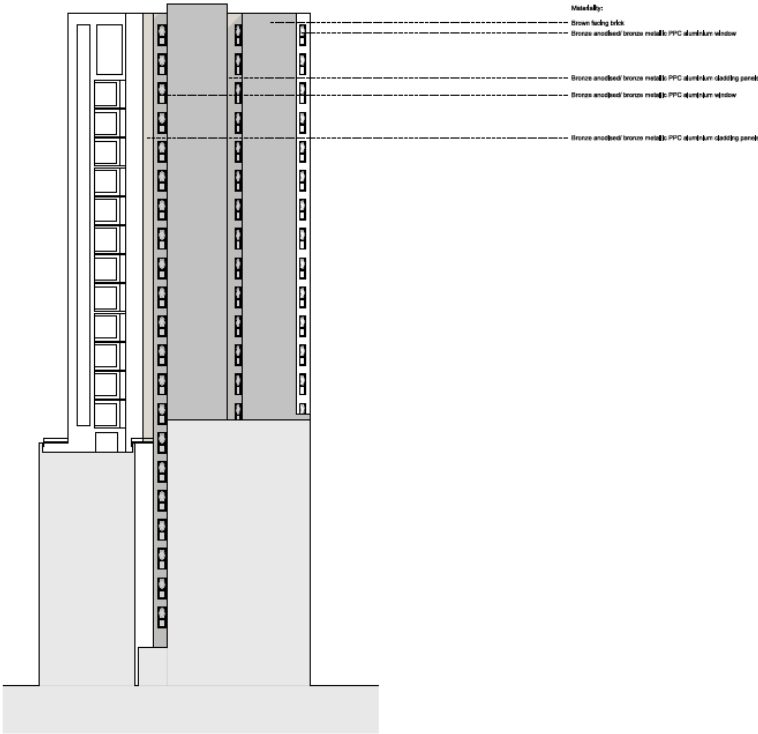
Plan 8 – Proposed Plan 8 Floor (Source Applicant)



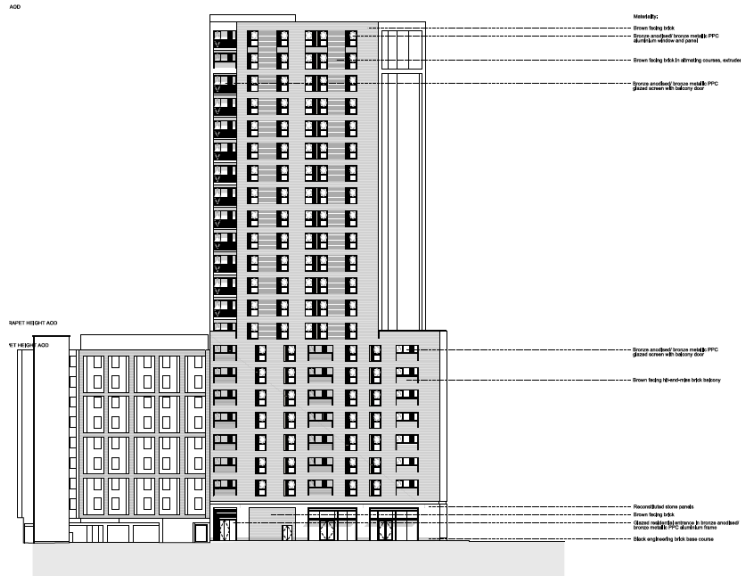
Plan 9 – Proposed Plan Typical 9-19th Floor (Source Applicant)



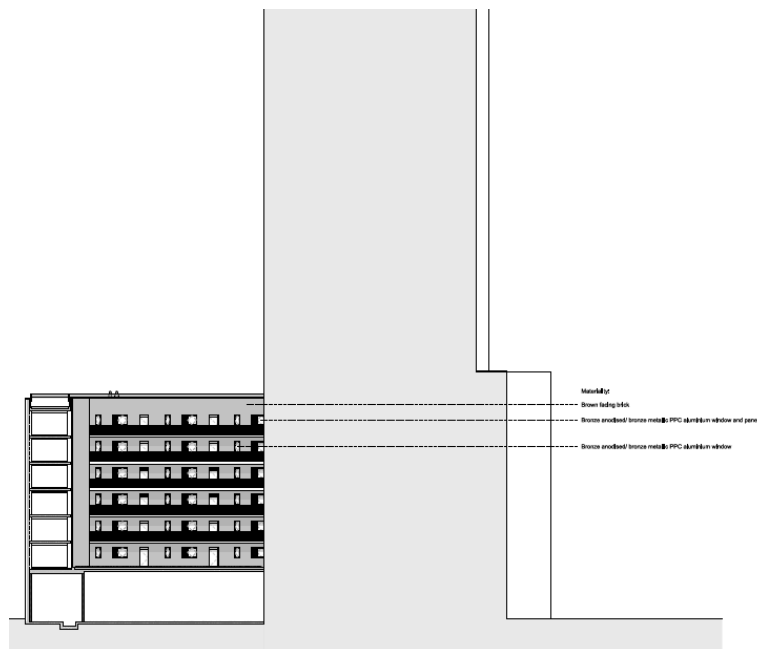
Plan 10 – Proposed Plan Typical 20-21st Floor (Source Applicant)



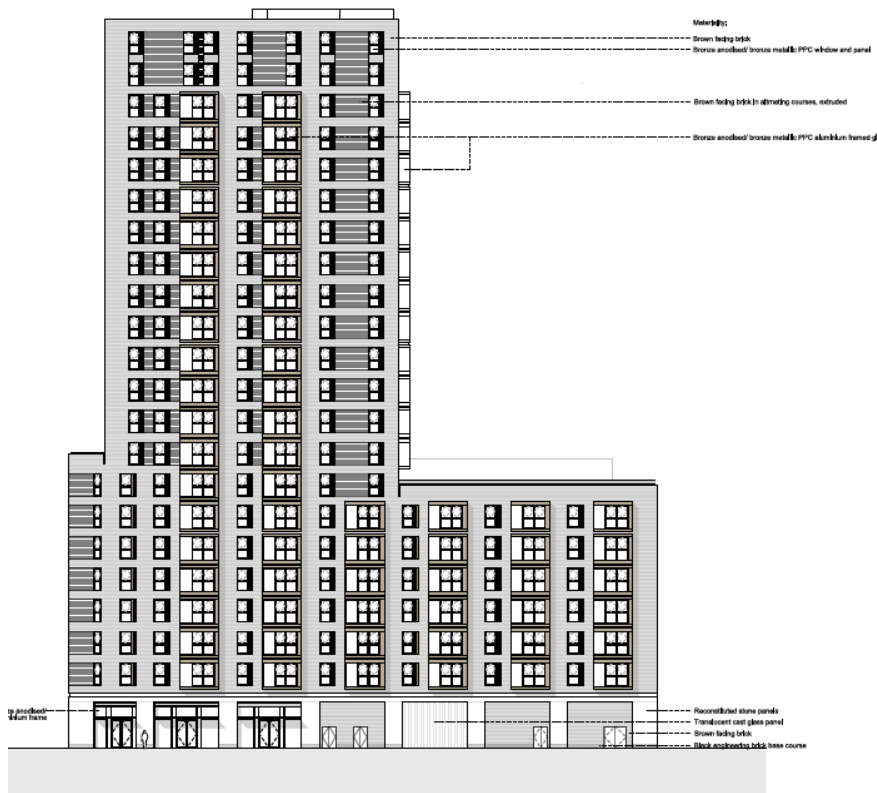
Elevation 1 – Proposed Southwest Elevation (Source: Applicant)



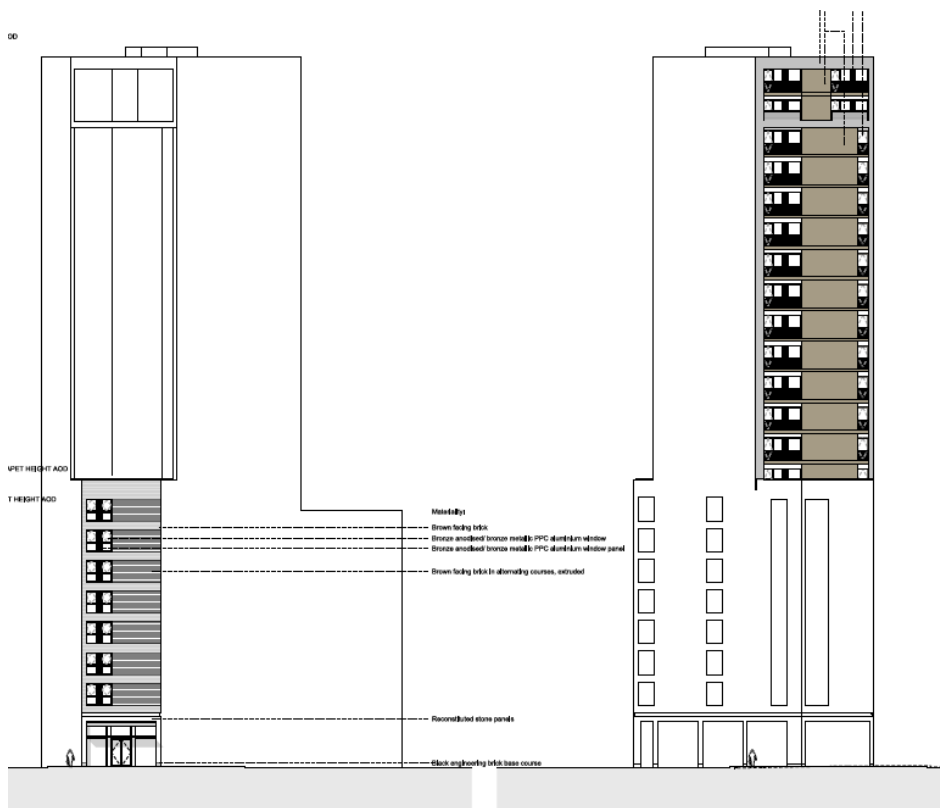
Elevation 2- Proposed Southeast Elevation (Source: Applicant)



Elevation 3- Proposed South Elevation (Source: Applicant)



Elevation 4 – Proposed North East Elevation (Source: Applicant)



Elevation 4– Proposed East Elevation (Source: Applicant)

ADDENDUM REPORT FOR ITEM**UPDATE FOR CONSIDERATION AT PLANNING SUB-COMMITTEE Item No. 7**

Reference No: HGY/2016/3932	Ward: Tottenham Hale
Address: 1 Station Square, Station Road, N17 9JZ	
Proposals: Demolition of existing buildings and erection of a building providing 434 sq.m. (GEA) of commercial floorspace (Class A1/A3), 128 residential units (117 shared ownership units) (Class C3), landscaped amenity space, cycle parking and all structural and associated works.	

CORRECTION TO RECOMMENDATION

Officer comment:

The recommendation to approve the development omits referral to the Mayor of London. The following text is added to the recommendation at the end of Paragraph 2.1

“...and subject to referral to the Mayor of London”.

AMENDED CONDITIONS**Condition 2 (Development in Accordance with Approved Drawings and Documents)**

Officer comment:

The plan numbers in Condition 2 did not include the revision numbers to documents. The revised plan numbers (indicating revisions) are inserted as per the text below and the original plan numbers in Condition 2 are deleted. This is a technical correction and does not impact any material planning consideration.

Site Location Plan 1711-G100-XP-AL-001 Rev P1; Site Plan – Existing 1711-G100-XP-AL-002 Rev P1; Site Plan – Proposed 1711-G100-P-AL-001 Rev P1; Proposed Ground Floor Plan 1711-G200-P-00-001 Rev P2; Proposed Mezzanine Floor Plan 1711-G200-P-M1-001 Rev P2; Proposed First Floor Plan 1711-G200-P-01-001 Rev P1; Proposed Second Floor Plan (Typical 02-06) 1711-G200-P-02-001 Rev P1; Proposed Seventh Floor Plan 1711-G200-P-07-001 Rev P1; Proposed Eighth Floor Plan 1711-G200-P-08-001 Rev P1; Proposed Ninth Floor Plan (Typical 09-19) 1711-G200-P-09-001 Rev P1; Proposed Twentieth Floor Plan (Typical 20-21) 1711-G200-P-20-001 Rev

P1;Proposed Roof Floor Plan 1711-G200-P-RF-001 Rev P1; Proposed Section AA 1711-G200-S-AA-001 Rev P1; Proposed Section BB 1711-G200-S-BB-001 Rev P1;Proposed Section CC 1711-G200-S-CC-001 Rev P1;Proposed Section DD 1711-G200-S-DD-001 Rev P1;Proposed Section EE 1711-G200-S-EE-001 Rev P1;Proposed Section FF 1711-G200-S-FF-001 Rev P1;Existing North East Elevation 1711-G200-XE-NE-001 Rev P1;Existing East Elevation 1711-G200-XE-E-001 Rev P1;Existing South-East Elevation 1711-G200-XE-SE-001 Rev P1;Proposed North East Elevation 1711-G200-E-NE-001 Rev P1;Proposed East Elevation 1711-G200-E-E-001 Rev P1;Proposed South East Elevation 1711-G200-E-SE-001 Rev P1;Proposed South West Elevation 1711-G200-E-SW-001 Rev P1; Proposed South Elevation 1711-G200-E-S-001 Rev P1;Details of North East Elevation 1711-G251-D-TY-001 Rev P1;Details of South East Elevation 1711-G251-D-TY-002 Rev P1;Bridging Foundation Over Tunnels 143292-RDG-XX-FN-PL-S-2005 Rev A;Bridging Foundation Sections 143292-RDG-XX-XX-SE-S-2006;Possible Service Routes in Station Road 143292-RDG-XX-FN-PL-S-2007;

Condition 29 (Cycle Parking Details)

Officer Comment:

Updated TfL comments indicate that cycle parking should incorporate space for larger cycles. This is a technical correction and does not impact any material planning consideration. The following text is inserted in Condition 29:

The submitted details shall demonstrate that 5% of cycle spaces accommodate non standard larger cycles.

Condition 15 (CHP Emission Level Details)

Officer Comment:

Updated comments from the GLA indicate that Condition 15 should be expanded to include details of CHP efficiency to allow further assessment. This is a technical correction. The following is added to the text of Condition 15:

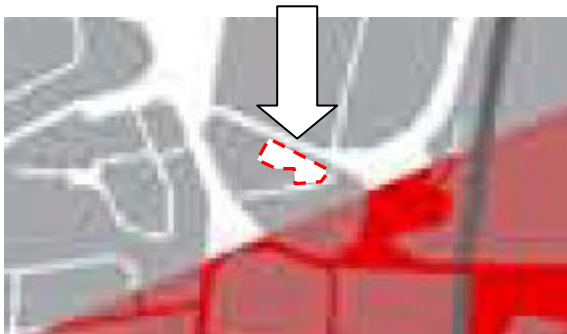
f) details of CHP engine efficiency

CORRECTION TO PARAGRAPH 6.1.1-6.1.3 + 6.4.25

Officer comment:

The scheme was initially assessed as crossing a locally protected view corridor, however upon further discussion with the applicants it was identified that the entire

site lies to the north of Local View Corridor #15 in the emerging Development Management Document, as set out on the maps below:



Members are therefore requested to take note the amendments to the text of the committee report which clarifies that **no locally protected view is affected by the proposal**. The deletions to the relevant paragraphs are as per the below.

6.4.19 A local linear view from Burgoyne Road (near to Quernmore Road and Stapleton Hall Road) crosses Tottenham Hale looking eastbound to a narrow, framed, long distant view of the horizontal skyline (View #15 in Figure 2.3). The development site is not within the view cone of this locally protected view, and the red line area lies to the north of the subject corridor.

6.4.20

6.4.21

6.4.25 The impacts of the development are therefore acceptable in townscape and view management terms.

CORRECTION TO APPENDIX 3B Plan 3 and APPENDIX 3B Plan 4

Officer comment:

Plans were substituted in the text of Condition 2 (Development in Accordance with Approved Drawings and Documents) but not updated in the appendices of the committee report. The updated ground and mezzanine floor plans reflect alterations to the bin storage area during the planning process. This is discussed in the text of the committee report in Section 6.11 and reflected in Condition 28. This is a technical correction.

The following plans substitutions are inserted in the committee report appendices:

- Appendix 3B – Plan 3 – Proposed Ground Floor Plan
 - Insertion: 1711-G200-P-00-001 Proposed Ground Floor Plan - Attached to this addendum as **Appendix 1**

- Appendix 3B Plan 4 – Proposed Mezzanine Floor Plan
 - Insertion: 1711-G200-P-M1-001 Proposed Mezzanine Floor Plan Attached to this addendum as **Appendix 2**

CORRECTION TO APPENDIX 3A

Caption to Development Render 8 should read: “Station Road looking east” not “Hale Road looking West”. This is a technical correction.

Planning Sub Committee 13/03/2017

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2016/4096**Ward:** Tottenham Hale**Address:** First and Second Floors 524-528 High Road N17 9SX

Proposal: Conversion of disused first and second floor of existing building above existing ground floor retail unit to create seven dwellings. Modification to roof above existing buildings at first and second floor level, including re-positioning of small plant. Modification to rear of existing building at second floor level including construction of new build extension creating a further three dwellings (10 dwellings in total). Modification to proposed residential entrance at ground floor level.

Applicant: Mr Jonathan Kessel**Ownership:** Private**Case Officer Contact:** Gareth Prosser**Date received:** 01/12/2016 **Last amended date:** N/A**Drawing number of plans:** L(0)001, 002, 003 ,004, 005, 010, 011, 020, 050, 051, 052, 053, 054, 05

1.1 State reason for reporting application to committee e.g councillor referral, major application etc

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a mixed use development is appropriate on this site and would retain existing levels of employment as well as additional housing.
- The proposed residential accommodation would be of an acceptable layout and standard
- The design and appearance of the proposal is acceptable
- The impact of the development on neighbouring residential amenity is acceptable
- There would be no significant impact on parking
- There proposal would enhance the conservation area and locally listed building.
- The application is in accordance with the development plan

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 16/04/2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Statement of repair works
- 5) Construction logistics
- 6) Service and Deliver Plan including a Waste Management Plan Waste Management Plan
- 7) Cycle Parking
- 8) Carbon Management
- 9) SuDs
- 10) SuDs

Informatives

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

Section 106 Heads of Terms:

- 1) **Highway** - No residents within the proposed development will be entitled to apply for a resident's parking permit, with the exception of blue badge holders, under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £1000 (one thousand pounds) towards the amendment of the TMO for this purpose.

- 2) **Travel Welcome Pack (Travel Plan Statement)** - No part of the development shall be occupied until a 'Travel Welcome Pack' detailing local travel information including cycle routes, bus routes/bus stops, car club provision, in addition to, on-site cycle parking provision and permit free obligation, is submitted to, and approved in writing by, the Local Planning Authority. The 'Travel Welcome Pack' shall be circulated to all new residents upon first occupation.
- 3) **Car Club Membership** - The applicant must establish or operation of a car club scheme, which includes at least two years free membership and £50 credit to all new residents evidence of which must be provided to the transportation planning team before the development is occupied.
- 4) **Carbon Reduction** - £32,220 towards carbon projects in Haringey. Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon.
- 5) **Construction Training** - Participation in Construction Training and Local Labour Initiatives

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

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

1. In the absence of a financial contribution towards the amendment of the Traffic Management Order / a car-free development the proposal would have an unacceptable impact on the highway. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.
2. In the absence of a Travel Welcome Pack (Travel Plan Statement), 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.
3. In the absence of participation in car club membership, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.

4. In the absence of a financial contribution towards carbon management, the proposal would fail to address climate change and secure a sustainable development. As such, the proposal would be contrary to Local Plan policies SP4, London Plan policies 5.1, 5.2, 5.3 and 5.7 and draft DM policy DM21.
 5. In the absence of an agreement to work with Construction Training and Local Labour Initiatives, the proposal would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population contrary to Local Plan Policies SP8 and SP9.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

CONTENTS

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

APPENDICES:

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

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.2 This is an application for the conversion of disused first and second floor of existing building above existing ground floor retail unit to create seven dwellings. Modification to roof above existing buildings at first and second floor level, including re-positioning of small plant. Modification to rear of existing building at second floor level including construction of new build extension creating a further three dwellings. Modification to proposed residential entrance at ground floor level.

3.2 Site and Surroundings

3.2.1 The application site is a three storey building situated on the west side of High Road. The entire footprint of the site at ground floor is occupied by retail units, Iceland supermarket and Dewhurst Butchers, with a small side entrance at the corner of Factory Lane leading to the upper floors.

3.2.2 The Street facing block, with the decorative art deco inspired elevation has two upper floors. Historically the upper floors have been used as offices and ancillary space but have been vacant for in excess of 25 years and are in a poor state of repair. The rear part of the building has also a first floor which occupies the remainder of the site footprint. This area is used as storage for the Iceland Supermarket.

3.2.3 This is a prominent building within the Bruce Grove Conservation Area. Nos 524-528 is describes in the draft Bruce Grove Conservation Area Appraisal (October 2016) as "*a distinctive three storey commercial building notable for the curved corner to Factory Lane, bands of blue glazed bricks and tall timber framed windows separated by fluted iron classical pilasters and capitals*". Its architectural quality is also recognised as unique within the area and the building is locally listed.

3.4 Relevant Planning and Enforcement history

None

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

LBH Head of Carbon Management
LBH Housing Renewal Service Manager Housing & Health
LBH Housing Design & Major Projects (EAST)
LBH Flood and Surface Water Adam Littler

LBH Cleansing - East
LBH Conservation Officer
LBH Emergency Planning and Business Continuity
LBH Sustainability
LBH Building Control Building
LBH Transportation Group
London Fire Brigade

The following responses were received:

Internal:

- 1) LBH Conservation – Support, subject to conditions
- 2) LBH Transportation - Support, subject to conditions and Section 106
- 3) LBH Head of Carbon Management - Support, subject to conditions and Section 106
- 4) LBH Flood and Surface Water Adam Littler - Support subject to conditions
- 5) LBH Cleansing - East – Support (Green flag status)

External:

- 6) Thames Water
- 7) TfL
- 8) GLA

5. LOCAL REPRESENTATIONS

4.1 The following were consulted:

- 156 Neighbouring properties
- Tottenham CAAC
- Tottenham Civic Society
- Dowsett Residents Association
- Designing Out Crime
- Thames Water Utilities
- Greater London Archaeology Advisory Service
- site notices were erected close to the site

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

No of individual responses:

Objecting: 1

Supporting: 1

Others: 0

4.3 The following local groups/societies made representations:

- Tottenham CAAC

4.4 The following Councillor made representations:

- None

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

- Loss of Light
- Loss of privacy
- Noise

4.6 The following issues raised are not material planning considerations:

- Noise from construction

5 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Affordable Housing
3. The impact on the amenity of adjoining occupiers
4. The impact of the proposed development on the character and appearance of the conservation area
5. Parking and highway safety
6. Sustainability
7. Layout and Standard of Accommodation
8. Trees and Landscaping
9. Waste Storage

6.2 Principle of the development

6.2.1 The proposal, the subject of the planning application is for the conversion of disused first and second floor of existing building above existing ground floor retail unit to create seven dwellings. Modification to roof above existing buildings at first and second floor level, including re-positioning of small plant. Modification to rear of existing building at second floor level including construction of new build extension creating a further three dwellings. Modification to proposed residential entrance at ground floor level.

6.2.2 The proposal would retain the existing commercial unit on site which forms part of the primacy shopping frontage along Tottenham High Road, therefore retaining the existing employment provision on site. It would redevelop an attractive site currently underutilised with a more appropriate mixed use development which supports the Town Centre.

6.2.3 With regard to the provision of additional housing, Local Plan Policy SP1 sets out the council's strategic vision to provide up to 8,200 new homes by 2026, which

aligns with the aspirations of Policy SP2 and emerging Policy DM10 of the Development Management, Development Plan Document (pre-submission version January 2016), which has a current target of providing 820 new homes a year in Haringey; which is likely to be increased to 1,502 under the London Plan (FALP) 2015'.

6.2.4 Therefore, the provision of housing and the retention of the existing commercial unit would in principle be supported as it would augment the Borough's housing stock and prevent the loss of employment floor space in accordance with UDP Policies HSG2 and EMP4, Local Plan Policies SP1 and SP2, emerging DMP Policies DM10, DM38 and DM40 and London Plan Policy 3.3.

6.3 Affordable Housing

6.3.1 The National Planning Policy Framework (NPPF, 2012) recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing.

6.3.2 The Department of Communities and Local Government states that there are specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which give legal effect to the policy set out in the written ministerial statement of 28 November 2014 and should be taken into account. These circumstances are that;

- contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1,000 square metres (gross internal area)

6.3.3 Given that the proposal is for 10 units and is less than 1000 square metres, no affordable housing (or contribution) is proposed or required either on or off-site.

6.4 Impact on the amenity of adjoining occupiers

6.4.1 The London Plan 2016 Policy 7.6 *Architecture* states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and

requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

- 6.4.2 The majority of flats (seven) are located within the existing three storey structure and will have no impact on residential amenity. The proposed additional storey (with occupied roofspace) has been located on the north side facing Factory Lane. Given the design of the recent development (Regents Court) on the opposing side of Factory Lane, with its set back 'cut-out' section to the rear, the proposal would largely be set back from the neighbouring building. An objection from No2A of this development states that the proposal will be detrimental given that the flats will be constructed 10m away. Given the urban, town centre context of the proposal, this is not considered unreasonable. In addition, a degree of inter-visibility is to be expected in an urban location. Regardless, there are no significant concerns regarding the impact to the north.
- 6.4.3 Similarly, a residential development is located to the east (back of site). The north elevation of this property is already set back from the site and given that the additional storey will not extend the length of the rear and given that most of the existing, open roof space will be maintained, there is not considered to be a significant detrimental impact to these properties. Significantly, no objections have been received from this development. There is no impact to the front of the proposal.
- 6.4.4 Therefore, the application is considered in accordance with The London Plan 2016 Policy 7.6, Saved Policy UD3 and Draft DM Policy DM1.

6.5 Design

- 6.5.1 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policies 7.4 and 7.6. Draft DM Policy DM1 'Delivering High Quality Design' continues this approach and requires development proposals to relate positively to their locality.
- 6.5.2 The design of the proposal was discussed at Pre Planning stage with planning officers and the borough's Conservation Officer who selected one option as the most appropriate. This chosen approach aims to create a distinctive elevation to the extension which is both visible and recognisable from the High Road. The series of pitched roofs is reminiscent of industrial saw tooth roofs often seen above workshops and small commercial premises often build behind the main street blocks. It also emulates the existing roofs of the surrounding residential buildings.

- 6.5.3 This approach creates a visible, distinctive addition to the original building, adding to the visual richness of the streetscape of Factory Lane, creating an element that will instil interest to the currently blank and featureless north elevation whilst still remaining secondary to the attractive and character full front facade. Significantly, the proposal retains the recently restored front facade which is considered to positively contribute to the character and appearance of the conservation area. From street level the view of the front facade remains largely unchanged with the proposed top floor extension set back.
- 6.5.4 The future residents will access the development from the existing side entrance at the junction of Factory Lane and High Road. A new, secure entrance door leads to the refurbished stair leading to first floor level. A discrete canopy will be provided over the entrance door to protect residents whilst gaining entry. Additional lighting and access control will be added to the entrance, which will be upgraded with the development.
- 6.5.5 The dwelling types have been developed to work with the structural grid of the original building, and this enables the dwellings to stack well vertically. The flats are also position where their impact is minimal on the surrounding buildings including the opposing side of Factory Lane. The flats will also have a south facing elevation allowing light to the properties and the accompanying amenity spaces.
- 6.5.6 Overall, the combination of the retained front facade with the distinctive addition facing factory land is seen as an enhancement to the existing structure, making greater use of this landmark, locally listed building and improving the general townscape. In addition the proposal is considered to enhance the character and appearance of the conservation area (discussed below). As such the proposal is considered in accordance with Local Plan Policy SP11, London Plan Policies 7.4 and 7.6 and Draft DM Policy DM1.

6.6 Character and appearance of the conservation area

- 6.6.1 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."
- 6.6.2 The Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight

as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasised in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrefutable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

- 6.6.3 6.26 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.6.4 6.27 Policy 7.8 of the London Plan (LP) (2015) requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Haringey Local Plan (HLP) (2013) requires the conservation of the historic significance of Haringey's heritage assets. Saved policy CSV5 of the Haringey Unitary Development Plan (UDP) (2006) requires that alterations or extensions preserve or enhance the character of the Conservation Area. Draft DM Policy DM9 continues this approach. The policy tests above concern development within a conservation area but also covers development that affects the setting of a conservation area, including significant views into or out of the area.
- 6.6.5 524-528 is describes in the draft Bruce Grove Conservation Area Appraisal (October 2016) as "a distinctive three storey commercial building notable for the curved corner to Factory Lane, bands of blue glazed bricks and tall timber framed windows separated by fluted iron classical pilasters and capitals". Whilst the shop front could be improved greatly, the building itself is considered to be attractive and contributes positively to the conservation area. Its architectural quality is also recognised as unique within the area as the building is locally listed. As such the

building has architectural and historical significance which should be preserved or enhanced.

- 6.6.6 The scheme proposes to refurbish the building including retaining and repairing the front façade. In addition, the scheme proposes further modifications to the roof form to the rear and an extension. The proposed Factory Road elevation will be modified by the addition of 'factory' type consecutive gable elevation that could be an exciting design feature.
- 6.6.7 It is considered that the proposed alterations will enhance the appearance of the building greatly. These works will cause no harm to the conservation area, its setting or the setting of the adjacent locally listed buildings. The improvements would enhance the setting of the heritage assets as well as the character and appearance of the conservation area. As such the proposals are acceptable from a conservation point of view.
- 6.6.8 As per the Council's statutory duty and in context of the Barnwell Manor case, it is considered that the proposed refurbishment works would not cause any harm to the setting of the adjacent locally listed buildings or the character and appearance of the conservation area. The proposed refurbishment works would result in significant heritage benefit that will greatly enhance the character appearance of the conservation area as well as the setting of the locally listed buildings. As such, the proposal is acceptable with the following conditions.

6.7 Parking and highway safety

- 6.7.1 Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Draft DM Policies DM31 and DM32.
- 6.7.2 The development site is located to the south eastern corner of Factory Lane junction with High Road (A1010). Factory Lane is pedestrian only access from its junction with High Road. The site is within a 'Controlled Parking Zone' restricting parking to zone 'TH' permit holders Mon-Fri 8:30am to 6:30pm.
- 6.7.3 The site has a Public Transport Accessibility level of 6a which on a scale of 1-6 is considered excellent. It is highly likely that prospective residents would use sustainable modes of transport for the majority of journeys to and from the site. Bruce Grove station is approx. 3 minute walk from the site. High Road (A1010) towards the south of the site frontage is part of the TLRN with no stopping at any time in operation (red route). Double yellow 'at any time' restrictions are in operation on High Road to the north of site frontage.

- 6.7.4 The proposals are for the conversion of the upper two floors and rear extension to the second floor above the existing retail unit to form 10 no. new residential dwellings comprising, 7 no. one bedroom unit and 3 no. two bedroom units. 13 no. cycle parking spaces are provide in accordance with London Plan Standards. Details on the type of cycle parking must be provided in line with the London Cycle Design Standard.
- 6.7.5 Plans do not indicate any bin stores on the ground floor as no changes are shown at ground level. Kerbside collection has been proposed in the accompanying Design and Access statement and LBH Waste Management team has not objected to this arrangement.
- 6.7.6 A waste management strategy should be conditioned in order to ensure that the storage, transportation and collection of residential waste are adequately managed. The applicant has not submitted a parking stress survey in support of the proposed car free development. The existing property does not accommodate any off street parking and the proposals do not include any off street parking provision. The conversion of the upper floors to 10 new residential units of accommodation without off-street parking has the potential to generate on street parking demand, which in the absence of any dedicated off-street parking, is likely to be displaced on street.
- 6.7.7 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 floor level where:
- a) There are alternative and accessible means of transport available;
 - b) Public transport is good; and
 - c) A controlled parking zone exists or will be provided prior to occupation of the development
- 6.7.8 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.
- 6.7.9 In order to minimise any potential impact on residential parking amenity it is advised that the Council secures, by way of a S106 obligation (or other appropriate planning mechanism) an obligation that removes residents’ eligibility to CPZ parking permits.
- 6.7.10 Based on the above consideration and mitigation (i.e. permit free obligation), the Highway Authority considers it reasonable to conclude that the proposals will not lead to a significant or detrimental impact on parking or transport amenity and is

considered compliant with council policies. The Highway Authority would therefore not object to this development proposal subject to conditions, informative and S106 obligation.

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, and Local Plan Policy SP4 set out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations (this is deemed to be broadly equivalent to the 40 per cent target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2015).
- 6.8.2 The applicant has submitted an energy strategy which demonstrates an improvement in energy efficiency and includes renewable technologies. This alongside the agreement to offset the remaining carbon emissions demonstrates policy compliance. A condition has been recommended on any grant of planning permission requiring the energy strategy to be implemented in accordance with the submitted report. 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 as required under the section 106 legal agreement.
- 6.8.3 A financial contribution has been secured as part of the section 106 legal agreement for carbon 'offset' to ensure policy compliance This equates to £32,220.00, which is required to offset the final carbon emissions.

6.9 Layout and Standard of Accommodation

- 6.9.1 London Plan 2015 Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor's Housing Standards Minor Alterations to the London Plan March 2016. The greater emphasis on securing high quality housing across London has been translated into Haringey Local Plan Policies SP2 and SP11 and Emerging Policy DM12 of the Development Management, Development Plan Document (pre-submission version Jan 2016).
- 6.9.2 All dwellings are designed to meet the mini-mum space standards of the London Housing Design Guide London Housing SPG (revised March 2016), and can accommodate the range of furniture, access and activity spaces required. Circulation spaces and door widths are de-signed in accordance with the guide. First floor dwellings have only one storey.

6.9.3 All kitchens, living rooms, dining and bedroom spaces look to meet to the best extent the minimum combined area standard set by the guide and have greater widths than the minimum standard. The three new build dwellings will each receive at least 5m² of private open space each. Four of the dwellings in the conversion will receive a private terrace at roof level. The remaining three dwellings within the conversion, at first floor level will not have private external space. Given that the proposal is largely a conversion of an existing building this is considered acceptable. As such the proposal is in accordance with the standards set out in the Mayor's Housing Standards Minor Alterations to the London Plan March 2016, Haringey's Local Plan Policies SP2 and SP11 and Emerging Policy DM12 of the Development Management, Development Plan Document (pre-submission version Jan 2016).

6.10 Trees and Landscaping

No trees affected and landscaping not required.

6.11 Waste Storage

6.9.1 Saved UDP Policy UD7 'Waste Storage', requires 'appropriate' provision for waste and recycling storage and collection. The project is compliant with Haringey's Waste Management Requirements for refuse and recycling; there is no objection to the proposed development from the Council's waste department.

6.12 Conclusion

6.11.1 The proposal is a high quality, sustainable design that respects the surrounding development and will not have a significant impact on the amenity of neighbouring properties or result in overdevelopment. The proposal would retain current levels of employment provision and assist with the provision of additional housing. The proposal would not impact on parking, highway safety or drainage. The proposal would both preserve and enhance the conservation area and the locally listed building.

6.11.2 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. CIL

Based on the information given on the plans, the Mayoral CIL charge will be £35,100.24 (816sqm x £35 x 1.229) and the Haringey CIL charge will be £12,900.96 (816sqm 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

Applicant's drawing No.(s) L(0)001, 002, 003 ,004, 005, 010, 011, 020, 050, 051, 052, 053, 054, 05

Subject to the following condition(s)

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

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

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

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

CONSERVATION

3. Samples of all the new proposed materials and external finishes should be submitted for further approval, prior to commencement of works on site.

Reason: To ensure the preservation and enhancement of the conservation area and locally listed building

4. A further statement indicating the repair works to the front elevation and a relating methodology should be submitted for further approval, prior to commencement of works on site.

Reason: To ensure the preservation and enhancement of the conservation area and locally listed building

TRANSPORT

5. Prior to the commencement of the development hereby approved Construction Logistics Plan shall be submitted to and approved in writing by the Local

Planning Authority, outlining the expected traffic movements in connection with construction and measures to be taken to minimise disruption and inconvenience to neighbouring residents.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies 6.3 and 6.11 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

Reason: In the interest of the amenities of the adjacent properties.

6. Details of a scheme for the management of residential waste shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before any part of the development is occupied and the waste arrangement shall be operated in accordance with the approved scheme at all times. The applicant will also be required to provide details on the service of the commercial unit, the plan must include details on how servicing of the commercial unit to insure that servicing will not impact on the operation of the TLRN.

Reason: In the interest of the amenities of the adjacent properties and safeguard the operation of the local road network.

7. The applicant will be required to submit details on the type of cycle parking and the method of security, the design of the cycle parking must be in line with the London Cycle Design Standard.

Reason: To ensure that the type and layout of the cycle parking is in line with the London Cycle Design Standard.

CARBON MANAGEMENT

8. Delivery of Energy measures as set out in Energy Statement - 522-528 High Road, Tottenham, dated November 2016 by NRG consultants. The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reductions set out in the document. The equipment and materials shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority within 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery. The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council. Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon.

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

DRAINAGE

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

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

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

(a) Methodology and reasoning for SuDS flows and volumes proforma determination enabling full assessment that the allowable thresholds have been achieved have been submitted to and approved in writing by the Local Planning Authority.

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 £35,100.24 (816sqm x £35 x 1.229) and the Haringey CIL charge will be £12,900.96 (816sqm 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.

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: 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.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>The Highway Authority considers it reasonable to conclude that the proposals will not lead to a significant or detrimental impact on parking or transport amenity and is considered compliant with council policies.</p> <p>The Highway Authority would therefore not object to this development proposal subject to the following conditions, informative and S106 obligation.</p> <p>Conditions:</p> <p><u>Construction Logistics</u></p> <p>1. Prior to the commencement of the development hereby approved a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority, outlining the expected traffic movements in connection with construction and measures to be taken to minimise disruption and inconvenience to neighbouring residents. Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies 6.3 and 6.11 of the London Plan 2011, Policies SP0 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.</p> <p>Reason: In the interest of the amenities of the adjacent properties.</p> <p><u>Travel Welcome Pack</u></p> <p>2. No part of the development shall be occupied until a 'Travel Welcome Pack' detailing local travel information including cycle routes, bus routes/bus stops, car club provision, in addition to, on-site cycle parking provision and permit free obligation, is submitted to, and approved in writing by, the Local Planning Authority. The 'Travel Welcome Pack' shall be circulated to all new residents upon first occupation</p> <p>.</p> <p>Reason: In the interests of minimising the environmental impact of</p>	Noted. Conditions, informative and obligation applied.

Stakeholder	Question/Comment	Response
	<p>the scheme.</p> <p><u>Waste Management Plan</u> 3. Details of a scheme for the management of residential waste shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before any part of the development is first occupied and the waste arrangement shall be operated in accordance with the approved scheme at all times.</p> <p>Reason: In the interest of the amenities of the adjacent properties. S106 Permit</p> <p><u>S106 Permit Free Obligation</u> 4. 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, with the exception of blue badge holders, under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.</p> <p>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>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.</p>	
Cleansing (East)	<p>The above application would be treated as flats above shops. Therefore they will need to be on a bag collection and should place their bags out for collection on High Road N17 complying with any timed collections that are put in place by the Council. The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection.</p>	

Stakeholder	Question/Comment	Response
<p>LBH Conservation</p>	<p>Support:</p> <p>The scheme proposes to refurbish the building including retaining and repairing the front façade. In addition, the scheme proposes further modifications to the roof form to the rear and an extension. The proposed Factory Road elevation will be modified by the addition of 'factory' type consecutive gable elevation that could be an exciting design feature.</p> <p>6. It is considered that the proposed alterations will enhance the appearance of the building greatly. These works will cause no harm to the conservation area, its setting or the setting of the adjacent locally listed buildings. The improvements would enhance the setting of the heritage assets as well as the character and appearance of the conservation area. As such the proposals are acceptable from a conservation point of view.</p> <p><u>Conclusion</u></p> <p>As per the Council's statutory duty and in context of the Barnwell Manor case, it is considered that the proposed refurbishment works would not cause any harm to the setting of the adjacent locally listed buildings or the character and appearance of the conservation area. The proposed refurbishment works would result in significant heritage benefit that will greatly enhance the character appearance of the conservation area as well as the setting of the locally listed buildings. As such, the proposal is acceptable with the following conditions.</p> <p>Conditions:</p> <p>Samples of all the new proposed materials and external finishes should be submitted for further approval, prior to commencement of works on site.</p> <p>A further statement indicating the repair works to the front elevation and a relating methodology should be submitted for further approval, prior to commencement of works on site.</p>	<p>Noted. Conditions added</p>
<p>Floor and Surface</p>	<p>Support, subject to conditions.</p>	

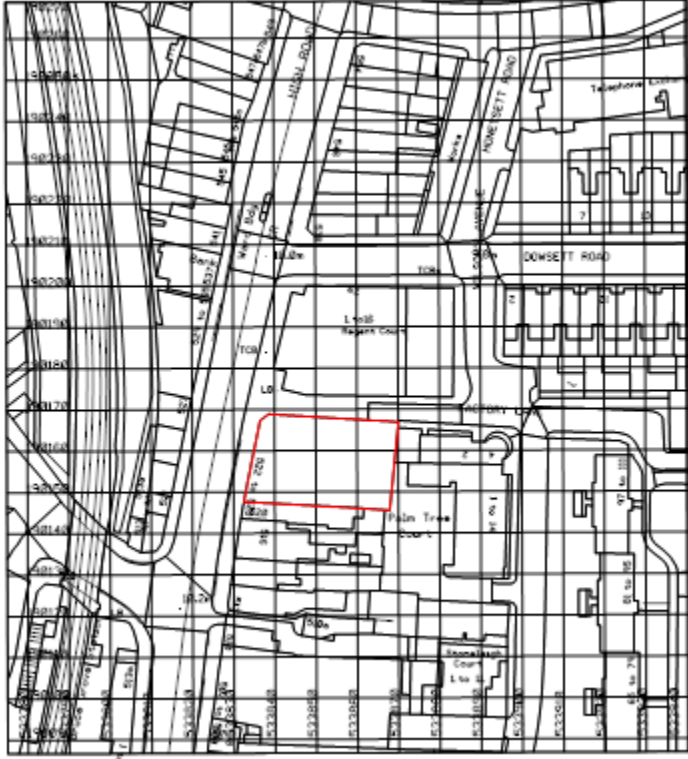
Stakeholder	Question/Comment	Response
Water		
Carbon Management	<p>The applicant has submitted an energy strategy which demonstrates an improvement in energy efficiency and includes renewable technologies. This alongside the agreement to offset the remaining carbon emissions demonstrates policy compliance.</p> <p>6.8.2 The above table shows that 17.9 tonnes remain following design as this needs to be offset to ensure policy compliance. 17.9 x £1,800 = £32,220.00 is required to offset the final carbon emissions.</p> <p>Actions:</p> <p>1) to condition the submitted energy strategy (suggested wording below); and 2) to agree through legal agreement the collection of £32,220 towards carbon projects in Haringey.</p>	Noted. Conditions and obligation applied.
EXTERNAL		
NEIGHBOURING PROPERTIES Regent Court 2a Dowsett road - Objection	<p><u>1. Loss of Light,</u> Many of the flats in Regent Court, such as the one occupied by myself, have only windows facing the building on which the constructions is suggested. With two new floors added there will be a considerable loss of light into most of Regent Court flats which is not acceptable and sustainable for healthy living.</p> <p><u>2. Loss of Privacy,</u> As explained above, many flats at Regent Court have all their windows facing the building on which construction is suggested. The proposed flats are less than 10 meters away from Regent Court existing windows and they would be overlooking bedroom and bathrooms causing unacceptable living conditions.</p> <p><u>3.Strategic Issues</u> Strategic issues with building site, insufficient land for construction site resulting in loss of right of quiet enjoyment, There is only one small road about 5 meters wide between the buildings, this is Factory lane, this also serves as loading bay for the food store beneath the proposed flats (Iceland ltd) and no other roads lead to the proposed construction site, this was verified with a survey of the</p>	<p>1. Regents Court which fronts the High Road has a rear set back of 10m. Given this distance and the modest increase on the proposed floor and mezzanine, there is no significant impact on light to Regents Court.</p> <p>2. Whilst some inter-visibility is to be expected on an urban setting the aforementioned setback allows for distance between the properties. There is no significant loss of privacy.</p> <p>3. There are no concerns regarding access for construction. 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.</p> <p>4. The site is a town centre location. By it's nature</p>

Stakeholder	Question/Comment	Response
	<p>buildings and on a map of the adjacent streets. All materials will have to be brought into the construction site via this road and yet again in extremely close proximity of Regent Court windows causing loss of right of quiet enjoyment and again, loss of light and privacy.</p> <p><u>4.Noise and disturbance resulting from new users.</u> Not only Regent Court will suffer from the noise of the building site less than 10 meters away but also new users have the potential to cause disturbance.</p> <p><u>5.Request to extend the consultation process.</u> I also would like to highlight a major flaw on the application and comment process. The period for leaving comments on this plan has been set from the 1st to the 30th of December 2016, however, the letter sent from Haringey local authority asking for feedback and comments was received on the 16th December 2016 and dated 14 December 2016, this leave less than 2 weeks for the neighbours to leave comments within the allocated 30 day period. Moreover, these two weeks are during the Christmas holidays and most of Londoners leave London to spend this special day with family, certainly this was the case of most habitats of Regent Court including myself. This means that many of the neighbours will only see the letter sent from Haringey local authority for the very first time after the set deadline and are not given a fair possibility to comment. I would like to request the consultation process to be extended until the 16th January 2016 to give all neighbours a fair opportunity to read the letter send by Haringey local authority and leave their comments. I am sure that Haringey local authority staff are keen to look after the best interests of people living in the borough and understand that this extension is needed to give all neighbours a fair say.</p>	<p>the surroundings are busy. There is no evidence to suggest that new neighbours will cause disturbance.</p> <p>5. The full statutory requirement for a consultation was undertaken. The council accepts comments beyond the official end date up until the date of decision (in this case 12 weeks). No additional responses or request have been received.</p>
Metropolitan Police Designing Out Crime Group	No necessary to comment	Noted.
Historic England	No necessary to comment	Noted.
Thames Water	No objection	Noted.

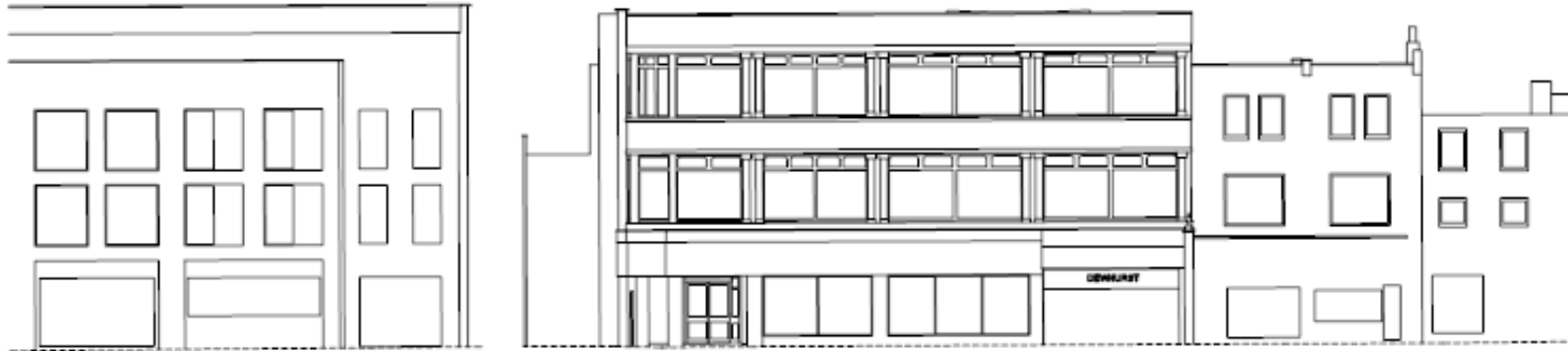
Stakeholder	Question/Comment	Response
Tottenham CAAC	Support: Some Tottenham CAAC members met with the architect of this scheme in November. We are pleased that the upper floors of this important building will be brought back into use.	Noted.
Transport for London	<p>No objection: Having reviewed the submitted documents TfL have the following comments.</p> <ul style="list-style-type: none"> • The site registers a Public Transport Accessibility Level (PTAL) of 6a on a scale of 1 to 6b which indicates an excellent level of accessibility. • TfL welcome the restrained approach to parking and request that residents enter a permit free agreement for any existing or future Controlled Parking Zone (CPZ). • The applicant indicates that there will be a total of 13 cycle spaces which complies with London Plan standards and TfL support. The applicant should clarify the type of stand to be used. • The applicant should clarify arrangements for delivery vehicles and TfL have no objection to the proposed servicing arrangements. • Based on the above request being met TfL have no further comment. If you have any queries please do not hesitate to contact me. 	Noted
London Fire Brigade	The Brigade is not satisfied with the proposals as no brigade access details provided	Noted. Not a material planning consideration. Developer to remedy.

Appendix 2 Plans and Images

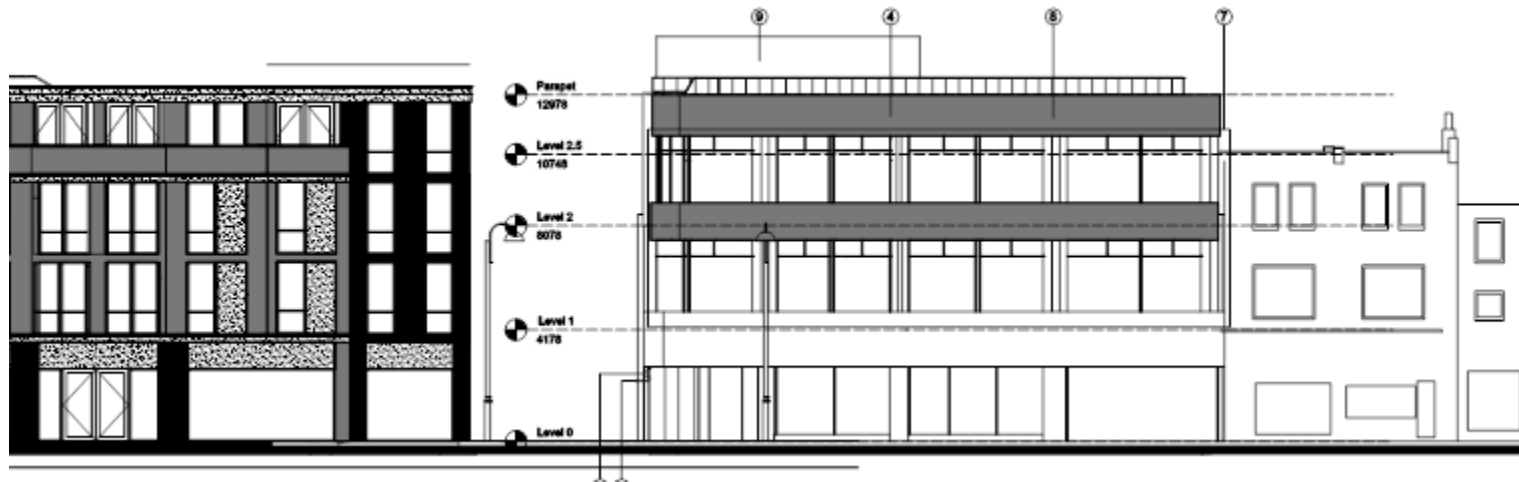
Location Plan



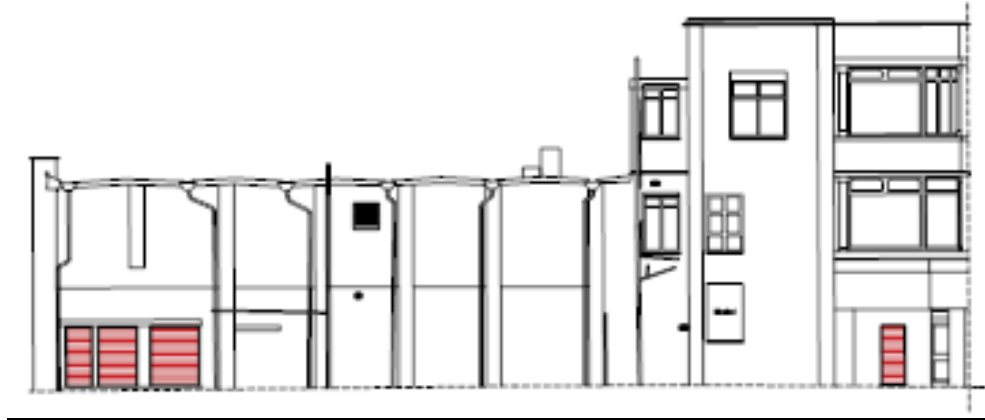
Existing Front Elevation



Proposed Front Elevation



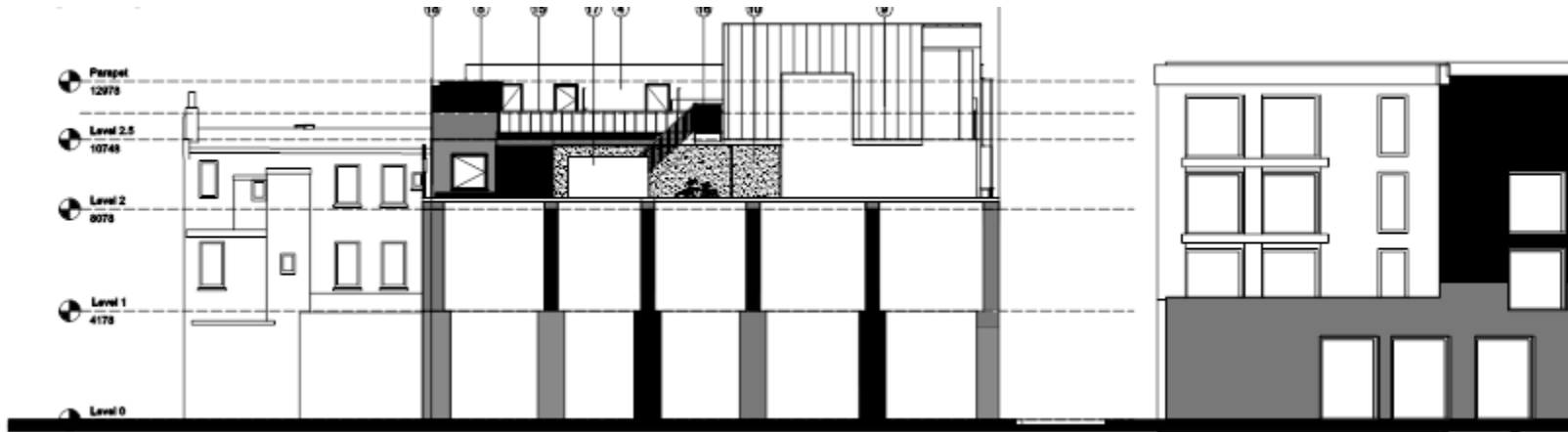
Existing North Elevation



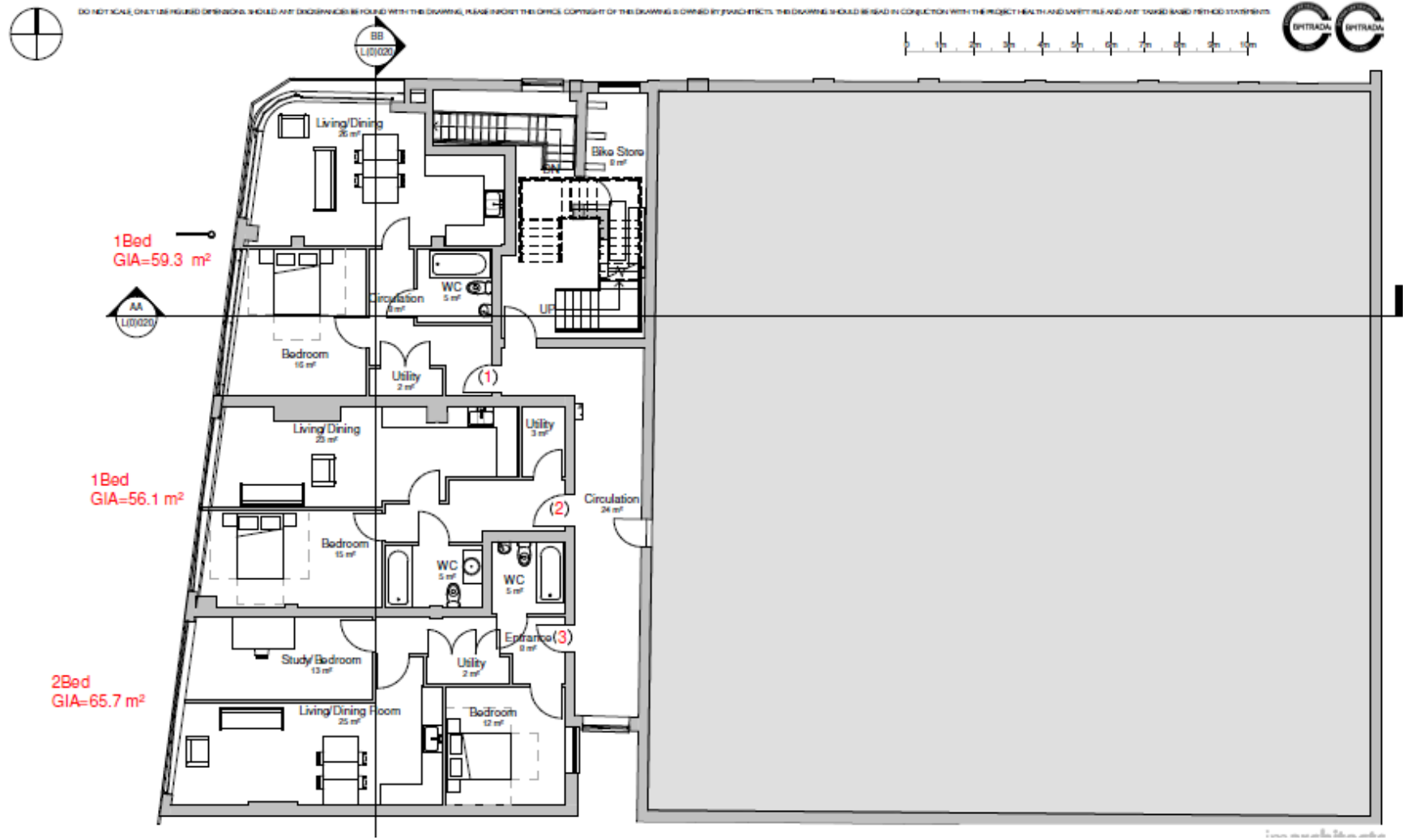
Proposed North Elevation



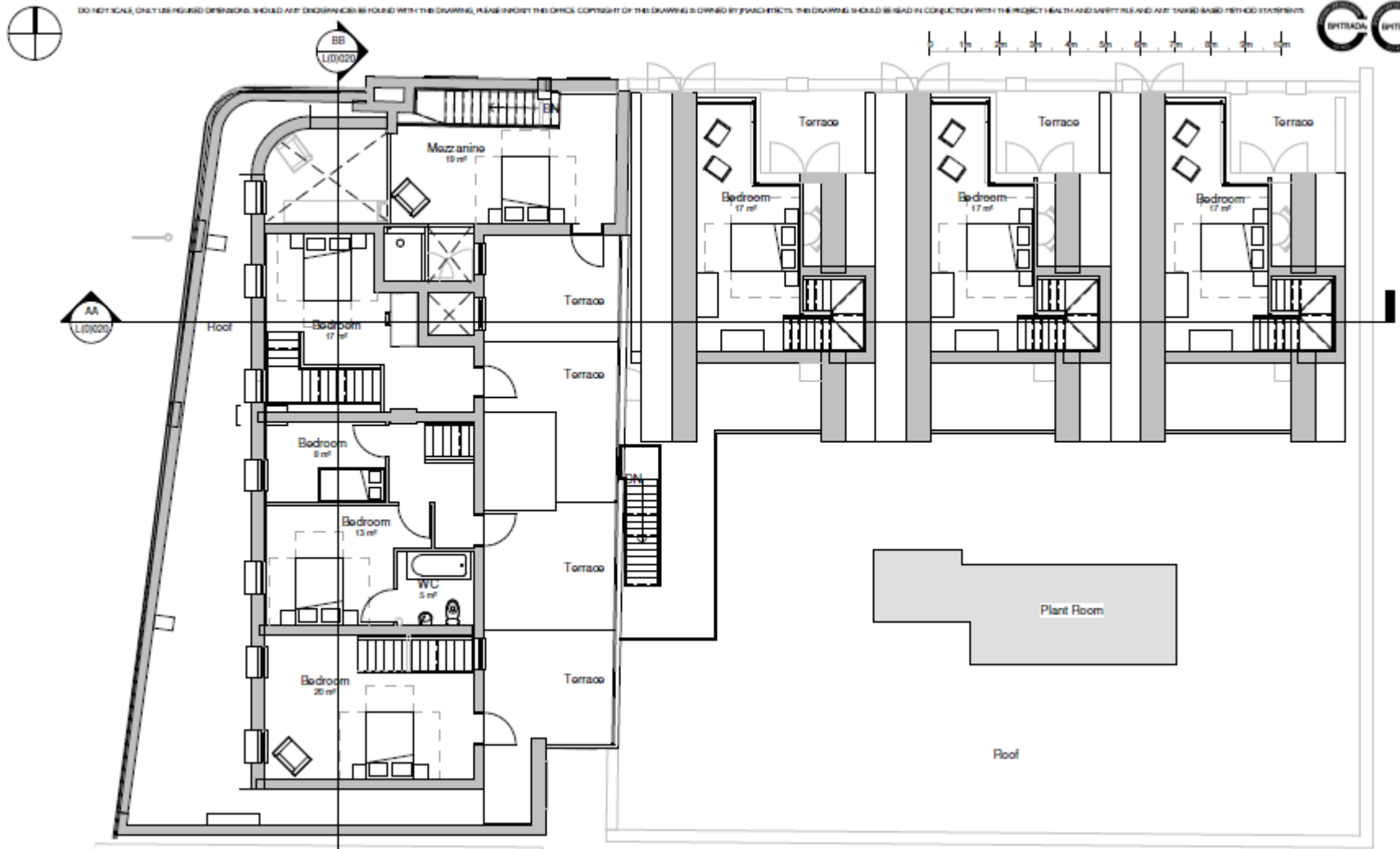
Proposed Rear Elevation



Proposed First Floor



Proposed Second Floor Mezzanine Plan



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Pre-application briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PRE/2017/0076

Ward: Noel Park

Address: BHS, 26 High Road, Wood Green N22

Proposal: Redevelopment of the site to create a mixed-use development comprising 9 retail units (approx. 2,00sqm), a 148 bed hotel (approx. 5,300sqm), and 199 residential units.

Agent: Gerald Eve LLP

Ownership: Private

Case Officer Contact: Adam Flynn

2. BACKGROUND

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

3. SITE AND SURROUNDS

- 3.1 The site sits to the north-east of the High Road, close to Turnpike Lane Station. The site is not located within a Conservation Area, and no buildings are listed.
- 3.2 The site is bordered by the High Road to the south-west, Bury Road to the north-east, Whymark Road to the south-east, and a mixture of commercial properties to the north-west. Commercial properties sit opposite the site on the High Road, and residential properties are opposite on Bury Road.
- 3.3 The site forms part of Site SA14 in the Site Allocations DPD, which has been through the modification stage. The proposed Site Allocation states: 'Comprehensive redevelopment of current High Road frontages for mixed use development consisting of town centre uses at ground and first floor level, with residential above, and a potential new Crossrail 2 station entrance onto Wood Green High Road.' The allocation also states that this is a collection of buildings which are of mixed architectural quality.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal is for the redevelopment of the site to create a mixed-use development comprising 199 residential units, together with 9 Use Class A1 retail units (approximately 2,000sqm) and a 148 bed hotel. The applicant proposes to develop the site in two phases.

5. PLANNING HISTORY

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

6. CONSULTATION

6.1 Internal/external consultation:

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

6.3 Development Management Forum

- 6.4 The proposal will likely be presented to a Development Management Forum in April or May. Feedback from any Forum will be included within the written report to a forthcoming planning sub-committee.

6.5 Quality Review Panel

- 6.6 The scheme is due to be presented to the Quality Review Panel in April. A summary of the Panel's view will be included within the written report to a forthcoming planning sub-committee.

7. MATERIAL PLANNING CONSIDERATIONS

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

1. *Principle of the development* – The redevelopment of the site to create a mixed use development comprising residential units, a hotel and commercial floorspace is acceptable in principle, and in accordance with the site

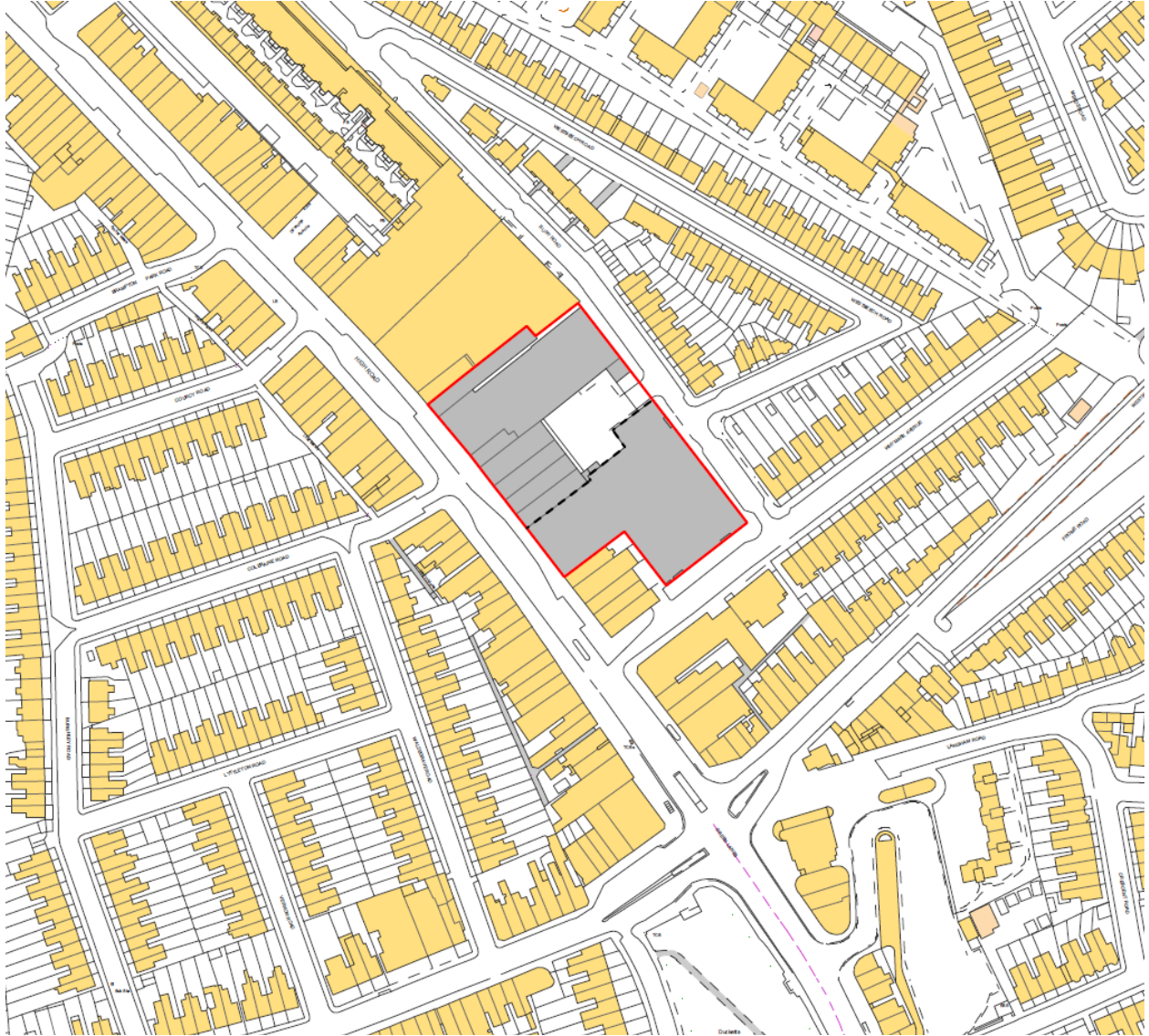
allocation for the site. The type of uses and their location are generally considered acceptable.

2. *Design and appearance* – The general principle of the layout of the development and the block position is considered acceptable, however the overall bulk, massing and height is still being developed. Careful treatment of the street elevations is essential. The design and layout of the scheme has been evolving, but this still requires some refining prior to submission. The overall heights are of concern, as is the separation distance to the site to the north.
3. *Affordable housing* – Local Plan Policy SP2 requires developments of more than 10 units to contribute to the Borough's target of 50% of affordable housing contributions to the Borough's affordable housing stock (current Draft Published Local Plan Amendment 40% affordable housing). However, any proposed scheme providing less than the required affordable housing must submit a viability report for assessment.
4. *Housing mix* – The mix of units appears to be weighted towards 1 and 2-bed units, with less family sized units. This is being further considered by officers, given the central location of the site.
5. *Impact on residential amenity* – The proposal would need to consider the impact on the amenity of the surrounding properties regarding loss of daylight / sunlight / enclosure overlooking, loss of privacy and noise levels. Any formal submission should include a BRE sunlight and daylight study in relation to any redevelopment of the site and a noise report with mitigating measures if required. Any material levels of overbearing / increased sense of enclosure and outlook issues to the rear of any residential properties backing onto the site will be examined, and avoided in order to safeguard the amenity of existing occupiers, especially along Bury Road.
6. *Quality of accommodation* – London Plan policy 3.5 and Local Plan policy SP2 require high quality development to meet the standards of the Mayor's Housing SPG. From the plans provided, it appears that the proposed units would be of a good size and layout, with good sized rooms and access to amenity space. Internal overlooking distances will need to be carefully considered.
7. *Parking and highway safety* – Given the site's high PTAL, a car-free development is welcomed. The incorporation of the cycle parking into the cores of the blocks is welcomed. Cycle spaces are required at a rate of 1 per 1-bed unit and 2 per 2+-bed unit. Disabled parking would be required at a rate of 1 per wheelchair unit (10% of the units proposed). This would need to be provided on the site, as disabled bays cannot be allocated on the street.

8. *Accessibility* – All units would need to comply with the relevant standards and 10% of the number of residential units would need to be wheelchair accessible.
 9. *Sustainability* – The London Plan requires all new homes to achieve a 35 per cent carbon reduction target beyond Part L 2013 of the Building Regulations. This would be expected to be outlined in an Energy Strategy to be submitted with any application.
- 7.2 These matters are to be assessed prior to the application being considered at a planning sub-committee.

PLANS AND IMAGES

Site Location Plan



Indicative Site Layout





Report for:	Planning Sub Committee Date: 10 April 2017	Item Number:	
Title:	Update on major proposals		
Report Authorised by:	Stuart Minty / Emma Williamson		
Lead Officers:	John McRory		
Ward(s) affected: All	Report for Key/Non Key Decisions:		

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.

Update on progress of proposals for Major Sites

April 2017

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
47,66 and 67, Lawrence Road HGY/2016/1212 & HGY/2016/1213	Redevelopment mixed use residential led scheme for 83 dwellings (34 x 1b, 33 x 2b, 7 x 3b and 9 x 4b)	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Valerie Okeiyi	John McRory
39 Markfield Road, N15 HGY/2016/1377	Adaptation of the existing warehouse building to (B1/B2/B8 use) to artist recording & work pods (B1), various office sublets (B1), enclosed performance space (Sui Generis) and cafe/bar (A4) and Yoga Studio (D2) with associated amenity spaces	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Chris Smith	John McRory
50-56 Lawrence Road (mono house), N15 4EG HGY 2016/2824	Demolition of the existing buildings and redevelopment of the site to provide a 7 storey building fronting Lawrence Road and a part 5, 3 and 2 storey building which forms an intermediate block and mews to the rear comprising 47 residential units (use class C3) and 176sqm of commercial floor space (use class B1) on ground floor, including 8 car parking spaces and associated landscaping and cycle parking	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	James Hughes	John McRory
Templeton Hall Garages HGY/2016/2621	The proposals seek to demolish the existing building and create a new four storey residential block with a set-back fifth floor.	Members resolved to grant planning permission subject to the signing of a section	Samuel Uff	John McRory

	Proposal comprises 11 residential units.	106 legal agreement. Not yet signed		
Keston Centre Keston Road, N17 HGY/2016/3309	Redevelopment of the site to provide a mix of pocket housing and private housing	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	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.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Adam Flynn	John McRory
Coppetts Wood Hospital, Coppetts Road, N10 HGY/2016/2772	Re-Development of site to provide residential accommodation	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Not yet signed	Chris Smith	John McRory
APPLICATIONS SUBMITTED TO BE DECIDED				
St John's Great Cambridge Road HGY/2016/4095	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.	Reported to Members of the planning sub-committee 13 March 2016. Deferred by members so it can be represented to the QRP. Likely to be reported again in May.	Gareth Prosser	John McRory

First and Second Floors 524-528 High Road London N17 HGY/2016/4096	Conversion of disused first and second floor of existing building above existing ground floor retail unit to create seven dwellings. Modification to roof above existing buildings at first and second floor level, including re-positioning of small plant. Modification to rear of existing building at second floor level including construction of new build extension creating a further three dwellings. Modification to proposed residential entrance at ground floor level.	Application to be reported to Members on 10 April 2017 planning sub-committee.	Gareth Prosser	John McRory
Station Square West 1 Station Square, Station Road, N17, HGY/2016/3932	22 Storey Tower. 128 Units + 434 sqm of commercial floorspace.	Application to be reported to Members on 10 April 2017 planning sub-committee.	James Hughes	John McRory
52-68 Stamford Road, N15 HGY/2017/0426	Redevelopment of the site to provide a mixed use commercial and residential scheme	Application to be reported to Members on 08 May 2017 planning sub-committee.	Chris Smith	John McRory
Car Park, Westerfield Road, N15 (no reference as yet)	Change of use of and redevelopment of current site to create a multi-use pop-up urban village using modified shipping containers. The site will accommodate at least 65 individual units to support local independent businesses and community projects. An individual unit is one ISO 45G0 High Cube 40 shipping container.	Application under consideration and currently at neighbour consultation stage. Likely committee in June	Wendy Robinson	John McRory
70-72 Shepherds Hill, N6 HGY/2016/2081	The proposals seek to demolish the existing building and create a new four storey residential block with a set-back fifth floor. Two Mews houses are also proposed to the	Currently under consideration following end of consultation period.	Gareth Prosser	John McRory

	<p>rear with associated car parking, landscaping and amenity space.</p> <p>Proposals comprise 19 residential units.</p>	Scheme presented to QRP		
56 Muswell Hill, N10, HGY/2016/0988	<p>Variation of condition 2 (plans and specifications) attached to planning permission HGY/2013/2069 to permit change of use of the first and second storeys of 56 Muswell Hill (Building A) from a specialist school (Use Class D1) to 6 no. shared ownership residential units (Use Class C3). Removal of the Building A, D1 basement floorspace. Alterations to the glazing to the Building A, ground floor, north-east elevation to provide a secondary entrance onto Dukes Mews</p>	To be determined under delegated authority.	Aaron Lau	John McRory
109 Fortis Green, N2 HGY/2017/0432	<p>Variation of condition 2 of planning permission reference HGY/2015/3813 (dated 20 September 2016) for minor material amendments to the permitted scheme, involving the provision of 1 x additional 1 bed residential unit, associated minor reduction in the level of commercial floorspace and associated internal and external alterations and other associated works</p>	Planning application submitted and out at neighbour consultation stage.	Valerie Okeiyi	John McRory
Gisburn Mansions, Tottenham Lane, N8 HGY/2017/0698	<p>Erection of new third storey and roof to provide 12no. two-bedroom flats (revised</p>	Revised planning application submitted and out at neighbour consultation stage.	Aaron Lau	John McRory

	scheme following recent refusal)			
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				
Chocolate Factory	Redevelopment of the site to provide 220 units on Workspace land, with an additional 14,835 sqm of commercial space.	Scheme to be submitted in March / April	Adam Flynn	John McRory
Ashley Road South x3 NHH BSD BSD + Ada NCDS	Comprehensive redevelopment of the site with a mix use residential led scheme NHH- Outline – mixed use scheme (265 units and 3,000 sq.m commercial) BSD – Outline mixed use scheme BSD + NCDS – detailed residential and college + Berol House	NHH Application submitted Has been to QRP and members presentation at pre-application stage. Master plan and NHH proposal scheduled for Jan QRP Pre-app for NCDS scheduled for Jan – BSD and NCDS scheduled for March submission	James Hughes	Robbie McNaugher

Haringey Heartlands Clarendon Road Gas Works Site	Comprehensive redevelopment of the site (Masterplan)	In pre-application discussions and PPA signed	Adam Flynn	John McRory
Hale Village Tower, Ferry Lane, Tottenham, N15	Revised proposal for a 33 storey tower (replacing the consented 18 storey outline permission) to provide housing with commercial and/or community uses at ground floor.	Likely submission in June / July - PPA draft agreed.	Chris Smith	Chris Smith
Land at Plevna Crescent	Construction of four individual pavilions consisting of 72 residential units with a common ground level plinth and basement to provide servicing and parking	Likely submission in April 2017	Wendy Robinson	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. Inclusion of a doctors/health facility.	Principle acceptable subject to compliance with the emerging AAP/ Applicant in talks with the NHS	Adam Flynn	John McRory
The Richards Music Centre, Highgate School, Bishopswood Road, N6 4NY	Demolition of existing building and erection of two storey building for additional teaching space and associated works	Principle acceptable subject to scale and height o building being appropriate within the Metropolitan Open Land (MoL). However, developer's agents informed that the SPD capturing all the proposed extensions to the school is required to be finalised.	Tobias Finlayson	John McRory
163 Tottenham Lane N8	The application proposes the demolition of the	Pre-application meetings	Tobias	John McRory

	existing Kwik-Fit Garage and a two storey building at the rear. Erection of a five storey building for commercial and residential development.	held and principle acceptable. Presented to Members at pre-application stage in February. Likely submission in May	Finlayson	
IN PRE-APPLICATION DISCUSSIONS				
Earlham Primary School	Major rebuilding and refurbishment to address the needs of the school. 2-storey new build, including the demolition of the main school block. The new build area is estimated to be 2286sqm	Pre-application meeting held and principle acceptable. School is located adjacent to MoL.	Tobias Finlayson	John McRory
Tottenham Magistrates Court	Change of use from court to residential and erection of new build residential	Very early stage to inform bidding process. Significant listed building implications and constraints for proposed residential.	Tobias Finlayson	John McRory
2 Chestnut Road	Pocket style housing	Principle under consideration	James Hughes	John McRory
423 West Green Road	Mix Use Development	The principle of an enabling mix use residential development including the erection of an A1-A3 unit at ground floor level, replacement of existing church /community/nursery including ancillary offices, is acceptable – early-stage pre-	Chris Smith	John McRory

		app report completed.		
8-10 High Road, Turnpike Lane	20 storey residential building	Principle under consideration	Adam Flynn	John McRory
311 Roundway	Mixed Use Redevelopment – 66 Units	Pre-app meeting taken place in October 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.	Pre-app meeting occurred in October. Current consent for the site, so need to be mindful of fallback position.	Tobias Finlayson	John McRory
1-6 Crescent Mews	Redevelopment of the site to create ground floor commercial floorspaces and 42 new residential dwellings.	Pre-application held – concerns raised regarding number of units, parking and design. Applicant would like to enter into a PPA	Aaron Lau	John McRory
42 Hampstead Lane	Replacement of existing dwelling (2,500 sqm)	Pre-application held – revised plans received to address design concerns.	Aaron Lau	John McRory
Hornsey Town Hall, Crouch End, N8	Erection of extensions and additional buildings including refurbishment of Hornsey Town Hall	pre-application discussions	James Hughes	John McRory

Fortismere School -	Feasibility Study - Proposed New 6th form Wing/Condition works	Three schemes discussed.	Valerie Okeiyi	John McRory
Edmanson's Close, Tottenham	Alterations, extensions and infill across the site to provide more improved family accommodation. Existing number of units on site is 60. Following changes the total number of units will be 35.	Principle acceptable subject to re-provision of elderly accommodation.	Tobias Finlayson	John McRory
69 Lawrence Road	Redevelopment mixed use residential led scheme	Supported in principle as land use. Pre-application meeting has taken place and further meetings are envisaged.	James Hughes	John McRory
Cross House, 7 Cross Lane, N8	Demolition of existing building & erection of new 6 storey structure with replacement commercial across, ground, 1st & 2nd & 9 flats across 3rd, 4th & 5th storeys.	Principle acceptable subject to re-provision of employment use. Scheme too high and requires amending.	Adam Flynn	John McRory
867-879 High Road	Redevelopment of the site with 5,460sqm retail building with a related 235 space surface level car park and servicing, a terrace of small retail units as well as a pair of office buildings, all located on a rectangular shaped site to the west of (and accessed from) the	Although acceptable development in principle, this site forms part of a wider regeneration strategy and developer has been advised to participate in masterplan formulations.	James Hughes	John McRory

	A1010 Tottenham High Rd.			
423 West Green Road, N17	New build residential, commercial and ecclesiastical development at 423 West Green Road (London N15). The proposal seeks the development of 76 flats, 410m2 of commercial space and a new Church/community centre for the Derby Hall Assemblies of God, who currently partly occupy the site.	Principle acceptable subject to a Masterplan. Further meetings to take place	Tobias Finlayson	John McRory
Northwood Hall	21 flats within and additional one storey to existing block of flats	Principle acceptable	Chris Smith	John McRory
Omega Works	7 storey development with 920 square meters of office and 88 residential units.	Principle maybe acceptable	Chris Smith	John McRory
MAJOR APPLICATION CONDITIONS				
Pembroke Works	Approval of details pursuant to conditions 6 (landscaping and surroundings), condition 10 (desktop study for uses and contaminants) attached to planning permission HGY/2012/1190	Landscaping and verification details to be finalised.	Adam Flynn	John McRory
165 Tottenham Lane	Approval of details pursuant to condition 5 (construction management plan) planning permission HGY/2013/1984	Awaiting comments from internal parties.	Aaron Lau	John McRory
Hornsey Depot, Hornsey Refuse and Recycling Centre, High Street, N8	A number of conditions have been submitted.	A number of pre-commencement conditions have been discharged and others awaiting comments.	Adam Flynn	John McRory
St Lukes	Conditions to be submitted soon. A meeting is being arranged in order to set up monitoring meetings	Awaiting dates for meeting	Aaron Lau	John McRory
THFC	A number of conditions submitted	Only recently submitted – at	James Hughes	John McRory

		consultation stage		
Lordship Lane	A number of conditions submitted	Only recently submitted – at consultation stage	Chris Smith	John McRory
St. Anne’s Magistrates and police station	A number of conditions submitted	A number of pre-commencement conditions have been discharged and others awaiting comments.	Chris Smith	John McRory
Apex House	A number of discharges of conditions to be submitted soon. A meeting is being arranged in order to set up monitoring meetings	Only recently submitted – at consultation stage	Chris Smith	John McRory

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HARINGEY COUNCIL

PLANNING COMMITTEE

APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 01/03/2017 AND 30/03/2017

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.

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 5504,
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/2017/0648** Officer: Sarah Madondo
 Decision: GTD Decision Date: 10/03/2017
 Location: 265B Albert Road N22 7XL
 Proposal: Certificate of Lawfulness for to retention of an existing basement floor flat

CLUP Applications Decided: 2

Application No: **HGY/2017/0533** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 13/03/2017
 Location: 13 Windermere Road N10 2RD
 Proposal: Certificate of Lawfulness for the erection of an outbuilding in the rear garden

Application No: **HGY/2017/0616** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 10/03/2017
 Location: 6 Clyde Road N22 7AE
 Proposal: Certificate of lawfulness for rear facing dormer window including outrigger and front facing roof lights

FUL Applications Decided: 15

Application No: **HGY/2017/0119** Officer: Emma McCready
 Decision: GTD Decision Date: 08/03/2017
 Location: 69 Alexandra Park Road N10 2DG
 Proposal: Single storey rear extension

Application No: **HGY/2017/0228** Officer: Duncan McKane
 Decision: REF Decision Date: 16/03/2017
 Location: 97 Alexandra Park Road N10 2DP
 Proposal: Creation of new cross over, new permeable driveway, installation of rotating turntable and erection of brick wall to front boundary.

Application No: **HGY/2017/0230** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 14/03/2017
 Location: Flat A 41 Muswell Avenue N10 2EH
 Proposal: Construction of rear dormer roof extension, rooflights to the front and rear elevations. Alterations to the rear fenestration involving the insertion of new window, the remodelling of existing windows with timber sash windows, the re-cladding of existing rear dormer, the construction of external landing and balustrade to rear and replacement roof tiles with natural slate tiles.

Application No: **HGY/2017/0277** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 01/03/2017
 Location: 329-331 Alexandra Park Road N22 7BP
 Proposal: Conversion of existing garage into a habitable room following the removal of a garage door and construction of a bay window and front porch

Application No:	HGY/2017/0291	Officer:	Aaron Lau
Decision:	GTD	Decision Date:	06/03/2017
Location:	8 Donovan Avenue N10 2JX		
Proposal:	Change of use of No. 8 Donovan Avenue (Part of Earnest Dene Care Home (8-12 Donovan Avenue) Use Class C2 to 5No. residential flats (1 x studio unit, 2 x 1 bed units and 2 x 2 bed units) Use Class C3. Erection of lower and upper ground rear extensions. Rear dormer extensions, first floor roof terrace and new bin enclosure in front garden.		
Application No:	HGY/2017/0297	Officer:	Emma McCready
Decision:	GTD	Decision Date:	08/03/2017
Location:	211 Alexandra Park Road N22 7BJ		
Proposal:	Demolition of existing garage and proposed two storey extension to the side, proposed roof extension		
Application No:	HGY/2017/0436	Officer:	Wendy Robinson
Decision:	GTD	Decision Date:	29/03/2017
Location:	201 Alexandra Park Road N22 7BJ		
Proposal:	Erection of rear extension at ground level and lower ground level including balcony and external stairs to garden		
Application No:	HGY/2017/0447	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	09/03/2017
Location:	113 Albert Road N22 7AG		
Proposal:	Conversion of rear window to French door; and alterations to existing windows and door at rear of residential ground-floor maisonette.		
Application No:	HGY/2017/0462	Officer:	Neil Collins
Decision:	GTD	Decision Date:	10/03/2017
Location:	231 Albert Road N22 7AQ		
Proposal:	Creation of vehicle cross-over		
Application No:	HGY/2017/0484	Officer:	Roland Sheldon
Decision:	GTD	Decision Date:	21/03/2017
Location:	9A Barnard Hill N10 2HB		
Proposal:	Proposed single storey rear extension		
Application No:	HGY/2017/0511	Officer:	Conor Guilfoyle
Decision:	REF	Decision Date:	24/03/2017
Location:	303 Alexandra Park Road N22 7BP		
Proposal:	Retrospective planning application for amalgamation of Studios 3 & 4 and Studios 6 & 7 within existing building containing 7 studio flats to form 1 x 1 bed, 1 person flat and 1 x 2 bed, 3 person flat, with 3 other studio flats unaltered		
Application No:	HGY/2017/0512	Officer:	Laurence Ackrill
Decision:	GTD	Decision Date:	22/03/2017
Location:	74 Windermere Road N10 2RG		
Proposal:	Single storey side extension of existing garage and alterations to rear patio area and landscaping		

Application No: **HGY/2017/0513** Officer: Emma McCready
 Decision: GTD Decision Date: 09/03/2017
 Location: 129 Rosebery Road N10 2LD
 Proposal: Replacement of existing rear dormer to larger dormer window and insertion of additional rooflights to front roof slope.

Application No: **HGY/2017/0515** Officer: Emma McCready
 Decision: GTD Decision Date: 23/03/2017
 Location: 63 The Avenue N10 2QG
 Proposal: Erection of a 4m x 4m outbuilding in the rear garden for occasional leisure use as a summerhouse and storage/shed.

Application No: **HGY/2017/0517** Officer: Emma McCready
 Decision: GTD Decision Date: 21/03/2017
 Location: 2 Parham Way N10 2AT
 Proposal: 3m deep rear extension with glazed roof, front and side wall. New roof light over existing side extension

NON Applications Decided: 2

Application No: **HGY/2017/0415** Officer: Duncan McKane
 Decision: REF Decision Date: 13/03/2017
 Location: 3 Dagmar Road N22 7RT
 Proposal: Non-material amendment following a grant of planning permission HGY/2015/3562 to create a gable ended roof over the approved side extension, introduce a flat roof over the front porch and introduce a rear parapet on the side extension roof to the rear

Application No: **HGY/2017/0922** Officer: Wendy Robinson
 Decision: GTD Decision Date: 29/03/2017
 Location: 54 Grove Avenue N10 2AN
 Proposal: Non-material amendment following a grant of planning permission (HGY/2016/3636) to include two vertical glazing bars to the side facing window of dormer.

RES Applications Decided: 2

Application No: **HGY/2017/0379** Officer: Christopher Smith
 Decision: GTD Decision Date: 17/03/2017
 Location: Alexandra Palace Alexandra Palace Way N22 7AY
 Proposal: Approval of details pursuant to condition 7 (Considerate Contractors Scheme) attached to planning permission HGY/2016/1574.

Application No: **HGY/2017/0380** Officer: Christopher Smith
 Decision: GTD Decision Date: 17/03/2017
 Location: Alexandra Palace Alexandra Palace Way N22 7AY
 Proposal: Approval of details pursuant to condition 10 (Protection of Trees) attached to planning permission HGY/2016/1574

TEL Applications Decided: 1

Application No: **HGY/2017/0597** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 17/03/2017
 Location: Opposite Albert Road Durnsford Road N11 2EL
 Proposal: Installation of a 15 metre dual user Elara monopole housing two sets of three antennas, mounted together at the top of the structure with associated equipment cabinets.

Total Applications Decided for Ward: 23WARD: **Bounds Green****CLUP Applications Decided: 4**

Application No: **HGY/2017/0614** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 07/03/2017

Location: 14 Woodfield Way N11 2PH

Proposal: Certificate of lawfulness for loft conversion with hip to gable conversion and rear dormer

Application No: **HGY/2017/0615** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 07/03/2017

Location: 16 Woodfield Way N11 2PH

Proposal: Certificate of lawfulness for loft conversion with hip to gable conversion, rear dormer with Juliet balcony and 3no front facing roof lights

Application No: **HGY/2017/0617** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 07/03/2017

Location: 28 Woodfield Way N11 2PH

Proposal: Certificate of lawfulness for roof conversion and side facade alterations

Application No: **HGY/2017/0645** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 14/03/2017

Location: 26 Blake Road N11 2AE

Proposal: Certificate of lawfulness for proposed loft conversion with rear dormer window

FUL Applications Decided: 8

Application No: **HGY/2016/2086** Officer: Samuel Uff
 Decision: GTD Decision Date: 08/03/2017

Location: 12b Thorold Road N22 8YE

Proposal: Amendments to planning permission HGY/2014/3201 to provide a larger two storey element, providing an additional two bedroom flat (above the approved conversion of the ground floor offices and garages in the rear part of 12B Thorold Road for conversion and extension of rear offices to form 3 x one bedroom flats)

Application No: **HGY/2017/0042** Officer: Duncan McKane
 Decision: GTD Decision Date: 07/03/2017

Location: The Prince 1 Finsbury Road N22 8PA

Proposal: Installation of micro-brewery equipment (internal only) and external chimney flue to rear of existing A4 public house

Application No: **HGY/2017/0331** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 27/03/2017

Location: 46 Whittington Road N22 8YF

Proposal: Erection of single storey side extension

Application No: **HGY/2017/0428** Officer: Roland Sheldon
 Decision: GTD Decision Date: 21/03/2017

Location: 4 Horizon Trade Park Ring Way N11 2NW

Proposal: Proposed extension to the existing Unit 4 in Horizon Trade Park at First Floor Level over existing parking area, demarcation of 8 parking spaces underneath extension including 2 disabled parking bays.

Application No: **HGY/2017/0452** Officer: Gareth Prosser
 Decision: REF Decision Date: 23/03/2017
 Location: 109 Myddleton Road N22 8NE
 Proposal: Change of use of rear part of shop (A1) to one studio flat and one new patio window

Application No: **HGY/2017/0479** Officer: Roland Sheldon
 Decision: REF Decision Date: 24/03/2017
 Location: 40 Nightingale Road N22 8PU
 Proposal: Proposed loft conversion with mansard roof, single storey side infill and single storey rear extension.

Application No: **HGY/2017/0514** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 16/03/2017
 Location: 120A Myddleton Road N22 8NQ
 Proposal: Change of use of ground floor level from retail (A1) to retail and taproom mixed A1 / A4 use

Application No: **HGY/2017/0622** Officer: Neil Collins
 Decision: GTD Decision Date: 28/03/2017
 Location: 11 St Michaels Terrace N22 7SJ
 Proposal: Erection of single story side/rear infill extension

LCD Applications Decided: 3

Application No: **HGY/2016/3576** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 07/03/2017
 Location: 3 & 3A Parkhurst Road N22 8JQ
 Proposal: Replacement windows to uPVC.

Application No: **HGY/2017/0109** Officer: Laina Levassor
 Decision: GTD Decision Date: 06/03/2017
 Location: 66A, 66B, & 66C Trinity Road N22 8XX
 Proposal: Replacement of timber windows and doors with PVCu windows and doors

Application No: **HGY/2017/0498** Officer: Laina Levassor
 Decision: GTD Decision Date: 16/03/2017
 Location: Flats A-F 417 High Road N22 8JB
 Proposal: Replacement of timber windows and doors with PVCu

NON Applications Decided: 1

Application No: **HGY/2017/0736** Officer: Samuel Uff
 Decision: GTD Decision Date: 08/03/2017
 Location: Ground Floor Flat 87 Whittington Road N22 8YR
 Proposal: Non material amenment to planning permission HGY/2016/1062 to amend the approved flat roof of the single storey rear extension to a mono pitched roof

PNE Applications Decided: 4

Application No: **HGY/2017/0430** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 10/03/2017
 Location: 16 Woodfield Way N11 2PH
 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/2017/0431** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 13/03/2017
 Location: 30 Eleanor Road N11 2QS
 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 3.58m and for which the height of the eaves would be 2.8m

Application No: **HGY/2017/0595** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 20/03/2017
 Location: 28 Woodfield Way N11 2PH
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.47m, for which the maximum height would be 3.6m and for which the height of the eaves would be 2.65m

Application No: **HGY/2017/0642** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 28/03/2017
 Location: 54 Queens Road N11 2QU
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

RES Applications Decided: 2

Application No: **HGY/2017/0563** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 30/03/2017
 Location: Land to rear of 453-455 High Road N22 8JD
 Proposal: Approval of details pursuant to conditions 3, 4, 5 & 6 attached to planning permission HGY/2015/0437 and conditions 3, 4 & 5 attached to planning permission HGY/2016/4070

Application No: **HGY/2017/0742** Officer: Neil Collins
 Decision: GTD Decision Date: 21/03/2017
 Location: 3A Queens Parade Brownlow Road N11 2DN
 Proposal: Approval of details of materials pursuant to condition 3 of permission (HGY/2016/1604)

Total Applications Decided for Ward: 22WARD: **Bruce Grove****CLDE Applications Decided: 1**

Application No: **HGY/2017/0657** Officer: Sarah Madondo
 Decision: GTD Decision Date: 13/03/2017
 Location: 10 Downhills Park Road N17 6PG
 Proposal: Certificate of lawfulness for the retention of existing 3 self contained flats

CLUP Applications Decided: 3

Application No: **HGY/2017/0265** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 03/03/2017
 Location: 268 Mount Pleasant Road N17 6EZ
 Proposal: Certificate of lawfulness for a proposed rear roof extension and installation of 2 no rooflights to front roof slope

Application No: **HGY/2017/0620** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 10/03/2017
 Location: 90 Woodside Gardens N17 6UW
 Proposal: Certificate of lawfulness for attic conversion to include 3 no. new rooflights to front roofscape and two new dormers, one on the rear of the main roof and one on part of the roof of the closet wing

Application No: **HGY/2017/0644** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 07/03/2017
 Location: 99 Broadwater Road N17 6EP
 Proposal: Certificate of lawfulness for loft conversion

FUL Applications Decided: 5

Application No: **HGY/2017/0296** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 24/03/2017
 Location: 262 Philip Lane N15 4AD
 Proposal: Erection of single storey rear extension

Application No: **HGY/2017/0300** Officer: Emma McCready
 Decision: REF Decision Date: 07/03/2017
 Location: 192 Philip Lane N15 4HH
 Proposal: Erection of first and second floor extension for office and warehouse use .

Application No: **HGY/2017/0412** Officer: Aaron Lau
 Decision: GTD Decision Date: 02/03/2017
 Location: 29 Dongola Road N17 6EB
 Proposal: Erection of infill rear extension

Application No: **HGY/2017/0419** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 09/03/2017
 Location: Ground Floor Flat 53 Lordship Lane N17 6RU
 Proposal: 2 x Single storey rear extensions

Application No: **HGY/2017/0440** Officer: Sarah Madondo
 Decision: GTD Decision Date: 09/03/2017
 Location: First Floor Flat 42 Handsworth Road N17 6DE
 Proposal: Erection of rear dormer with insertion of rooflights to facilitate a loft conversion

PNE Applications Decided: 1

Application No: **HGY/2017/0464** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 14/03/2017
 Location: 50 Downhills Avenue N17 6LG
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 4.5m, for which the maximum height would be 3.7m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: 10

WARD: **Crouch End**

ADV Applications Decided: 1

Application No: **HGY/2017/0339** Officer: Aaron Lau
 Decision: GTD Decision Date: 22/03/2017
 Location: 2-4 The Broadway N8 9SN
 Proposal: Proposed externally illuminated double sided 600mm x 600mm projecting sign.

CLUP Applications Decided: 1

Application No: **HGY/2017/0860** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 27/03/2017
 Location: 32 Weston Park N8 9TJ
 Proposal: Certificate of lawfulness for a proposed outbuilding in rear garden

FUL Applications Decided: 9

Application No: **HGY/2017/0255** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 22/03/2017
 Location: 4 Hill Gate Walk Shepherds Hill N6 5RU
 Proposal: Erection of extension to existing second storey flat roof level to accommodate conservatory with flat roof within the footprint of the existing roof terrace

Application No: **HGY/2017/0354** Officer: Sarah Madondo
 Decision: GTD Decision Date: 24/03/2017
 Location: 17 Bedford Road N8 8HL
 Proposal: Erection of a rear roof extension and associated works, front rooflights and resurfacing of existing roof finish

Application No: **HGY/2017/0421** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 23/03/2017
 Location: 18 Stanhope Gardens N6 5TS
 Proposal: Retention of alterations to garden levels (with proposed planting screening)

Application No: **HGY/2017/0429** Officer: Aaron Lau
 Decision: GTD Decision Date: 22/03/2017
 Location: 9 Coolhurst Road N8 8EP
 Proposal: Demolition of detached garage, erection of a single storey side extension, new ground floor window to NW elevation and enlarging ground floor rear door.

Application No: **HGY/2017/0456** Officer: Duncan McKane
 Decision: GTD Decision Date: 22/03/2017
 Location: 32 Weston Park N8 9TJ
 Proposal: Demolition of existing lean-to extension and erection of single storey flat roof extension with first floor terrace and glazed roof light

Application No: **HGY/2017/0627** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 27/03/2017
 Location: 83 Priory Gardens N6 5QU
 Proposal: Retention of the granny annex in the rear garden

Application No: **HGY/2017/0678** Officer: Aaron Lau
 Decision: GTD Decision Date: 24/03/2017
 Location: Flat 7, Seymour Court 29 Avenue Road N6 5DT
 Proposal: Replacement of single glazed timber windows to third floor flat with UPVc double glazed windows to match existing

Application No: **HGY/2017/0687** Officer: Roland Sheldon
 Decision: GTD Decision Date: 27/03/2017
 Location: Flat B 71 Ferme Park Road N8 9SA
 Proposal: Erection of a single storey ground floor extension to the ground floor flat including the installation of a lantern roof light.

Application No: **HGY/2017/0701** Officer: Duncan McKane
 Decision: GTD Decision Date: 28/03/2017
 Location: 5 View Crescent N8 8RW
 Proposal: Demolition of existing conservatory and erection of a single storey rear extension, laying of timber terrace decking

RES Applications Decided: 1

Application No: **HGY/2017/0749** Officer: Wendy Robinson
 Decision: GTD Decision Date: 10/03/2017
 Location: Garages Adjacent 14 Clifton Road N8
 Proposal: Approval of details pursuant to condition 8 (Code for Sustainable Homes) attached to planning permission HGY/2014/0463

TPO Applications Decided: 3

Application No: **HGY/2017/0444** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 07/03/2017
 Location: 35 Coolhurst Road N8 8ET
 Proposal: Tree works to include 1 x Ash Tree fell in sections to ground level, 1 x London Plane Prune Tree back overhang to boundary, 1 x Oak Tree Prune back overhang off the birch, 1 x Hornbeam Tree fell in sections to ground level, 1 x Oak Tree fell in sections to ground level, 2 x Sycamore Trees fell in sections to ground level, 1 x Elder fell in sections to ground level, 3 x Elder Tree fell in sections to ground level, stumps grind all stumps to front approx. 300mm below ground level and 3 x Lime trees reduce in height by 2-3m, reduce lateral growth by 1m, prune off buildings by 2-3m and remove epicormics.

Application No: **HGY/2017/0548** Officer: Wendy Robinson
 Decision: GTD Decision Date: 15/03/2017
 Location: 120 Crouch Hill N8 9DY
 Proposal: Various works to nine trees including one Tree Protection Order tree (T1 Hornbeam)

Application No: **HGY/2017/0703** Officer: Duncan McKane
 Decision: GTD Decision Date: 28/03/2017
 Location: 27 Womersley Road N8 9AP
 Proposal: Tree works to include 20% crown reduction to 1 x Sycamore (position R).

Total Applications Decided for Ward: 15

WARD: **Fortis Green**

CLUP Applications Decided: 1

Application No: **HGY/2017/0613** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 10/03/2017
 Location: 8 Barrenger Road N10 1JA
 Proposal: Certificate of lawfulness for the construction of a rear dormer to facilitate a loft conversion and the insertion of 3 roof lights to front roof slope

COND Applications Decided: 1

Application No: **HGY/2016/0948** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 03/03/2017
 Location: 72 Creighton Avenue N10 1NT
 Proposal: Variation of Condition 2 (approved plans and specifications) following a grant of planning permission HGY/2014/1454 to increase first floor front wall in height on front elevation, extend porch to allow for double doors, change details of boundary wall between 74 and 72 Creighton Avenue to allow a dentil detail more aesthetically pleasing, change roof tiles from concrete to black slate and introduce a 300mm increase in height of the roof to allow for steel beams

FUL Applications Decided: 8

Application No: **HGY/2016/3198** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 01/03/2017
 Location: 70 Creighton Avenue N10 1NT
 Proposal: Alteration of roof from hip to gable, formation of front and rear dormers, erection of single storey rear part extension and part first floor extension, and general alterations (householder application)

Application No: **HGY/2016/3720** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 13/03/2017
 Location: Ground Floor Right Flat 1 13 Queens Avenue N10 3PE
 Proposal: Creation of a garden room at the rear of the private garden belonging to the property

Application No: **HGY/2017/0048** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 01/03/2017
 Location: 50A Creighton Avenue N10 1NT
 Proposal: Use of study as office for a small PCO Operators License which is a one man Chauffeur business

Application No: **HGY/2017/0061** Officer: David Farndon
 Decision: REF Decision Date: 01/03/2017
 Location: 58 Twyford Avenue N2 9NL
 Proposal: Erection of a rear dormer extension, with associated works to alter the hipped roof to form a gable end.

Application No: **HGY/2017/0438** Officer: Wendy Robinson
 Decision: GTD Decision Date: 10/03/2017
 Location: 2 Springcroft Avenue N2 9JE
 Proposal: Erection of single storey rear infill extension, replacement of existing dormer extension windows and insertion of three rooflights to the front roof slope

Application No: **HGY/2017/0449** Officer: Aaron Lau
 Decision: GTD Decision Date: 15/03/2017
 Location: 10 Dukes Avenue N10 2PT
 Proposal: Erection of ground floor rear extension and associated landscaping

Application No: **HGY/2017/0492** Officer: Samuel Uff
 Decision: GTD Decision Date: 21/03/2017
 Location: 1 Fortismere Avenue N10 3BN
 Proposal: Demolition and rebuilding of existing garage and side extension in conjunction with additional side and rear extensions

Application No: **HGY/2017/0530** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 29/03/2017
 Location: 3 Lanchester Road N6 4SU
 Proposal: Erection of single storey front extension with front elevation window to form habitable accommodation to replace existing integrated garage and garage door and replacement of front porch single door and side windows with double doors with glazed side panels

PNE Applications Decided: 2

Application No: **HGY/2017/0250** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 01/03/2017
 Location: 46 Creighton Avenue N10 1NU
 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 2.9m and for which the height of the eaves would be 2.7m

Application No: **HGY/2017/0592** Officer: Anthony Traub
 Decision: PN GRANT Decision Date: 28/03/2017
 Location: 14 Woodside Avenue N6 4SS
 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 4m

RES Applications Decided: 4

Application No: **HGY/2017/0016** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 07/03/2017
 Location: Raglan House 8-12 Queens Avenue N10 3NR
 Proposal: Approval of details pursuant to condition 5 (BREEAM) attached to planning permission HGY/2015/3730. This application is for partial discharge the first part of the condition.

The final BREEAM certificate is required to be submitted to the local planning authority within 6 months of the occupation of the development in order to discharge condition 5 in full..

Application No: **HGY/2017/0184** Officer: David Farndon
 Decision: GTD Decision Date: 13/03/2017
 Location: 29/31 Bishops Wood Court Aylmer Road N2 0BS
 Proposal: Approval of details pursuant to conditions 4 (Landscaping), 6 (External Lighting) and 7 (Satellite Antenna) attached to planning permission HGY/2012/0554

Application No: **HGY/2017/0307** Officer: Matthew Gunning
 Decision: GTD Decision Date: 01/03/2017
 Location: Muswell Hill Police Station 115 Fortis Green N2 9HW

Proposal: Approval of details pursuant to condition 8 (cycle storage facilities) attached to grant of planning permission on appeal (reference APP/Y5420/W/15/3081118, original planning reference HGY/2014/1333)

Application No: **HGY/2017/0422** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 22/03/2017
 Location: 109 Fortis Green N2 9HR

Proposal: Approval of details pursuant to condition 10 (Construction Management Plan (CMP) and Construction Logistics Plan (CLP) attached to planning permission HGY/2015/3813

TPO Applications Decided: 2

Application No: **HGY/2017/0135** Officer: David Farndon
 Decision: GTD Decision Date: 03/03/2017
 Location: 19 Western Road N2 9JB

Proposal: Tree works to include removal of 20% of crown due to excessive shading of 1 x Oak tree in back garden, middle of rear boundary

Application No: **HGY/2017/0562** Officer: Wendy Robinson
 Decision: GTD Decision Date: 15/03/2017
 Location: 33 Beech Drive N2 9NX

Proposal: Tree works to include reduce and thin crown by 20%, remove deadwood and shape of 1 x Oak tree covered by a Tree Protection Order

Total Applications Decided for Ward: 18

WARD: **Harringay**

ADV Applications Decided: 1

Application No: **HGY/2017/0480** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 21/03/2017
 Location: 43-45 Turnpike Lane N8 0EP

Proposal: Display of ATM fascia signs

CLUP Applications Decided: 5

Application No: **HGY/2017/0391** Officer: Conor Guilfoyle
 Decision: PERM DEV Decision Date: 30/03/2017
 Location: 36 Lothair Road North N4 1EW

Proposal: Certificate of lawfulness for proposed formation of rear roof dormer extension and installation of front roof lights

Application No: **HGY/2017/0526** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 08/03/2017
 Location: 34 Pemberton Road N4 1AZ

Proposal: Certificate of lawfulness for the erection of an L shaped rear roof extension, installation of rooflights and replacement of timber framed windows to front elevation with like-for-like replacements.

Application No: **HGY/2017/0570** Officer: Kwaku Bossman-Gyamera
 Decision: PERM DEV Decision Date: 22/03/2017
 Location: 113 Allison Road N8 0AP
 Proposal: Certificate of lawfulness for a loft conversion with rear dormers.

Application No: **HGY/2017/0604** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 03/03/2017
 Location: 42 Mattison Road N4 1BD
 Proposal: Certificate of lawfulness for rear facing dormer with outrigger dormer extension

Application No: **HGY/2017/0611** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 10/03/2017
 Location: 79 Fairfax Road N8 0NJ
 Proposal: Certificate of lawfulness for rear facing dormer with outrigger dormer extension

FUL Applications Decided: 6

Application No: **HGY/2017/0179** Officer: Roland Sheldon
 Decision: GTD Decision Date: 13/03/2017
 Location: First Floor Flat 5 Umfreville Road N4 1RY
 Proposal: Proposed erection of a rear dormer with inset roof balcony, insertion of 2 front rooflights, 1 large rear rooflight and enlargement of glazed opening to side elevation at first floor level to first floor flat.

Application No: **HGY/2017/0460** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 21/03/2017
 Location: 43-45 Turnpike Lane N8 0EP
 Proposal: Retention of an ATM

Application No: **HGY/2017/0471** Officer: Sarah Madondo
 Decision: GTD Decision Date: 13/03/2017
 Location: 1 Burgoyne Road N4 1AA
 Proposal: Replacement of existing single glazed timber windows/doors with double glazed UPVC windows/doors

Application No: **HGY/2017/0521** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 29/03/2017
 Location: 113 Warham Road N4 1AS
 Proposal: Replacement of existing timber windows on the front, side and rear elevations with UPVC double glazed windows

Application No: **HGY/2017/0523** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 13/03/2017
 Location: 110 Mattison Road N4 1BE
 Proposal: Loft conversion with rear dormer to form additional room within existing HMO.

Application No: **HGY/2017/0543** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 24/03/2017
 Location: 113 Allison Road N8 0AP
 Proposal: Single storey rear side infill extension

LCD Applications Decided: 2

Application No: **HGY/2017/0285** Officer: Laina Levassor
 Decision: GTD Decision Date: 14/03/2017
 Location: 12 Duckett Road N4 1BN
 Proposal: Replacement of timber windows with PVCu

Application No: **HGY/2017/0286** Officer: Laina Levassor
 Decision: GTD Decision Date: 14/03/2017
 Location: 16 Duckett Road N4 1BN
 Proposal: Replacement of timber windows with PVCu

NON Applications Decided: 1

Application No: **HGY/2017/0885** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 24/03/2017
 Location: Flat 1 180 Wightman Road N8 0BT
 Proposal: Non-material amendment following a grant of planning permission to reduce the size of the proposed extension

PNE Applications Decided: 1

Application No: **HGY/2017/0590** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 27/03/2017
 Location: 39 Effingham Road N8 0AA
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 3.7m, for which the maximum height would be 3.2m and for which the height of the eaves would be 2.5m

RES Applications Decided: 1

Application No: **HGY/2017/0221** Officer: Samuel Uff
 Decision: GTD Decision Date: 10/03/2017
 Location: 595 Green Lanes N8 0RE
 Proposal: Approval of details pursuant to condition 6 (communal satellite / aerial details) relating to planning permission HGY/2016/1292

Total Applications Decided for Ward: 17WARD: **Highgate****CLUP Applications Decided: 2**

Application No: **HGY/2017/0312** Officer: Anthony Traub
 Decision: PERM REQ Decision Date: 24/03/2017
 Location: 6 Parkwood Mews N6 5UR
 Proposal: Certificate of lawfulness for excavation of void under adjacent garage to integrate into existing dwelling, installation of new patio doors to kitchen wall, and addition of window to side elevation

Application No: **HGY/2017/0944** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 30/03/2017
 Location: 48 Milton Park N6 5QA
 Proposal: Certificate of lawfulness for demolition of the rear outside toilet door of the property and bricking up of opening, retiling of roof with tiles to match existing, installation of 4 no. conservation rooflights (3 no. to front roof slope and 1 to roof of rear outrigger) and general repairs to render and brickwork.

FUL Applications Decided: 9

Application No:	HGY/2015/1667	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	13/03/2017
Location:	3-5 Church Road N6 4QH		
Proposal:	Construction of new 3rd floor (roof extension) to existing block of flats. New 3rd floor to accommodate 2 new one bedroom apartments.		
Application No:	HGY/2016/3886	Officer:	Matthew Gunning
Decision:	GTD	Decision Date:	22/03/2017
Location:	22 North Grove N6 4SL		
Proposal:	Landscape development to the front of the property to include rebuilding of the existing 2.0m wall which is 1.5m from the road and the adding of a 3.2m sliding gate to the drive opening. Lowering of the existing drive by 800mm at max and increased in size by about 16%. Creation of brick and stone steps to existing garden level and soft landscaping beyond. Erection of new boundary fence to the north.		
Application No:	HGY/2017/0180	Officer:	David Farndon
Decision:	GTD	Decision Date:	14/03/2017
Location:	8 Sheldon Avenue N6 4JT		
Proposal:	Erection of a part one/part two storey side and rear extension together with alterations to the front facade, including a front dormer extension and rearrangement of fenestration.		
Application No:	HGY/2017/0196	Officer:	David Farndon
Decision:	GTD	Decision Date:	28/03/2017
Location:	35 Stormont Road N6 4NR		
Proposal:	Erection of a recreational tree house with deck and play equipment		
Application No:	HGY/2017/0278	Officer:	David Farndon
Decision:	GTD	Decision Date:	21/03/2017
Location:	Elizabeth House Winchester Place N6 5HJ		
Proposal:	Repositioning of 2no. currently approved staircases from third floor to fourth floor and 2no. additional dormer windows to the rear		
Application No:	HGY/2017/0337	Officer:	David Farndon
Decision:	GTD	Decision Date:	27/03/2017
Location:	182 Archway Road N6 5BB		
Proposal:	Amendment to planning permission HGY/2016/0725 to provide for the insertion of dark aluminium framed doors/window to the front elevation at second floor level alongside the insertion of rooflights to the main roof of the building		
Application No:	HGY/2017/0367	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	01/03/2017
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/2017/0372	Officer:	David Farndon
Decision:	GTD	Decision Date:	29/03/2017
Location:	Woodberry View 417 Archway Road N6 4HU		
Proposal:	Erection of third floor roof extension to provide 1 x 2 bedroom self contained flat and associated cycle storage.		

Application No: **HGY/2017/0489** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 23/03/2017
 Location: 9 North Hill N6 4AB
 Proposal: Replacement of all existing glazing windows / doors

LBC Applications Decided: 1

Application No: **HGY/2017/0279** Officer: David Farndon
 Decision: GTD Decision Date: 21/03/2017
 Location: Elizabeth House Winchester Place N6 5HJ
 Proposal: Listed building consent for repositioning of 2no. currently approved staircases from third floor to fourth floor and 2no. additional dormer windows to the rear

NON Applications Decided: 4

Application No: **HGY/2016/1164** Officer: Valerie Okeiyi
 Decision: GTD Decision Date: 01/03/2017
 Location: 117 North Hill N6 4DP
 Proposal: Non-material amendment following a grant of planning permission HGY/2014/0333 to install a new natural slate pitched roof with lead batten roll ridges & hips onto the existing repaired conservatory structure. The new conservatory with batten roll lead covered pitched roof as the original consent is to be omitted

Application No: **HGY/2017/0252** Officer: Aaron Lau
 Decision: GTD Decision Date: 08/03/2017
 Location: 55 Sheldon Avenue N6 4NH
 Proposal: Non-material amendment following a grant of planning permission HGY/2016/0801 to vary the trigger of condition 3 from "before any development is commenced" to "before the relevant part of the development is commenced" to allow demolition to take place, prior to the discharge of the condition

Application No: **HGY/2017/0287** Officer: David Farndon
 Decision: GTD Decision Date: 23/03/2017
 Location: 9 Grange Road N6 4AR
 Proposal: Non-material amendment following a grant of planning permission HGY/2015/2220 for 1) Omission of former ground floor studio to front of building allowing for larger front garden and driveway, 2) Minor adjustments to locations, proportions and articulation of windows / door arrangements, 3) Previously proposed glass bricks to openings within South-East side elevation changed to opaque glazed non-opening windows and 4) Additional chimney to South-East Elevation

Application No: **HGY/2017/0528** Officer: David Farndon
 Decision: GTD Decision Date: 16/03/2017
 Location: 2 Southwood Lawn Road N6 5SF
 Proposal: Non-material amendment following a grant of planning permission HGY/2015/3605 to rebuild the existing side brick garden wall with two additional courses of brick, with the overall height of the wall and fence remaining the same as approved

RES Applications Decided: 5

Application No: **HGY/2016/4136** Officer: Matthew Gunning
 Decision: GTD Decision Date: 01/03/2017
 Location: 11 North Hill N6 4AB
 Proposal: Approval of details pursuant to condition 4 (Landscaping) attached to planning permission HGY/2016/1253

Application No: **HGY/2016/4137** Officer: Matthew Gunning
 Decision: GTD Decision Date: 01/03/2017
 Location: 11 North Hill N6 4AB
 Proposal: Approval of details pursuant to condition 5 (Boundary Treatment and Refuse Storage) attached to planning permission HGY/2016/1253

Application No: **HGY/2017/0289** Officer: David Farndon
 Decision: GTD Decision Date: 23/03/2017
 Location: 9 Grange Road N6 4AR
 Proposal: Approval of details pursuant to condition 4 (Hydrological and Hydro- Geological Impact Assessment) attached to planning permission HGY/2015/2220

Application No: **HGY/2017/0292** Officer: David Farndon
 Decision: GTD Decision Date: 23/03/2017
 Location: Elizabeth House Winchester Place N6 5HJ
 Proposal: Approval of details pursuant to condition 6 (landscaping treatment) attached to planning permission HGY/2016/0489

Application No: **HGY/2017/0472** Officer: Aaron Lau
 Decision: GTD Decision Date: 22/03/2017
 Location: 191-201 Archway Road N6 5BN
 Proposal: Approval of details pursuant to condition 3 (external materials) attached to planning permission HGY/2015/2517

TPO Applications Decided: 7

Application No: **HGY/2017/0133** Officer: David Farndon
 Decision: GTD Decision Date: 28/03/2017
 Location: 12 Hampstead Lane N6 4SB
 Proposal: Tree works to include: Beech (T1) - Crown reduce on all aspects by 3 meters, crown thin by 30%, crown lift to 5 meters. Cut back overhanging branches from neighbouring property and away from building. Beech (T3) - Crown reduce on all aspects by 3 meters, crown thin by 30%, crown lift to 5 meters

Application No: **HGY/2017/0137** Officer: David Farndon
 Decision: GTD Decision Date: 03/03/2017
 Location: 11 Highgate Close N6 4SD
 Proposal: Tree works to include: London Plane - Reduce back to previous points of reduction

Application No: **HGY/2017/0169** Officer: David Farndon
 Decision: GTD Decision Date: 03/03/2017
 Location: 5 Southwood Lawn Road N6 5SD
 Proposal: Tree works to include crown reduction by 2m to 1 x Oak tree and height reduction by 3m and shaping to 1 x Ash tree

Application No: **HGY/2017/0225** Officer: David Farndon
 Decision: GTD Decision Date: 15/03/2017
 Location: 101A Hornsey Lane N6 5LW
 Proposal: Tree works to include felling of 1 x Sycamore tree and crown reduction by approximately 30% of 1 x group of Sycamore trees

Application No: **HGY/2017/0284** Officer: David Farndon
 Decision: GTD Decision Date: 21/03/2017
 Location: 43 Cholmeley Park N6 5EL
 Proposal: Tree works to include pollarding to previous points to 1 x Plane tree

Application No: **HGY/2017/0344** Officer: David Farndon
 Decision: GTD Decision Date: 22/03/2017
 Location: 9 Broadbent Close N6 5JW
 Proposal: Tree works to include reduction to give 3m clearance off building of 1 x Sycamore tree, removal of 2 x Sycamore trees with significant rot in base and removal of various self-seeded Sycamore trees

Application No: **HGY/2017/0394** Officer: David Farndon
 Decision: GTD Decision Date: 27/03/2017
 Location: 2 Wembury Mews N6 5XJ
 Proposal: Tree works to include reduction of number of stems and canopy reduction by 30% to mixture of Sycamore and Ash trees coming out of one bowl.

Total Applications Decided for Ward: 28

WARD: **Hornsey**

CLUP Applications Decided: 2

Application No: **HGY/2017/0262** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 06/03/2017
 Location: 26 Harvey Road N8 9PA
 Proposal: Certificate of lawfulness for a proposed L-shaped rear roof extension and 4 no. rooflights

Application No: **HGY/2017/0298** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 03/03/2017
 Location: 23 Rectory Gardens N8 7PJ
 Proposal: Certificate of lawfulness of single storey rear extension, rear dormer window and 2 velux windows to front roof slope

FUL Applications Decided: 6

Application No: **HGY/2017/0095** Officer: Adam Flynn
 Decision: GTD Decision Date: 06/03/2017
 Location: Hornsey Reuse and Recycling Centre High Street N8 7QB
 Proposal: Increase in the number of basement car parking spaces by 16 including 6 parking spaces that are compliant with disabled parking space setting out standards.

Application No: **HGY/2017/0247** Officer: Sarah Madondo
 Decision: GTD Decision Date: 16/03/2017
 Location: 103 Birkbeck Road N8 7PF
 Proposal: Demolition of existing conservatory and erection of a single storey rear extension.

Application No: **HGY/2017/0451** Officer: Neil Collins
 Decision: GTD Decision Date: 23/03/2017
 Location: 24 Hillfield Avenue N8 7DT
 Proposal: Erection of single storey rear infill extension

Application No: **HGY/2017/0490** Officer: Sarah Madondo
 Decision: GTD Decision Date: 15/03/2017
 Location: 57 Rathcoole Gardens N8 9NE
 Proposal: Erection of a single storey side and rear extension

Application No: **HGY/2017/0519** Officer: Roland Sheldon
 Decision: GTD Decision Date: 17/03/2017
 Location: First Floor Flat 115 Inderwick Road N8 9JR
 Proposal: Erection of rear dormer and insertion of 2 front rooflights to first floor flat.

Application No: **HGY/2017/0689** Officer: Conor Guilfoyle
 Decision: REF Decision Date: 28/03/2017
 Location: Ground Floor Flat 31 Rosebery Gardens N8 8SH
 Proposal: Erection of PVCU conservatory to the rear of the property

NON Applications Decided: 1

Application No: **HGY/2017/0733** Officer: Aaron Lau
 Decision: GTD Decision Date: 30/03/2017
 Location: 45 Tottenham Lane N8 9BD
 Proposal: Non-material amendment following grant of planning permission HGY/2016/1920 to increase height from 4.99m to 5.65m, reduce floor-to-ceiling height from 2.5 to 2.3m, removal of basement and roof lights, internal changes, relocation of bin store/cycle store to the front and alterations to openings in the front and side elevations.

RES Applications Decided: 4

Application No: **HGY/2016/3120** Officer: Adam Flynn
 Decision: GTD Decision Date: 20/03/2017
 Location: 41 Rectory Gardens N8 7PJ
 Proposal: Approval of details pursuant to condition 3 (samples of materials) attached to planning permission HGY/2014/1591

Application No: **HGY/2016/3121** Officer: Adam Flynn
 Decision: GTD Decision Date: 20/03/2017
 Location: 41 Rectory Gardens N8 7PJ
 Proposal: Partial approval of details pursuant to condition 4a and 4b (desktop study) attached to planning permission HGY/2014/1591

Application No: **HGY/2016/3123** Officer: Adam Flynn
 Decision: GTD Decision Date: 20/03/2017
 Location: 41 Rectory Gardens N8 7PJ
 Proposal: Approval of details pursuant to condition 5 (dust assessment) attached to planning permission HGY/2014/1591

Application No: **HGY/2017/0582** Officer: Aaron Lau
 Decision: GTD Decision Date: 14/03/2017
 Location: 93 Tottenham Lane N8 9BG
 Proposal: Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2016/1264

Total Applications Decided for Ward: 13

WARD: **Muswell Hill****CLUP Applications Decided: 3**Application No: **HGY/2017/0467** Officer: Anthony Traub

Decision: PERM DEV Decision Date: 23/03/2017

Location: 22 Grand Avenue N10 3BB

Proposal: Certificate of lawfulness for alterations to existing garden wall with some demolition and repair, and installation of impermeable paving surface to provide stone tracks for car tyres

Application No: **HGY/2017/0740** Officer: Neil Collins

Decision: PERM DEV Decision Date: 21/03/2017

Location: 34 Redston Road N8 7HJ

Proposal: Certificate of lawfulness for proposed hip to gable and dormer roof extensions

Application No: **HGY/2017/0910** Officer: Laurence Ackrill

Decision: PERM DEV Decision Date: 28/03/2017

Location: 12 Muswell Hill Place N10 3RR

Proposal: Certificate of lawfulness for a proposed front porch

COND Applications Decided: 1Application No: **HGY/2017/0401** Officer: Aaron Lau

Decision: GTD Decision Date: 13/03/2017

Location: 44 Church Crescent N10 3NE

Proposal: Variation of condition 1 (approved plans) attached to planning permission HGY/2013/1903 for infill under the house porch landing and rooflight to side extension

FUL Applications Decided: 6Application No: **HGY/2016/1734** Officer: David Farndon

Decision: GTD Decision Date: 30/03/2017

Location: Flat 3 79 Priory Road N8 8LR

Proposal: Installation of decking and trellis screening on existing roof terrace of second floor flat.

Application No: **HGY/2017/0003** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 08/03/2017

Location: Flat 1 28 Woodland Rise N10 3UG

Proposal: Erection of single storey rear extension

Application No: **HGY/2017/0022** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 02/03/2017

Location: 71 Wood Vale N10 3DL

Proposal: Erection of rear ground and lower ground extension

Application No: **HGY/2017/0071** Officer: Valerie Okeiyi

Decision: GTD Decision Date: 02/03/2017

Location: Flat 1 178 Muswell Hill Road N10 3NG

Proposal: Construction of a 6m x 4m music studio / office made of spruce, completely sound-proofed with high performance Knauff acoustic insulation, with electricity but no plumbing, in rear garden. External dimensions: 6200mm (W) x 4300mm (D) x 3000mm (H).

Application No: **HGY/2017/0130** Officer: David Farndon
 Decision: GTD Decision Date: 01/03/2017
 Location: 153 Surgery Park Road N8 8JJ
 Proposal: Change of use from Doctors Surgery (Use Class D1) to a Residential Dwelling House (Use Class C3) alongside minor alterations to the building.

Application No: **HGY/2017/0655** Officer: Aaron Lau
 Decision: GTD Decision Date: 27/03/2017
 Location: 89 Woodland Rise N10 3UN
 Proposal: Erection of single storey rear extension, rebuilding of two rear dormers and replacement of existing windows with matching timber windows

NON Applications Decided: 1

Application No: **HGY/2017/0681** Officer: Aaron Lau
 Decision: GTD Decision Date: 17/03/2017
 Location: St Lukes Woodside Hospital Woodside Avenue N10 3JA
 Proposal: Non-material amendment to enable variation of Condition 1 (plans and specifications) and Condition 41 (occupancy) attached to planning permission HGY/2016/0242 to omit age related limitation of: Norton Lees Units NL1, NL2 and NL15; Administration Block Units AD1 - AD5; and Roseneath Units RN1 - RN8 inclusive.

RES Applications Decided: 1

Application No: **HGY/2015/3516** Officer: Tobias Finlayson
 Decision: GTD Decision Date: 01/03/2017
 Location: Land Rear of 76 St James's Lane N10 3RD
 Proposal: Approval of details pursuant to Condition 4 (method of construction statement) attached to planning permission HGY/2015/1787

Total Applications Decided for Ward: 12WARD: **Noel Park****ADV Applications Decided: 1**

Application No: **HGY/2017/0929** Officer: Wendy Robinson
 Decision: GTD Decision Date: 29/03/2017
 Location: Unit 14 Wood Green Shopping City High Road N22 6YD
 Proposal: Display of 3 x fascia adverts with internal illumination and 1 x hanging advert with internal illumination

CLDE Applications Decided: 1

Application No: **HGY/2017/0124** Officer: Adam Flynn
 Decision: GTD Decision Date: 07/03/2017
 Location: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Clarendon Road and the Kings Cross, N8
 Proposal: Certificate of Lawfulness relating to planning permission HGY/2016/0026 (which amends planning permission HGY/2013/2455 which in itself amended HGY/2009/0503) has been lawfully implemented through the demolition of the gas holders on the site.

CLUP Applications Decided: 1

Application No: **HGY/2017/0220** Officer: Roland Sheldon
 Decision: PERM DEV Decision Date: 13/03/2017
 Location: 22 Courcy Road N8 0QH
 Proposal: Certificate of lawfulness for proposed erection of rear dormer and installation of 3 front rooflights to dwellinghouse.

COND Applications Decided: 1

Application No: **HGY/2017/0320** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 21/03/2017
 Location: 6 High Road N22 6BX
 Proposal: Variation to condition 3 (hours of opening) of application HGY/2013/2364 - Extension of opening hours

EIA2 Applications Decided: 1

Application No: **HGY/2017/0403** Officer: Adam Flynn
 Decision: EIASCACCEPT Decision Date: 16/03/2017
 Location: Clarendon Road Gasworks Site Clarendon Road N8
 Proposal: Request for Scoping Opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as Amended)

FUL Applications Decided: 9

Application No: **HGY/2017/0117** Officer: Emma McCready
 Decision: GTD Decision Date: 06/03/2017
 Location: Units 1 And 2 Empress Works Boreham Road N22 6SL
 Proposal: Roof extension to create part first floor extension with new frontage to church

Application No: **HGY/2017/0311** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 10/03/2017
 Location: 94 Pelham Road N22 6LP
 Proposal: Loft conversion with rear dormer

Application No: **HGY/2017/0352** Officer: Neil Collins
 Decision: GTD Decision Date: 10/03/2017
 Location: 56 High Road N22 6BX
 Proposal: Change of use of ground floor unit from shop (A1) to Cafe (A3) and creation of separate fire escape door on rear elevation

Application No: **HGY/2017/0461** Officer: Conor Guilfoyle
 Decision: GTD Decision Date: 23/03/2017
 Location: 133 High Road N22 6BB
 Proposal: Erection of first floor rear extension to create a one bedroom residential unit above the existing ground floor retail premises

Application No: **HGY/2017/0516** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 21/03/2017
 Location: 35 Cobham Road N22 6RP
 Proposal: Single storey rear extension

Application No: **HGY/2017/0546** Officer: Aaron Lau
 Decision: GTD Decision Date: 30/03/2017
 Location: First Floor Flat B 11 Lakefield Road N22 6RR
 Proposal: Loft conversion with rear dormer extension and front and side velux windows

Application No: **HGY/2017/0549** Officer: Samuel Uff
 Decision: GTD Decision Date: 29/03/2017
 Location: 54 Pelham Road N22 6LN
 Proposal: Single storey rear extension, with flat roof and rooflight

Application No: **HGY/2017/0591** Officer: Wendy Robinson
 Decision: GTD Decision Date: 22/03/2017
 Location: 78-80 High Road N22 6HE
 Proposal: Retention of 4 x air condenser units and associated extract equipment at roof level (retrospective application)

Application No: **HGY/2017/0697** Officer: Wendy Robinson
 Decision: REF Decision Date: 28/03/2017
 Location: 45 Meads Road N22 6RN
 Proposal: Change of use from single family dwellinghouse (C3 use class) to a small HMO (C4 use class)

LCD Applications Decided: 14

Application No: **HGY/2016/3580** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 07/03/2017
 Location: 143, 143A, 143B, 145 & 145A Willingdon Road N22 6SE
 Proposal: Replacement windows to uPVC.

Application No: **HGY/2017/0107** Officer: Laina Levassor
 Decision: GTD Decision Date: 06/03/2017
 Location: 9, 11, 13, & 15 Pelham Road N22 6LN
 Proposal: Replacement of timber windows and doors with timber to front elevation and PVCu to rear elevation

Application No: **HGY/2017/0112** Officer: Laina Levassor
 Decision: GTD Decision Date: 10/03/2017
 Location: 56 Lymington Avenue N22 6JD
 Proposal: Replacement of timber windows and doors with timber to front and side elevation and PVCu to rear elevation

Application No: **HGY/2017/0113** Officer: Laina Levassor
 Decision: GTD Decision Date: 03/03/2017
 Location: 61, 80, 90, 135, 146, & 162 Morley Avenue N22 6NG
 Proposal: Replacement of timber windows and doors with timber to front elevation and white PVCu to rear elevation

Application No: **HGY/2017/0114** Officer: Laina Levassor
 Decision: GTD Decision Date: 03/03/2017
 Location: 11 & 30 Darwin Road N22 6NS
 Proposal: Replacement of timber windows and doors with timber to front elevation and PVCu to rear elevation

Application No: **HGY/2017/0168** Officer: Laina Levassor
 Decision: GTD Decision Date: 10/03/2017
 Location: 485, 487, 489, & 491 Lordship Lane N22 5DJ
 Proposal: Replacement of timber windows and doors with timber to front elevation and PVCu to rear elevation

Application No: **HGY/2017/0257** Officer: Laina Levassor
 Decision: GTD Decision Date: 07/03/2017
 Location: 523, 525, 527, 529, & 531 Lordship Lane N22 5DL
 Proposal: Replacement of timber windows and doors with timber to front elevation and white PVCu to rear

Application No: **HGY/2017/0258** Officer: Laina Levassor
 Decision: GTD Decision Date: 10/03/2017
 Location: 497, 499, & 509 Lordship Lane N22 5DL
 Proposal: Replacement of timber windows and doors with timber to front elevation and PVCu to rear elevation

Application No: **HGY/2017/0261** Officer: Laina Levassor
 Decision: GTD Decision Date: 10/03/2017
 Location: 537, 539, 541, 543, 545, & 547 Lordship Lane N22 5DN
 Proposal: Replacement of timber windows and doors with timber to front elevation and PVCu windows to the rear elevation

Application No: **HGY/2017/0267** Officer: Laina Levassor
 Decision: GTD Decision Date: 10/03/2017
 Location: 549, 551, 553, 555, 557, 559, 561, 563, 569, & 571 Lordship Lane N22 5DN
 Proposal: Replacement of windows and doors with timber to front elevation and PVCu to rear elevation

Application No: **HGY/2017/0270** Officer: Laina Levassor
 Decision: GTD Decision Date: 10/03/2017
 Location: 55 Morley Avenue N22 6LY
 Proposal: Replacement of timber windows and doors with timber to front elevation and PVCu to rear elevation

Application No: **HGY/2017/0271** Officer: Laina Levassor
 Decision: GTD Decision Date: 10/03/2017
 Location: 83 Morley Avenue N22 6NG
 Proposal: Replacement of timber windows and doors with timber to front elevation and PVCu to rear elevation

Application No: **HGY/2017/0281** Officer: Laina Levassor
 Decision: GTD Decision Date: 10/03/2017
 Location: 39 Vincent Road N22 6PA
 Proposal: Replacement of timber windows and doors with like for like timber windows and doors

Application No: **HGY/2017/0283** Officer: Laina Levassor
 Decision: GTD Decision Date: 13/03/2017
 Location: 216-222 Gladstone Avenue N22 6LE
 Proposal: Replacement of timber windows with timber to front elevation and PVCu to rear elevation

NON Applications Decided: 1

Application No: **HGY/2017/0643** Officer: Adam Flynn
 Decision: GTD Decision Date: 17/03/2017

Location: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Clarendon Road and the Kings Cross N8
 Proposal: Non-material amendment to Condition 3 of planning permission reference HGY/2016/0026 drawings P001 Rev 04, P002 Rev A, P003 Rev A, P004 Rev A, P005 Rev A, P006 Rev A & P007 Rev A to relocate the vehicular access point from the south to the north of Block C7; and align the ground floor commercial floorspace with the western boundary of Mary Neuner Road

PNE Applications Decided: 2

Application No: **HGY/2017/0396** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 17/03/2017

Location: 18 Hornsey Park Road N8 0JP

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/2017/0505** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 20/03/2017

Location: 22 Courcy Road N8 0QH

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.395m, for which the maximum height would be 3.2m and for which the height of the eaves would be 3m

RESM Applications Decided: 1

Application No: **HGY/2016/3859** Officer: Adam Flynn
 Decision: GTD Decision Date: 10/03/2017

Location: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Clarendon Road and the Kings Cross N22

Proposal: Submission of reserved matters, namely a) Scale; b) Layout; c) Landscaping; and d) Appearance for the Pressure Reduction Station element of Outline Planning Permission ref. HGY/2009/0503 (EIA Development) (as varied by refs. HGY/2013/2455 and HGY/2016/0026), comprising a total of 1056 residential homes; 2,500sqm (GEA) of commercial floorspace uses (A1-A4/ B1/D1); 225 car parking spaces and car club facility; new pedestrian routes; new Pressure Reduction Station (PRS); and landscaping throughout the site including: a tree lined boulevard down Mary Neuner Road; a 'Pocket Park' off Hornsey Park Road; a public Garden Square; a private residential courtyard garden; and ecological gardens.

Total Applications Decided for Ward: 32

WARD: **Northumberland Park**

FUL Applications Decided: 1

Application No: **HGY/2017/0318** Officer: Kwaku Bossman-Gyamera
 Decision: REF Decision Date: 10/03/2017

Location: 36 Bromley Road N17 0AR

Proposal: Conversion to 2no 1 bed flats including single storey rear extension

LBC Applications Decided: 1

Application No: **HGY/2017/0632** Officer: James Hughes
 Decision: GTD Decision Date: 30/03/2017

Location: 744 High Road N17 0AL

Proposal: Listed building consent for internal and external works to No.744 High Road, all in connection with the use of the building for ancillary museum uses associated with a separate planning application for the Northumberland Development Project (effective revision to listed building consent HGY/2015/3001).

LCD Applications Decided: 1

Application No: **HGY/2017/0400** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 24/03/2017
 Location: 33 Beaufoy Road N17 8AX
 Proposal: Single storey rear and side extension

Total Applications Decided for Ward: 3

WARD: **St Anns**

CLDE Applications Decided: 1

Application No: **HGY/2017/0804** Officer: Duncan McKane
 Decision: GTD Decision Date: 24/03/2017
 Location: 14 Haringay Road N15 3JD
 Proposal: Certificate of lawfulness for the use of the property as 2 no self contained units

CLUP Applications Decided: 3

Application No: **HGY/2017/0550** Officer: Samuel Uff
 Decision: PERM DEV Decision Date: 24/03/2017
 Location: 45 Station Crescent N15 5BG
 Proposal: Certificate of lawfulness for proposed rear dormer roof extensions to the main roof and rear outrigger

Application No: **HGY/2017/0606** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 07/03/2017
 Location: 56 Stanhope Gardens N4 1HT
 Proposal: Certificate of lawfulness for rear loft conversion and rear single storey garden extension

Application No: **HGY/2017/0607** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 07/03/2017
 Location: 65 Stanhope Gardens N4 1HY
 Proposal: Certificate of lawfulness for rear loft conversion and rear single storey garden extension

FUL Applications Decided: 3

Application No: **HGY/2016/3559** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 16/03/2017
 Location: 182-184 St Anns Road N15 5RP
 Proposal: Erection of roof extension with associated alterations to front fenestration, erection of two storey rear extension, balconies and creation of 8 units (2x three beds, 6x one beds).

Application No: **HGY/2017/0409** Officer: Laina Levassor
 Decision: GTD Decision Date: 21/03/2017
 Location: Clive Lloyd House 90 Woodlands Park Road N15 3SE
 Proposal: Replacement of timber windows and doors with pvcu double glazing

Application No: **HGY/2017/0488** Officer: Sarah Madondo
 Decision: GTD Decision Date: 24/03/2017
 Location: 63 Roseberry Gardens N4 1JQ
 Proposal: Demolition of existing conservatory and erection of single storey rear / side extension.

PNC Applications Decided: 1

Application No: **HGY/2017/0351** Officer: Conor Guilfoyle
 Decision: PN NOT REQ Decision Date: 03/03/2017
 Location: 11 South Grove N15 5QG
 Proposal: Prior Approval for change of use from B8 (Storage or Distribution Buildings) to C3 (Dwellinghouse)

PNE Applications Decided: 4

Application No: **HGY/2017/0499** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 20/03/2017
 Location: 5 Chesterfield Gardens N4 1LJ
 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 2.95m and for which the height of the eaves would be 2.95m

Application No: **HGY/2017/0507** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 30/03/2017
 Location: 20 Rowley Road N15 3AX
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.8m, for which the maximum height would be 4m and for which the height of the eaves would be 3m

Application No: **HGY/2017/0580** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 27/03/2017
 Location: 56 Stanhope Gardens N4 1HT
 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/2017/0581** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 27/03/2017
 Location: 65 Stanhope Gardens N4 1HY
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

RES Applications Decided: 1

Application No: **HGY/2017/0243** Officer: Roland Sheldon
 Decision: GTD Decision Date: 13/03/2017
 Location: 10 Vicarage Parade West Green Road N15 3BL
 Proposal: Details pursuant to conditions 6 (boundary treatments) and 7 (details of levels on site) attached to planning permission HGY/2015/2898 for erection of a 4 storey building comprising retail unit (A1) at ground floor and 4 residential dwellings comprising 3 x 1 bed units and 1 x 2 bed unit.

Total Applications Decided for Ward: 13WARD: **Seven Sisters****CLDE Applications Decided: 1**

Application No: **HGY/2017/0496** Officer: Samuel Uff
 Decision: GTD Decision Date: 24/03/2017
 Location: 614 Seven Sisters Road N15 6HT
 Proposal: Certificate of lawfulness to demonstrate the existing use of the upper floors as 3 x self contained flats

CLUP Applications Decided: 3

Application No: **HGY/2017/0021** Officer: Fortune Gumbo
 Decision: PERM REQ Decision Date: 08/03/2017
 Location: 115 Crowland Road N15 6UR
 Proposal: Certificate of lawfulness for proposed outbuilding.

Application No: **HGY/2017/0353** Officer: Neil Collins
 Decision: PERM DEV Decision Date: 01/03/2017
 Location: 15 Hillside Road N15 6LU
 Proposal: Lawful development certificate for propoposed reversion from 2 x flats to single family dwelling.

Application No: **HGY/2017/0624** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 07/03/2017
 Location: 18 Pulford Road N15 6SP
 Proposal: Certificate of lawfulnessfor erection of a single storey extension

COND Applications Decided: 1

Application No: **HGY/2017/0527** Officer: Samuel Uff
 Decision: REF Decision Date: 17/03/2017
 Location: 3 & 5 Elm Park Avenue N15 6AL
 Proposal: Minor material amendemnt under Section 73 of the Town and Country Planning Act 1990 for the removal of condition 5 of approved HGY/2010/1060 to remove the requirement for the extension to be built at the same time as that of no.5

FUL Applications Decided: 5

Application No: **HGY/2017/0125** Officer: Duncan McKane
 Decision: REF Decision Date: 01/03/2017
 Location: 32 Ferndale Road N15 6UE
 Proposal: Erection of additional storey known as a type 2 roof extension

Application No: **HGY/2017/0238** Officer: Emma McCready
 Decision: GTD Decision Date: 13/03/2017
 Location: Flat A 132 Hermitage Road N4 1NL
 Proposal: Loft conversion including rear dormer - to existing first floor flat

Application No: **HGY/2017/0336** Officer: Duncan McKane
 Decision: REF Decision Date: 08/03/2017
 Location: 13-15 Hillside Road N15 6LU
 Proposal: Erection of ground floor rear side infill extension extension to No 13 and first floor rear side extensions to both Nos 13 and 15

Application No: **HGY/2017/0593** Officer: Wendy Robinson
 Decision: REF Decision Date: 21/03/2017
 Location: 500 Seven Sisters Road N15 6EP
 Proposal: Erection of single storey side and rear wrap around extension

Application No: **HGY/2017/0626** Officer: Aaron Lau
 Decision: GTD Decision Date: 21/03/2017
 Location: 45 Eade Road N4 1DJ
 Proposal: Erection of single storey rear extension, hip to gable extension, loft conversion with rear dormer and conversion of property into two self contained units (1 x 3 bed unit and 1 x 1 bed unit) with associated internal alterations

PNE Applications Decided: 3

Application No: **HGY/2017/0395** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 17/03/2017
 Location: 48 Ferndale Road N15 6UQ
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.5m, for which the maximum height would be 2.6m and for which the height of the eaves would be 2.6m

Application No: **HGY/2017/0397** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 14/03/2017
 Location: 7 Wargrave Avenue N15 6UH

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.5m, for which the maximum height would be 4m and for which the height of the eaves would be 3m

Application No: **HGY/2017/0399** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 10/03/2017
 Location: 56 Wargrave Avenue N15 6UB

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.3m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

TEL Applications Decided: 1

Application No: **HGY/2017/0674** Officer: Samuel Uff
 Decision: PN GRANT Decision Date: 28/03/2017
 Location: Corner of Green Lanes and Williamson Road N4 1DR

Proposal: Prior approval for the installation of a 15m high monopole supporting internally shrouded antennas as well as installation of 2no equipment cabinets with ancillary works at ground floor

Total Applications Decided for Ward: 14WARD: **Stroud Green****FLEX Applications Decided: 1**

Application No: **HGY/2017/0855** Officer: Roland Sheldon
 Decision: FLEXGTD Decision Date: 24/03/2017
 Location: 48 Quernmore Road N4 4QP

Proposal: Flexible Change of use under Schedule 2, Part 4, Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 starting from 01/01/2017: Existing Use Class A1 (shop) Proposed Use Class B1 (business)

FUL Applications Decided: 10

Application No:	HGY/2017/0200	Officer:	Duncan McKane
Decision:	GTD	Decision Date:	08/03/2017
Location:	Flat 1 56 Stapleton Hall Road N4 3QG		
Proposal:	Erection of a single storey rear side extension at ground floor and minor alterations to the internal layout.		
Application No:	HGY/2017/0282	Officer:	Emma McCready
Decision:	GTD	Decision Date:	03/03/2017
Location:	Flat A 33 Ferme Park Road N4 4EB		
Proposal:	Erection of an outbuilding in the rear garden to serve as garden shed for the storage of building, construction and gardening tools		
Application No:	HGY/2017/0295	Officer:	Roland Sheldon
Decision:	REF	Decision Date:	09/03/2017
Location:	Basement Flat 76 Mount View Road N4 4JR		
Proposal:	Change use of lower basement flat to serviced apartment for short-stay accommodation for temporary period of 2 years.		
Application No:	HGY/2017/0327	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	17/03/2017
Location:	Ground Floor Flat A 43 Mount Pleasant Villas N4 4HA		
Proposal:	Rear timber outbuilding		
Application No:	HGY/2017/0374	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	13/03/2017
Location:	26 Perth Road N4 3HB		
Proposal:	Erection of replacement single storey rear extension of the same footprint as existing		
Application No:	HGY/2017/0405	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	01/03/2017
Location:	71 Uplands Road N8 9NH		
Proposal:	Remove part of existing wooden structure to rear and infill rear to form an extension, glazed doors and roof		
Application No:	HGY/2017/0493	Officer:	Sarah Madondo
Decision:	GTD	Decision Date:	16/03/2017
Location:	Flat A 173 Mount View Road N4 4JT		
Proposal:	Widening of existing rear facing dormer window with roof terrace and insertion of rooflights to front elevation.		
Application No:	HGY/2017/0522	Officer:	Emma McCready
Decision:	GTD	Decision Date:	28/03/2017
Location:	3 Stapleton Hall Road N4 3QE		
Proposal:	Demolition of a existing conservatory and construction of a new flat roof extension at first floor level .		
Application No:	HGY/2017/0525	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	28/03/2017
Location:	2A Ossian Road N4 4EA		
Proposal:	Erection of single storey side extension on upper floor adjacent to existing outdoor terrace and formation of external staircase linking existing upper floor outdoor terrace to lower level courtyard via existing external staircase to ground level		

Application No: **HGY/2017/0586** Officer: Wendy Robinson
 Decision: REF Decision Date: 22/03/2017
 Location: First Floor Flat 110 Inderwick Road N8 9JY
 Proposal: Formation of rear balcony to dormer extension

PNE Applications Decided: 2

Application No: **HGY/2017/0420** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 10/03/2017
 Location: 23 Uplands Road N8 9NN
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 5.9m, for which the maximum height would be 3.7m and for which the height of the eaves would be 2.8m

Application No: **HGY/2017/0668** Officer: Duncan McKane
 Decision: PN NOT REQ Decision Date: 24/03/2017
 Location: 40 Ridge Road N8 9LH
 Proposal: Erection of single storey rear / side infill extension to a depth of 5.5m from the rear elevation wall and the erection of a 3m deep extension to the rear of the outrigger

RES Applications Decided: 1

Application No: **HGY/2017/0335** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 23/03/2017
 Location: 92 Stapleton Hall Road N4 4QA
 Proposal: Approval of details pursuant to condition 7 (Site boundary treatment) & 14 (Considerate contractors scheme) attached to planning permission HGY/2014/0697

TEL Applications Decided: 1

Application No: **HGY/2017/0601** Officer: Kwaku Bossman-Gyamera
 Decision: PN GRANT Decision Date: 29/03/2017
 Location: Video Court Mount View Road N4 4SJ
 Proposal: Installation of 3no. antennas and 3no. 300mm diameter transmission dishes mounted on freestanding frames with support poles. 1no. equipment cabinet set on freestanding plinth and ancillary works.

Total Applications Decided for Ward: 15WARD: **Tottenham Green****CLUP Applications Decided: 3**

Application No: **HGY/2017/0605** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 10/03/2017
 Location: 124 Seaford Road N15 5DS
 Proposal: Certificate of lawfulness for the construction of an 'L shaped' dormer from the rear roof slope and extending over the flat roof of the rear addition

Application No: **HGY/2017/0702** Officer: Gareth Prosser
 Decision: PERM DEV Decision Date: 06/03/2017
 Location: 7 Elmar Road N15 5DH
 Proposal: Formation of a second floor rear outrigger

Application No: **HGY/2017/0769** Officer: Laurence Ackrill
 Decision: PERM DEV Decision Date: 14/03/2017
 Location: 79 Antill Road N15 4AR
 Proposal: Lawful development certificate for a rear dormer roof extension and front elevation rooflights

FLEX Applications Decided: 1

Application No: **HGY/2017/0371** Officer: Emma McCready
 Decision: FLEXGTD Decision Date: 06/03/2017
 Location: 100 West Green Road N15 5AA
 Proposal: Flexible Change of use under Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 starting from 03/03/2017: Existing Use Class A1 - (coffee shop) Proposed Use Class A3 (cafe / restaurant)

FUL Applications Decided: 6

Application No: **HGY/2017/0148** Officer: Roland Sheldon
 Decision: REF Decision Date: 07/03/2017
 Location: 117 Seaford Road N15 5DX
 Proposal: Use of property as House of Multiple Occupation containing 5 bedrooms and ancillary common parts.

Application No: **HGY/2017/0454** Officer: Sarah Madondo
 Decision: GTD Decision Date: 17/03/2017
 Location: 12 Talbot Road N15 4DH
 Proposal: Installation of external metal staircase and internal alterations.

Application No: **HGY/2017/0463** Officer: Roland Sheldon
 Decision: GTD Decision Date: 22/03/2017
 Location: 29 Harold Road N15 4PL
 Proposal: Proposed single storey front infill extension.

Application No: **HGY/2017/0485** Officer: Samuel Uff
 Decision: REF Decision Date: 30/03/2017
 Location: 14 & 16 Bedford Road N15 4HA
 Proposal: Excavation of rear gardens of nos.14 & 16 Bedford Road to accommodate the erection of a single storey height, one bedroom dwelling, in conjunction with associated ramps and landscaping

Application No: **HGY/2017/0486** Officer: Wendy Robinson
 Decision: GTD Decision Date: 17/03/2017
 Location: Flat B 31 Townsend Road N15 4NT
 Proposal: Erection of a rear roof dormer extension, installation of solar panels to the roof top, replacement of existing rooflight with new lantern-style rooflight and retiling to front dormer roof with replacement slate tiles.

Application No: **HGY/2017/0704** Officer: Aaron Lau
 Decision: GTD Decision Date: 27/03/2017
 Location: 7 Elmar Road N15 5DH
 Proposal: Roof lights to flat roof of existing rear dormer extension.

FULM Applications Decided: 1

Application No: **HGY/2016/2232** Officer: Aaron Lau
 Decision: GTD Decision Date: 24/03/2017
 Location: Car Wash Centre Broad Lane N15 4DE
 Proposal: Demolition of the existing car wash, construction of a new office block including, covered bin, cycle's store and parking.

LCD Applications Decided: 1

Application No: **HGY/2017/0413** Officer: Laina Levassor
 Decision: GTD Decision Date: 16/03/2017
 Location: 18 Suffield Road N15 5JX
 Proposal: Replacement of timber windows and doors with PVCu windows and doors

PNC Applications Decided: 1

Application No: **HGY/2017/0357** Officer: Duncan McKane
 Decision: PN GRANT Decision Date: 27/03/2017
 Location: Zenith House 69 Lawrence Road N15 4TG
 Proposal: Prior Approval for change of use from B1(a) (office) to C3 (dwelling house) to provide 39 residential units on first, second and third floors

PNE Applications Decided: 1

Application No: **HGY/2017/0402** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 20/03/2017
 Location: 79 Elmar Road N15 5DH
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 0m, for which the maximum height would be 3.275m and for which the height of the eaves would be 2.7m

RES Applications Decided: 4

Application No: **HGY/2017/0156** Officer: Christopher Smith
 Decision: GTD Decision Date: 17/03/2017
 Location: Apex House 820 Seven Sisters Road N15 5PQ
 Proposal: Approval of details (partial discharge) pursuant to condition 11(b) (site investigation) attached to planning permission HGY/2015/2915

Application No: **HGY/2017/0375** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 09/03/2017
 Location: 196 West Green Road N15 5AG
 Proposal: Approval of details pursuant to condition 7 (details of all existing and proposed levels) attached to planning permission HGY/2015/2902

Application No: **HGY/2017/0434** Officer: Christopher Smith
 Decision: GTD Decision Date: 16/03/2017
 Location: Apex House 820 Seven Sisters Road N15 5PQ
 Proposal: Approval of details pursuant to condition 16 (Considerate Constructors Scheme) attached to planning permission HGY/2015/2915

Application No: **HGY/2017/0763** Officer: Wendy Robinson
 Decision: GTD Decision Date: 17/03/2017
 Location: 318-320 High Road N15 4BN
 Proposal: Approval of details pursuant to conditions 14 and 15 (Local Labour/Training) attached to planning permission HGY/2013/1985

Total Applications Decided for Ward: 18WARD: **Tottenham Hale****CLUP Applications Decided: 3**

Application No: **HGY/2017/0535** Officer: Duncan McKane
 Decision: PERM DEV Decision Date: 16/03/2017
 Location: 37 Wycombe Road N17 9XN
 Proposal: Certificate of lawfulness for a proposed rear dormer roof extension and installation of 2 rooflights to front roof slope.

Application No: **HGY/2017/0741** Officer: Neil Collins
 Decision: PERM DEV Decision Date: 13/03/2017
 Location: 14 Poynton Road N17 9SL
 Proposal: Certificate of lawfulness for a proposed rear dormer roof extension

Application No: **HGY/2017/0810** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 20/03/2017
 Location: 9 Junction Road N17 9HE
 Proposal: Certificate of lawfulness for loft conversion with rear dormer extension and rooflights to the front roof face

FUL Applications Decided: 1

Application No: **HGY/2017/0654** Officer: Laurence Ackrill
 Decision: GTD Decision Date: 24/03/2017
 Location: Unit 6 Lockwood Industrial Park Mill Mead Road N17 9QP
 Proposal: Change of use from B1 Use Class to B2 Use Class (Micro Brewery)

RES Applications Decided: 1

Application No: **HGY/2017/0236** Officer: Emma McCready
 Decision: GTD Decision Date: 24/03/2017
 Location: Parking Area Whitbread Close N17 0YB
 Proposal: Discharge of condition 5 (Sustainable Homes) attached to planning permission HGY/2014/3509

Total Applications Decided for Ward: 5WARD: **West Green****ADV Applications Decided: 1**

Application No: **HGY/2017/0520** Officer: Emma McCready
 Decision: GTD Decision Date: 28/03/2017
 Location: Adjacent Penniston Close Land At Downhills Way N17 6AH
 Proposal: Replacement of an existing 48-sheet advertising display with a 48-sheet backlit advertising display

FUL Applications Decided: 8

Application No: **HGY/2016/3673** Officer: Samuel Uff
 Decision: GTD Decision Date: 10/03/2017
 Location: 335 Lordship Lane N17 6AB

Proposal: Installation of a shipping container to provide additional cycle storage for the existing cycle rental / repair facility

(The application is a Departure from the Development Plan)

Application No: **HGY/2016/3984** Officer: Neil Collins

Decision: GTD Decision Date: 07/03/2017

Location: 276-278 West Green Road N15 3QR

Proposal: Demolition of existing buildings and construction of mixed-use building comprising 1 no. commercial unit (A1) at ground floor and 8 no. residential units (C3) on upper floors (3 no. 1-bed units, 3 no. 2-bed units and 2 no. 3-bed units).

Application No: **HGY/2017/0064** Officer: Emma McCready

Decision: GTD Decision Date: 10/03/2017

Location: 407 Lordship Lane N17 6AG

Proposal: Change of use from unlawful Snooker Hall (Use class D2) to part residential (Use class C3) and part retail (Use class A1)

Application No: **HGY/2017/0237** Officer: Emma McCready

Decision: REF Decision Date: 09/03/2017

Location: 156 Walpole Road N17 6BW

Proposal: Change of use from C3 (dwellinghouse) to C4 (HMO 6p/5b)

Application No: **HGY/2017/0446** Officer: Gareth Prosser

Decision: GTD Decision Date: 10/03/2017

Location: 8 Waldeck Road N15 3EP

Proposal: Proposed single storey rear extension

Application No: **HGY/2017/0482** Officer: Neil Collins

Decision: GTD Decision Date: 27/03/2017

Location: Vehicle Repair Workshop 482 West Green Road N15 3DA

Proposal: Erection of two storey infill extension

Application No: **HGY/2017/0502** Officer: Conor Guilfoyle

Decision: GTD Decision Date: 27/03/2017

Location: First Floor Flat 90 Langham Road N15 3LX

Proposal: Formation of rear roof dormer extension and installation of three front roof lights

Application No: **HGY/2017/0730** Officer: Aaron Lau

Decision: GTD Decision Date: 29/03/2017

Location: First Floor Flat 48 Boundary Road N22 6AD

Proposal: Proposed dormer loft conversion over main roof with 2 velux windows on front slope.

LCD Applications Decided: 1

Application No: **HGY/2017/0066** Officer: Duncan McKane

Decision: GTD Decision Date: 03/03/2017

Location: Spanswick Lodge Waldeck Road N15 3EN

Proposal: Erection of single storey flat roof extension and 2 x additional access ramps

PNC Applications Decided: 1

Application No: **HGY/2017/0491** Officer: Laurence Ackrill
 Decision: PN REFUSED Decision Date: 17/03/2017
 Location: 403 Lordship Lane N17 6AE
 Proposal: Prior approval for change of use from A1 (retail) to A1 (retail) / C3 (dwellinghouse)

PNE Applications Decided: 3

Application No: **HGY/2017/0455** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 24/03/2017
 Location: 144 Boundary Road N22 6AE
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 2.5m, for which the maximum height would be 4m and for which the height of the eaves would be 3m

Application No: **HGY/2017/0537** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 20/03/2017
 Location: 184 Boundary Road N22 6AJ

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 3.1m and for which the height of the eaves would be 3m

Application No: **HGY/2017/0672** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 30/03/2017
 Location: 198 Boundary Road N22 6AJ

Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

Total Applications Decided for Ward: 14WARD: **White Hart Lane****CLUP Applications Decided: 1**

Application No: **HGY/2017/0872** Officer: Aaron Lau
 Decision: PERM DEV Decision Date: 24/03/2017
 Location: 95 Great Cambridge Road N17 7LN
 Proposal: Certificate of lawfulness: proposed rear dormer and front roof lights

FUL Applications Decided: 1

Application No: **HGY/2017/0612** Officer: Neil Collins
 Decision: GTD Decision Date: 24/03/2017
 Location: 224 Tower Gardens Road N17 7QE
 Proposal: Erection of single storey rear extension

LCD Applications Decided: 1

Application No: **HGY/2017/0269** Officer: Laina Levassor
 Decision: GTD Decision Date: 10/03/2017
 Location: 140-146 Lordship Lane N17 7QS
 Proposal: Replacement of timber windows with like for like timber

NON Applications Decided: 1

Application No: **HGY/2017/0868** Officer: Emma McCready
 Decision: GTD Decision Date: 24/03/2017
 Location: 308 White Hart Lane N17 8LA
 Proposal: Non-material amendment to replace the proposed side elevation

Total Applications Decided for Ward: 4

WARD: **Woodside**

CLUP Applications Decided: 2

Application No: **HGY/2017/0518** Officer: Emma McCready
 Decision: PERM DEV Decision Date: 28/03/2017
 Location: 17 Forfar Road N22 5QE
 Proposal: Certificate of lawfulness for alteration of hip to gable and creation of habitable loft room

Application No: **HGY/2017/0623** Officer: Anthony Traub
 Decision: PERM DEV Decision Date: 10/03/2017
 Location: 87 Perth Road N22 5QG
 Proposal: Certificate of lawfulness for loft conversion hip to gable with rear dormer and front rooflights, and garage conversion to habitable room including raising of roof

FUL Applications Decided: 5

Application No: **HGY/2016/3832** Officer: Samuel Uff
 Decision: GTD Decision Date: 16/03/2017
 Location: First Floor Flat 7 Maryland Road N22 5AR
 Proposal: Formation of a rear dormer and 3 x front rooflights to existing flat

Application No: **HGY/2017/0177** Officer: Kwaku Bossman-Gyamera
 Decision: GTD Decision Date: 07/03/2017
 Location: 28 Leith Road N22 5QA
 Proposal: Single storey rear extension

Application No: **HGY/2017/0222** Officer: Matthew Gunning
 Decision: GTD Decision Date: 14/03/2017
 Location: 25 Watsons Road N22 7TZ
 Proposal: Erection of first floor above an existing ground floor office with amendments to the existing ground floor building envelope

Application No: **HGY/2017/0239** Officer: Neil Collins
 Decision: GTD Decision Date: 30/03/2017
 Location: Flat A 39 Park Avenue N22 7HA
 Proposal: Erection of single storey rear extension to ground floor flat

Application No: **HGY/2017/0363** Officer: Sarah Madondo
 Decision: GTD Decision Date: 13/03/2017
 Location: 41 Bounds Green Road N22 8HB
 Proposal: Erection of a front and rear dormers to provide one self-contained flat.

LCD Applications Decided: 2

Application No: **HGY/2016/3581** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 07/03/2017
 Location: 34 & 34B Woodside Road N22 5HT
 Proposal: Replacement windows to uPVC.

Application No: **HGY/2016/3582** Officer: Robbie McNaugher
 Decision: GTD Decision Date: 07/03/2017
 Location: 96 & 96A Woodside Road N22 5HT
 Proposal: Replacement windows and doors to uPVC.

PNC Applications Decided: 1

Application No: **HGY/2017/0483** Officer: Wendy Robinson
 Decision: PN GRANT Decision Date: 13/03/2017
 Location: 1a Eldon Road N22 5DU
 Proposal: Prior approval for change of use from A1 (retail) to C3 (residential)

PNE Applications Decided: 3

Application No: **HGY/2017/0301** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 02/03/2017
 Location: 16 Croxford Gardens N22 5QU
 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 3.5m and for which the height of the eaves would be 2.7m

Application No: **HGY/2017/0358** Officer: Anthony Traub
 Decision: PN NOT REQ Decision Date: 03/03/2017
 Location: 8 Homecroft Road N22 5EL
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 5.5m, for which the maximum height would be 2.95m and for which the height of the eaves would be 2.68m

Application No: **HGY/2017/0388** Officer: Anthony Traub
 Decision: PN REFUSED Decision Date: 10/03/2017
 Location: 31 Norman Avenue N22 5ES
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.8m

RES Applications Decided: 1

Application No: **HGY/2017/0457** Officer: Aaron Lau
 Decision: GTD Decision Date: 07/03/2017
 Location: 40 Wolseley Road N22 7TW
 Proposal: Approval of details pursuant to condition 6 (cycle parking) attached to planning permission ref. HGY/2015/0518

Total Applications Decided for Ward: 14

Total Number of Applications Decided: 290

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